

# Zeitschrift



Barry Ferguson, VW 1200, Bathurst 1963

## October 2016

**IN THIS ISSUE (Guest-edited by STEPHANIE SCHENK):**

**Barry Ferguson interview**

**ACT German Auto Display**

**Norm's VIC report**

**From our Website**

**Sydney German Autofest**

**Canley Heights car show**

**Jim's eventful Valla trip**

**Plus lots more...**



**The Legend Never Dies**

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

**A member of the NSW Council of Motor Clubs. Also affiliated with CAMS.**



# Club VeeDub Sydney Committee 2016-17.

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<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953

## VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

## General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Sue Monaghan
Conie Heliotis	

## Canberra Committee.

<b>Chair:</b>	Bruce Walker chair@canberra.clubvw.org.au
<b>Secretary:</b>	Mandy Conway vicechair@canberra.clubvw.org.au
<b>Registrar:</b>	Iven Laufer (02) 6254 1142
<b>Merchandise:</b>	Mandy Conway merchandise@canberra.clubvw.org.au

## Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

## Monthly meetings.

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 1340  
Camden NSW 2570

## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

## We thank our VW Nationals sponsors:

### 29 VW Nationals.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Stan Pobjoy Racing Engineering
C & S Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

### 25 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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### 20 years and over.

Aust VW Performance Ctre	Mick Motors
Indian Automotive	North Rocky & Import Parts

### 15 years and over.

Evolution Car Hire	Reliable Automotive Services
Harding Performance	Unicap Pty Ltd
Mobile Model Cars	Wayne Penrose VW Enginring
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### 10 years and over.

All Metal Bumpers	Classic Vee Dub
Artemi's T-Shirts	Euro Automotive
Antique Tyres	Volksmuller
Black Needle Auto Upholstry	VW Classic Kirrawee
BWA Auto	VW Magazine Australia
Camden GTI Performance	Wolfsburg Auto Melbourne
Canberra VW Centre	VW Magazine Australia

### 5 years and over.

Custom T-Shirts	Mountain Mechanics
Expert Signs	Quik Strip Bankstown
Exoticars Service Centre	Rod Penrose Racing
Just Kampers	Subarugears
Motexion	Volkscare Melbourne
MacKellar Service Centre	Westside Mufflers

*Please have respect for the committee members and their families  
by only phoning at reasonable hours.*



**Sunday 16**  
**October 2016**  
**BURWOOD PARK**

## *Celebrate the 25th anniversary*

*of the Classic Car Show and Shine in style at the biggest family friendly festival in the Inner West.*

Bring your four wheeled baby along for show, or enter one of fourteen categories to be judged best in show by the Council of Motor Clubs.

- |  |                                |  |
|--|--------------------------------|--|
| 01. Best Veteran or Vintage – up to 1929     | 06. Best 70s Classic           | 11. Best Hot Rod                           |
| 02. Best 30s Classic                         | 07. Best Modern – 1980 onwards | 12. Best Street Machine                    |
| 03. Best 40s Classic including WWII vehicles | 08. Best Commercial Vehicle    | 13. Best Custom                            |
| 04. Best 50s Classic                         | 09. Best Motorcycle            | 14. Best Unmodified – Original or Restored |
| 05. Best 60s Classic                         | 10. Best Exotic or Unusual     |  |

Entry is \$10, payable on event day to the volunteers from the Burwood SES.  
To enter, visit [www.burwoodfestival.com.au](http://www.burwoodfestival.com.au) and click on the Classic Car Show and Shine tab



# 2016 Albatross *...Show n Shine...*

**Sunday 23rd Oct (10AM TILL 2:30PM)**

**FLEET AIR ARM MUSEUM, ALBATROSS ROAD, NOWRA HILL.**

\$15 PRE REGISTRATION ENTRY / \$20.00 ON THE DAY GATE ENTRY  
SPECTATORS - GOLD COIN DONATION



FEATURING LIVE ENTERTAINMENT FROM:

*"Blue Tongue"*

ALCOHOL FREE FAMILY EVENT!



**Bellert & Bennett**  
SMASH REPAIRS



PROUD SUPPORTERS OF:



Enquiries:

Stuart Walters 0410 577 296 Glenn Smith 0427 476 427  
[wal250@y7mail.com](mailto:wal250@y7mail.com)

For further information and entry forms visit:  
[www.navy.gov.au/event/albatross-show-n-shine-2016](http://www.navy.gov.au/event/albatross-show-n-shine-2016)

• 'T' MODEL FORDS • AUSTIN '7's • STATIONARY ENGINES •

HOT RODS

•

OPEN WHEELERS

•

MILITARY

SPEEDWAY

•

EARLY CARAVANS

•

*The Friends of Linnwood*  
Invite you to attend  
An open house and bike display day  
at historic Linnwood House

25 Byron Road, Guildford  
\$3.00 Admission to house

Sunday 13th November 2016



OUTFITS

•

TRACTORS

•

GO KARTS

•

MOTORCYCLES

•

MICROCARS

## The **TREVOR THOMAS** BIG BIKES & LIKES DAY

Vehicles can park on the front lawn of Linnwood House from 10 a.m.  
The 'vehicle display' will celebrate the contribution to Australian motoring by  
the late Trevor Thomas. All Commercial, Military, Classic and Vintage,  
Veteran and Hot Rod vehicles are welcome.

Sue's Transport Books will donate prizes for the winners of judged vehicle categories.  
Anyone interested in obtaining a trade site on the day should contact Dorothy Warwick the  
President of the 'Friends of Linnwood House' on (02) 9632 9203.



• SCOOTERS • EARLY 4WD • TRUCKS •

# KURRAJONG-A-BUZZ

*Proudly Promoting Pollinator Week*

**Sunday 20 November 10am - 2pm**  
**Kurrajong Village**

- Fun activities throughout the village
- Bee specialists, insect hotels & honey
- Plants to create a pollinator paradise
- Kids zone with bug activities
- Free family event

A KURRAJONG COMMUNITY FORUM EVENT

# It's on again! **Boris' VW Picnic Day & Swap Meet 2016**

**\*\*\* NEW VENUE THIS YEAR \*\*\***

**When: From 9:00am Sunday 27th November 2016**

**Where: Ramsgate Beach carpark, right beside Botany Bay.**

**Enter from The Grand Parade heading south. Turn left just past Hollywood St. Note - you can't turn right heading north.**

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Polish your VW for the summer and have a fantastic day!**



Presented by Club VeeDub Sydney

Sponsored by Vintage Vee-Dub Supplies  
(02) 9789 1777



## Von dem Herrn Präsident.

We had some great events last month, including German car days in Sydney and Canberra. There are reports and lots of photos on both of them in this issue.

I had to miss the Canberra German Autofest on Saturday 17th & Sunday 18th as my son was racing his car at an event in Wilby, Victoria which is about 100 km west of Albury, so being a good dad I went with him. Happily I was able to attend the Sydney German Autofest on Sunday 25th at Earlwood. Despite some light showers in the morning there was massive turnout of German cars, especially Mercedes, when I arrived at 6.30. Not a huge lot of VWs were in attendance; maybe the rain scared them off.

I had to miss out on VW Warwick drags this year as I'm still rebuilding my car and I decided to use the time working on my car instead of going to watch, but by all accounts it was a great success. Watch for the next VWMA in the newsagents next month for all the info.

Coming up are some more great events to attend with your VW; so many that you'll need to write them in your diary. I've just heard that all is good with the organising of Boris Picnic Day so that's another great day out coming up.

Norm Elias has another wonderful interview with an Australian VW legend this month - Barry Ferguson. I'm sure you'll enjoy it.

See you with your VW at an event soon.



Steve Carter

## A Beetle Graveyard.

I'm excited to be guest-editing the magazine this month! This is a short story about my Grandfather's Smash Repairs shop in Alban St Lidcombe. Schenk & Co Smash Repairs, although closed now, has had a long history with Volkswagens. The factory floor used to be absolutely covered in Beetles piled on top of each other ready for wrecking. Every piece was unbolted and sold. The unsalvagables were hoisted into the back of a Kombi Ute and sent to Sims Metal Recyclers.

My Grandfather, John Schenk, started Schenk & Co Smash repairs in 1960, and in the following twenty-five years he wrecked more Volkswagen Beetles than you could poke a stick at. Grandfather was an amazingly sharp mechanic and electrical engineer and he wrecked Beetles because you could unbolt every part. He also fixed a lot of them too.

The only photo of a Beetle from Schenk & Co was a 1972 pink Superbug. It belonged to a customer and in April of 1986 was brought to Schenk & Co for repairs. It didn't get unbolted, but it certainly ended up wrecked.

The morning of Thursday April 24<sup>th</sup> 1984, the Schenk household woke up to the news that the workshop was on fire. They made their way to Alban St and saw flames engulfing the



back shed and a man standing in the laneway watching it burn.

A few days' prior, the man had his car towed by my Uncle John and brought to the workshop for repairs. He was a known arsonist. The man broke into the property and drove the pink Superbug straight into the roller door. It must have given him one heck of a fright when the entire 20ft wooden roller door came off its hinges and smashed into the bonnet of the Superbug, narrowly missing the driver.

But he was not deterred and headed into the garage. Paint and paint stripper lined the interior walls and was quickly splashed all over the shed. One match would have been all it took.

Eight customer-owned cars were lost, including the little Superbug. The shed itself was reduced to cinders and never rebuilt. It took a Kombi Ute, a bobcat and 6 sets of hands to sweep away the ashes.

It couldn't be proved that the man watching from laneway was the culprit; he got off scot free.

The little Superbug wasn't the last Beetle through the Schenk & Co doors, but it certainly was the only one that got to wreck the wreckers.

I hope you enjoy this month's magazine!

Stephanie Schenk

## Kanberra Kapitel report.

Spring has definitely sprung, so I hope you are all getting those cars out into the sun.

This month we ran our German Auto Display. The event went well despite some issues with the weather and some parking problems. You should find a report in this magazine with plenty of photos. Many thanks to those people who helped us at the show, being marshals, tent staff, or just generally assisting in some way. Particular thanks to Willie and Mandy for your help in organising the weekend, and of course our sponsor –

Lennox's VW in Phillip.

Events coming up include Marques In The Park carshow (30 Oct), Classic Yass Car Show (05 Nov), Canberra Swap Meet (06 Nov), the



model society show (13 Nov), and our Xmas event in December. We'll have details out to you as soon as possible but please mark the dates in your calendar.

Bruce

## Klub Kalender.

\*\*\* All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check [www.clubvw.org.au](http://www.clubvw.org.au) for the latest information and any changes.

### October.

**Sunday 16th:- Burwood Spring Festival Classic Car Show** at Burwood Park, Burwood. The car show is part of the Spring Festival, with displays, stalls, food, rides and entertainment all day. Vintage, veteran and classic cars. Club Veedub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit them at [www.burwoodfestival.com.au](http://www.burwoodfestival.com.au) or phone the Burwood SES on (02) 9745 1386 and say you are with the VW Club.

**Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 22nd:- VW Kombi convoy** from North Sydney to Bondi Beach to celebrate Beachfest 2017. The best Kombis will win free event tickets to the show in November. More details to follow. See <http://www.bondibeachfest.com.au/> for details of this year's show.

**Saturday 22nd:- VW display** at Tyndale Christian School Fete, Blacktown. We have been invited to display our VWs from 12 noon onwards. 58 Douglas Rd Blacktown. They are only looking at a small display to engage the kids. The fair celebrates 50 years of the school and all funds raised go to supporting an orphanage in Thailand. Contact Jennifer Wolfgramm on 0400 311522

**Sunday 23rd:- 5th annual HMAS Albatross Show n Shine** at Fleet Air Arm Museum, Albatross Rd Nowra Hill. Entrants from 8am; \$15 pre-rego entry; \$20 on the day. Spectators from 10am, gold coin donation.

## YOUR CAR COLUMN

This week's guest writer is Miss P. Boss, cosmetics consultant of East St. Kilda.

In the glove-box of my car, I carry ...



### The book that's sold 2,000,000 copies in 12 years

It is only 40 pages long. There are no handsome heroes in it. Yet each year, more and more people (especially women!) "buy" copies than ever before.

This remarkable "best seller" can't be bought in the book shops. It is available only from Volkswagen agents. You get a copy free when you buy a new Volkswagen — that's when I got my copy. Its title? "The Volkswagen Service Booklet!"

#### Owners won't part with it

The VW Service Booklet is just the thing I'd always wanted — but could never get with other cars. Now at last I can be sure that my car is regularly and systematically serviced for a reasonable price. All I do is drive my VW to a VW Service Station (and there's always one near-by) and leave it entirely in the hands of the experts. I don't have to haggle about prices, and I'm always sure that everything's been attended to.

My VW Service Booklet contains vouchers (rather like blank cheques) which set out the parts to be checked at regular mileages. And the cost is printed on the front. The VW people go over everything thoroughly. By the time my VW has done 30,000 miles, even the door screws will have been checked six times.

The bigger items, such as brakes and electrical equipment will, by that time, have been checked *twelve times!* I've worked it out that at a typical maintenance service (done every 3,000 miles) the VW men check no less than twenty-two different component parts.

I've never had that kind of service with any other car! My VW gives me something very important to pleasant motoring: *peace of mind.*

#### Best re-seller, too

Another good thing about the VW Service Booklet: it will help me to get a higher price for my VW on the second-hand market when I decide to buy a new VW. It stands to reason that buyers will pay more for a car when they have proof that it has been properly serviced, and that the mileage on the speedo is genuine.

If there weren't a thousand other good reasons for owning a Volkswagen, the VW's Service Booklet would be good enough reason for me!

For your free colour booklet which tells you everything you want to know about Volkswagen write today to Volkswagen Distributors Pty. Ltd., 67 Queens Rd., Melbourne, S.C.2. Read about all the features that make Volkswagen Australia's best car value.

VW511A

Large array of judging categories, many other fun family activities throughout the day. Live band 'Blue Tongue' will play for you. For more info contact Stuart Walters on 0410 577296, or visit:

[www.navy.gov.au/event/albatross-show-n-shine-2016](http://www.navy.gov.au/event/albatross-show-n-shine-2016) for info and pre-entry forms.

**Monday 31st:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## November.

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 10th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Sunday 13th:- Big Bikes and Likes day** at historic Linnwood House, 25 Byron Rd Guildford. Classic VWs are invited to attend an open house and classic car/bike display. All commercial, military, classic, vintage, veteran and hot rod machines welcome from 10am. \$3 entry to the historic house. Trade stands, food stalls, tea and coffees. Contact Dorothy (Linnwood House) on (02) 9632 9203 for more info.

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Sunday 20th:- Kurrajong-a-Buzz community day** at Kurrajong Village. To celebrate Pollinator Week, Club VW Sydney have been invited to display VW Beetles at the free family fun and pollination information day. There will be a kids activity zone, a sausage sizzle run by our local Rural Fire folks, cake stall run by our Kurrajong Nursing home group, and lots of activities in our cafes. Kurrajong Rural Fire service have arranged exclusive parking for the first 10-12 VW Bugs. Please arrive before 8:30am to get into position before the event starts. Other VWs welcome to attend but will have to park elsewhere. Contact Lyn Ward on 0411 107456 for more info.

**Sunday 27th:- Boris' Picnic Day 2017.** Yes it's on again — at a **NEW LOCATION**. It will be held at **Ramsgate Beach** carpark, about 1km north of last year's position. Head south on The Grand Parade and turn left into the entrance just past Hollywood St. You can't turn right coming the other way. Display your VW, sell/swap VW parts, Club stand, BBQ sausage sizzle and refreshments. Shine

up your VW and enjoy a day by the water! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

**Monday 28th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## December.

**Thursday 1st:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Saturday 3rd - Sunday 4th:- MotorWorld Sydney** at Sydney Motorsport Park, Eastern Creek. A dynamic, interactive automotive festival. Come and test drive your hero car on track, road or off-road circuits; compare brands and models for yourself, or experience them through a series of live demonstrations. Hundreds of cars and motorbikes across 40 brands will be in action on four test drive tracks, four additional drive experiences and demonstration arenas for the most interactive automotive festival ever to be held in Australia. A total of 10,000 test drives are available on track, street and gravel, and many more highlights for visitors to participate in. Educational activities for kids, training programs for young drivers, competitions and high speed challenges for the experienced. If you wish to attend this event with your car, contact Steve Carter. The Club's preferred days to attend the event will be either Saturday 3 December or Sunday 4 December. The date is yet to be confirmed depending on numbers for either day. The sooner you can confirm your interest, the sooner we can book our spots. Numbers are limited.

**Thursday 8th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club VeeDub Christmas Party!** Bring a wrapped present (worth about \$5) to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

**Monday 19th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## January 2017.

**Thursday 5th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 12th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Sunday 22nd:- VW Summer Cruise 2017.** Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome, with gold coin BBQ sausage sizzle and drinks. Large grassy park with kids playground, kiosk and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

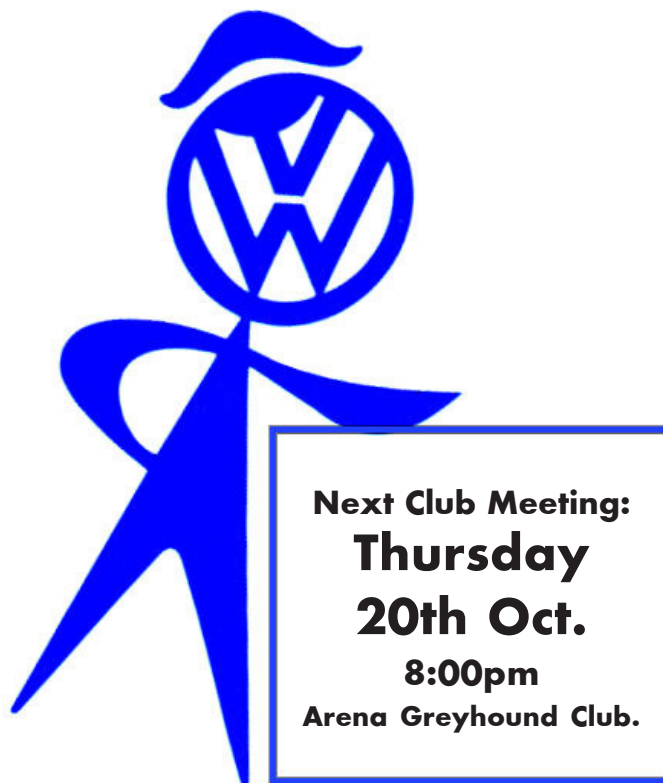
**Thursday 26th:- Australia Day CARNIVALE** at Parramatta Park. Celebrate Australia's birthday in 2017 with a day-long program of events. Hot air balloons, BBQ festival and cookoff, family zone with kids' activities, rides and concert; Hot 100 party and bar, main stage concert and main fireworks at 9pm. Huge vintage and classic car show. Pre-bookings essential. On-line registrations open on 14 October. Go to [www.ausdayparramatta.com.au](http://www.ausdayparramatta.com.au) for more info.

**Monday 30th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## February.

**Thursday 2nd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 9th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).



**Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Monday 27th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## May.

**Saturday 27th:- VW Nationals Supersprint** at Sydney Motorsport Par, Eastern Creek (South Circuit). We're back at this famous Sydney track! VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

**Sunday 28th:- VW Nationals 2016** at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, musical entertainment, great food and drink, VW fun for the family all day.

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)*

*All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).*

*Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.*

## New Ads.

**Wanted:-** I am looking for an original Volkswagen Beetle **Drivers Door Weather Shield** to suit 1968 – 1976 model. I am prepared to pay according to condition. Please contact Graham Ingram on (02) 4441 1166 or email [gkingram@bigpond.com](mailto:gkingram@bigpond.com)

**Wanted:-** I am after the following items for a 1971 Type 3.  
\* Front & Rear Sway Bars (after market) New or Used  
\* Either Dellorto FRD34 Complete Kit OR Weber ICT34 Complete Kit (new or used) to suit Twin Port Heads.  
I am prepared to pay according to condition. Please contact Graham Ingram on (02) 4441 1166 or email [gkingram@bigpond.com](mailto:gkingram@bigpond.com)

**For Sale:-** Have In Stock 15 new **Bosch Distributor Caps** Part No GB 207 If Interested can have all for \$150. Have also in stock 4 sets **Ignition Leads** Suit 1973-1983 Volkswagen Golf, Passat 8 mm Silicone @ \$20.00 Each Contact Mr Tony Hickey (Image Auto Parts) on (02) 9449 2700 (BH), mobile 0416 255 525 or email [admin@imageautoparts.com.au](mailto:admin@imageautoparts.com.au)

**For Sale:-** I have some very creative, individual and interesting **paintings/drawings** of VWs by my late mother in law (Braidwood artist) that some of your members may be interested in. The image sizes are (includes protective surrounds):

Small 295 x 210

Medium 635 x 470

Large 710 x 510

Any further queries please do not hesitate to contact me anytime. Best Regards, Luciano Fabrizio – mobile 0418 623 608 or email [LFabrizio@schiaavello.com](mailto:LFabrizio@schiaavello.com)

**For Sale:-** I have an assortment of **Hazet and Matra tools** for sale and am trying to get an idea of their value. if are able to help it would be appreciated. Contact Mr Neil Weir on (08) 97260384, or mobile 0429 108538, or email [neilweir@bigpond.net.au](mailto:neilweir@bigpond.net.au)

**Wanted:-** Hello, I work for an Advertising agency here in Sydney. One of our clients is Nulon (oils, lubrications etc). They are creating a video series where we talk to **people who love their cars** - similar to this [https://www.youtube.com/watch?v=EOV6xdIG1\\_U](https://www.youtube.com/watch?v=EOV6xdIG1_U) We are needing more Euro cars and I'm reaching out to see if any of your club members have any cars with interesting stories or cars that are unique and would be interested taking part? Thanks for your time! Contact Mr Josh Clark (Edge Agency) on 0457 750044 or email [josh.clark@edge.agency](mailto:josh.clark@edge.agency)

**For Sale:-** I have a 1978 2 litre air-cooled Dual Cab for sale. Mechanically great. Body highly average. Contact Mr F. Doe on 0427 341446 or email [margdoe@comstech.com](mailto:margdoe@comstech.com)

## 2nd month Ads.

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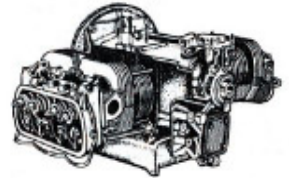
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## Countdown to 1 million Australian VWs.

The one-millionth Volkswagen to be sold in Australia, since the original release of the Beetle way back in 1954, is drawing closer.

As detailed here last month, VW had sold 940,038 vehicles in Australia from 1954 to the end of 2015. Last month we listed all the individual year totals for you to add up yourself.

In addition, we can add VW's sales so far for 2016. Including the latest figures for September, VW's monthly Australian sales for 2016 have been:

January	4,341	July	4,193
February	4,922	August	3,893
March	5,316	September	4,380
April	4,732		
May	4,565	Total so far:	42,275
June	5,933		

So adding 940,038 to the 2016 total so far gives us 982,313 VWs in total, to the end of September.

That means just 17,687 to go to reach one million.

At the current average rate of 4,697 vehicles per month for 2016 so far, the one-millionth VW will be sold in 3.7 months from the end of September. That means in the second half of January 2017.

Stay tuned for a further update next month.

## Tiguan 2 released in Australia.

The 2017 'Mk2' Volkswagen Tiguan has now been released in Australia, priced from \$31,990 plus on-road costs. The new point of entry is \$3000 higher than the outgoing car's RRP, though the new-generation version is significantly larger and better-equipped.

Kicking off the new Volkswagen Tiguan range is the Trendline 110TSI with a 1.4-litre turbo-



petrol engine producing 110 kW/250 Nm, matched to six-speed manual or six-speed DSG transmissions, with a front-wheel drive layout.

The Trendline's \$31,990 entry price (or \$34,490 with the DSG automatic) puts the Volkswagen above the Mazda CX-5 Maxx Sport, which is the second-from-base variant in the Mazda line-up. It's also \$2000 more than the \$29,990 starting price announced for the all-new Renault Koleos last week.

Next in the chain is the mid-range Tiguan Comfortline priced from \$36,990, available in 110TSI guise, as well as with larger 2.0-litre 132TSI petrol (132 kW/320 Nm) or 110TDI 2.0-litre diesel (110 kW/340 Nm) engines. All have 4Motion all-wheel drive and a DSG.

The pricing — \$36,990 for the 110TSI, \$41,490 for the 132TSI and \$42,990 for the 110TDI — puts the Tiguan Comfortline in between the Mazda CX-5 Maxx Sport and GT variants.

Topping the range is the Tiguan Highline DSG 4Motion, with 162 kW/350 Nm 2.0-litre petrol (shared with the Golf GTI) or 140 kW/400 Nm diesel engine options. This version will kick off at \$48,490, which puts it around the ballpark with the flagship Mazda CX-5 Akera variant.

The new-generation Tiguan is bigger between the wheels and much more spacious than before, with its 615 L/1655 L boot taking it from the bottom of the class to the upper echelon. It's also billed as more premium and dynamic than before.

The Mk2 Tiguan will also offer "the most comprehensive package of standard safety technologies in the segment". All models get low-speed autonomous brakes, lane assist, fatigue detection, an active bonnet, multi-collision braking, parking assist and a rear-view camera.



Volkswagen Australia has billed the new Tiguan as “one of its most significant launches in recent memory”, which should surprise nobody considering the market for this type of SUV is up 19 per cent in 2016, making it the second-biggest individual vehicle segment.

See the new VW Tiguan at your local Volkswagen dealer now.

**2017 Volkswagen Tiguan pricing (plus on-roads):**

**Trendline 110TSI FWD manual \$31,990**

**Trendline 110TSI FWD six-speed DSG \$34,490**

**Comfortline 110TSI FWD six-speed DSG \$36,990**

**Comfortline 132TSI AWD seven-speed DSG \$41,490**

**Comfortline 110TDI AWD seven-speed DSG \$42,990**

**Highline 162TSI seven-speed DSG \$48,490**

**Highline 140TDI seven-speed DSG \$49,990**

## VW aspires to premium status.

Volkswagen Australia wants people to perceive its brand as semi-premium, placing it below the high-end German luxury offerings from Audi, BMW and Mercedes-Benz but a cut above the mainstream Japanese and Korean contenders in the market.

The company’s mission, encapsulated by the corporate slogan ‘premium for the people’, is being led by managing director Michael Bartsch, now almost a year into the job and set on shifting the Australian VW company’s culture.

“It’s my opinion that we have a lot of opportunities with the brand in Australia to create a very unique positioning in the market that sits right underneath the luxury brands of Mercedes and Audi, but well above the Japanese and Korean brands,” he said this week.

The plan will see VW continue to roll out products at a slightly higher price than other big-volume brands, but will also comprise a significant upgrade of its servicing and sales culture, to better fit with this stated positioning.

“The products will remain what Volkswagen has always been... we will never be the cheapest car in the market, that simply won’t happen, but we will always remain an extremely strong value proposition for German-made, premium quality. It’s important we are something to aspire to,” he said.

“I don’t think anyone wakes up in morning saying they’re aspiring to own a Korean car or a Corolla... [but] that’s where we have to get this brand, well and truly established as something that remains aspirational.”

More important, though, is overhauling the company’s service culture. Volkswagen has not performed well in numerous dealer satisfaction surveys, and the company has for some time acknowledged it has a problem here.

Bartsch has the attitude that the most important part of a restaurant is the kitchen, and the most important part of any dealer is the workshop. Volkswagen Australia (VGA) now has a board level director of customer experience, has spent money on greater tech training and gives its master technicians (35 will graduate per year) Amaro company cars.

“One of the big challenges for Volkswagen is still the aftersales business,” he said.



“If you were to ask anyone internally where does our focus lie, the absolute focus is getting the back end, service culture of business aligned with where we currently stand in terms of sales penetration.

“That’s very much the position we have with our dealers... everybody knows in this business you sell the first car at the front end and the second via the back end.”

From a front of house perspective, VGA is also investing in greater training for sales staff, and is intent on simplifying and shortening the buying process, removing the process of hand-balling buyers between sales, finance and accessories departments, and setting higher standards for showroom decor.

## 2017 VW updates.

Volkswagen Australia has released updated 2017 model-year pricing and specifications for its passenger car range, bringing varied price rises depending on model and variant.

At the entry point of the local range is the Polo, which now starts at \$17,190 plus on-road costs (ORC) for the 66TSI Trendline equipped with the five-speed manual transmission. All 2017 Polos see a \$200 increase over their respective 2016 counterparts, with no equipment changes.



Stepping up to the Golf will now set you back \$22,840 plus on-road costs for the base 92TSI manual, a \$400 increase over last year’s model. The same increase applies for the rest of the 2017 Golf range, including the tough Golf Alltrack wagon. Added features for the new model year include a new frameless rear-view mirror, along with a new dual-zone climate control unit with air cleaning and allergen filter.



The hotter Golf performance range has seen a slight shuffle for the new model year, with the Golf GTI Performance variant dropped from the line-up, effectively replaced by the special-edition Golf GTI 40 Years model, which starts at \$46,990 plus ORCs with the six-speed manual and \$48,990 plus ORCs with the six-speed DSG – kicking off \$500 more than the previous DSG-only GTI Performance.

Starting at \$41,340 plus on-roads for the six-speed manual variant, the standard 2017 Golf GTI is also \$400 more expensive than last year's model, while the DSG-equipped version now retails for \$350 extra at \$43,840 plus ORCs.

Topping the line-up is the 2017 Golf R, which gets a \$250 increase over the previous model year at \$52,990 and \$55,490 plus on-roads respectively. Like the regular Golf range, the performance models gain the frameless rear-view mirror along with the new air-cleaning and anti-allergen air-conditioning unit.

Customers wanting the retro-styled Beetle now only have the choice of one variant – the Beetle Classic.

Despite being axed from the local line-up earlier this year, this special stripped-back Beetle will continue to be sold as part of a 'final run', starting at \$36,990 plus on-road costs with the standard seven-speed DSG transmission. No options are offered.



The coupe-styled Scirocco R sees no price changes for the new model year, but gains the new air-conditioning system, albeit with just the allergen filter. The Scirocco still looks fresh, although it's now 8 years old and still based on the Golf 5 platform.

Meanwhile, the ageing Jetta sedan (it's also based on the Golf 5) sees prices increase by up to \$1000 for 2017, now starting at \$23,990 for the 118TSI Trendline manual variant. The 118TSI Comfortline, Highline, and 155TSI Highline

Sport models are \$300 pricier than 2016. The 118TSI Trendline variant gains front- and rear-parking sensors, automatic headlights and wipers, auto-dimming rear-view mirror, while the anti-theft alarm has been discontinued.

Specification changes for the rest of the Jetta range are limited to the frameless rear-view mirror and anti-allergen dual-zone climate control system.



The all-new 2017 Tiguan has now been released, priced from \$31,990 plus on-road costs. Compared to the previous-generation model that is now 10-years-old, the new Tiguan is about \$3000 pricier than its predecessor, although it will come significantly better equipped.

Pricing for the mid-sized 2017 Passat sedan and wagon range is \$500 up on last year for the 132TSI and 132TSI Comfortline, while the 140TDI Highline and off-road inspired 140TDI Alltrack see more significant increases of \$1500, though the higher prices come with longer equipment lists.



The 132TSI gets new 17-inch 'Soho' alloy wheels and Front Assist with low-speed autonomous emergency braking (AEB) as standard. 132TSI Comfortline, 140TDI Highline and 140TDI Alltrack variants gain 14-way electrically-adjustable front seats, massaging function for driver's seat, memory function for driver's seat and exterior mirrors, power folding mirrors, auto-dimming driver's door mirror and kerb function for passenger-side door mirror. The 132TSI Comfortline now gets selectable driving modes as standard.

Other revisions for the Passat range include changes to the optional Luxury and R-Line packages, the addition of a luggage floor net, along with the new air-cleaning and anti-allergen and air-conditioning system.

The 2017 Touareg sees the largest price increases, ranging from \$1000 to \$3500 depending on the model.

Starting at \$68,990 and \$70,990 respectively, the



Touareg 150TDI and 150TDI Element are \$1000 more expensive than last year.

The V6 TDI variant sees the larger \$3500 increase, while the flagship V8 TDI R-Line is \$1500 pricier than before.

Added equipment for 2017 is reserved for the V6 TDI model, which now gets the previously optional Technology Package as standard, including an Area View surround camera system, memory function for the front seats, door mirrors and steering wheel, electrically-adjustable steering wheel, keyless access, and a larger 100-litre fuel tank.

The rest of the Touareg range sees the addition of a frameless rear-view mirror.

All 2017 Volkswagen models are available to order now, with many of the updated vehicles arriving this month. See the 2017 VW range at your local VW dealer now.

## 2017 VW Commercial updates.

Volkswagen Australia has detailed new connectivity updates to its 2017 model-year commercial van and people mover ranges, while drive-away 'Runner' editions of the Crafter and Transporter models continue to be offered.

Updates for the new model year include an electric tailgate fitted as standard for Multivan Highline and Executive variants, an updated infotainment system with App Connect and iPhone interface, and new exterior colours for the top-selling Caddy van. All models also get Climatronic air-conditioning with an anti-allergen filter.

Entry pricing for the Multivan range holds steady at \$49,990 plus on-road costs, while the \$78,990 and \$82,490



points for the Highline TDI450 and Highline TDI450 4Motion models marks a \$2500 increase.

In the Transporter range, the budget-friendly \$32,990 drive-away Runner variant soldiers on as the entry point, followed by the regular base-level TDI340 SWB (short wheelbase) at \$37,990 plus on-road costs – up \$1000.

The Runner name appears again in the big Crafter range, priced at \$39,990 drive-away in Crafter 35 TDI300 MWB (medium wheelbase) form, \$2000 less than before.

Other drive-away deals, albeit without the Runner title, include the \$34,990 Caddy Maxi Trendline TSI220 DSG, and the manual-equipped dual-cab Amarok TDI400 4Motion at \$38,990. Pricing for both lines remains otherwise unchanged.

Recent times have seen Volkswagen Commercial logging record year-to-date sales in Australia. Last month, 292 Transporters (commercial van and Multivan) were sold, beating the model's previous monthly record of 210 units. The brand's entire commercial range has achieved a record year-to-date sales figure of 8,502 vehicles, eclipsing the previous record of 8,272. Of course this includes all VW Commercials – the Caddy, Transporter, Crafter and Amarok.

The 2017 Caddy Van range starts at \$28,190 plus on-road costs for the Maxi TSI220 manual variant, while the 2017 Caddy people mover can be had from \$32,490 plus ORCs for the DSG-equipped Trendline TSI220.

The 2017 Transporter van kicks off at \$37,990 plus ORCs for the TDI340 short-wheelbase manual, and its people-friendly 2017 Multivan sibling starts at the special price of \$49,990 drive-away for the Comfortline TDI340 equipped with the seven-speed DSG.

Finally, the sole Caravelle TDI340 long-wheelbase DSG people mover is available from \$50,990 plus on-road costs.

## Last Beetle one of four new special VWs.

Volkswagen Australia is preparing to launch no fewer than four special-edition models before the end of 2016, following in the wheel tracks of the recent new Golf GTI 40 Years edition.

Kicking things off is the Volkswagen Beetle Classic Final Edition, due to arrive this month. It'll be the last opportunity for Australians to buy a Beetle before the low-selling model is axed from the local line-up.



from there, with the New Beetle breaking the 1000-unit mark just once in the last 15 years (1043 units in 2005, bolstered by the launch of the Cabriolet). And apart from the USA market, there's been a similar level of disinterest across the globe. In Europe the retro design twigs memories of the years of hard work and austerity rebuilding after the destruction of the war.

The current Beetle, sold here since 2013, was even less popular than the 2000-12 New Beetle and moved even further away from the air-cooled original. Australians always preferred the modern VW range, particularly the Golf, Tiguan, Amarok and Caddy. Still, this last Beetle is a nice way to end the model and could become a collectors' item in the years to come.

Even though production of the front-drive, Golf 6-based Beetle will continue in VW's Mexican plant (for the time being) to satisfy the US market, the rest of the world is preparing to bid farewell to a car it never really bonded with. And Australia will be among the first to say goodbye.

This special version, to be priced at \$36,990 plus on-road costs, gets unique 17-inch retro alloy wheels, classical exterior and interior design elements, and unique numbered decals.

Limited to an individually numbered build of just 53 units (no, not for Herbie – it's a nod to 1953, the year the first VWs were imported for local display), our last Beetle will feature a gold cabin badge marked 'The Beetle Classic – Final Edition', as well as black 'steel-look' 17-inch wheels with chrome centre caps, black 'Beetle' side decals, a black roof, a white-only colour scheme and checked seat trim among its cache of 'classic' design cues seemingly channelling the Superbugs of the 1970s.

Technology-wise, however, the Beetle Classic will be anything but. With bi-xenon headlights, LED running lights, Volkswagen's latest multimedia set-up and a 118 kW/240 Nm 'twin-charged' 1.4, the final Beetle should have enough software sparkle to please a generation of tech-savvy buyers who weren't born when Volkswagen's original rear-engined, air-cooled Beetle ended Australian production in 1976.

Volkswagen revived the Beetle's iconic design when the Golf 4-based New Beetle launched here in January 2000, but even in its best year – the first 12 months – the New Beetle shifted a modest 1,328 units, compared with the original Beetle's 1960 sales record of 24,388. And it was downhill

Also due this month is the Volkswagen Polo Beats, based on the 81TSI Comfortline. This version gets a large 300W Beats sound system, unique interior and exterior trims including quilted seats, and 16-inch alloy wheels.

The Polo Beats will cost \$21,990 drive-away with a manual or \$24,490 drive-away in DSG guise.



Another model launching around the same time will be the Volkswagen Touareg Wolfsburg, an uber-luxury derivative based on the 150TDI with 20-inch 'Mallory' alloy wheels, diamond-stitched Nappa leather seats with heating/cooling, radar cruise and AEB, and the availability of a unique Reef Blue metallic paint.

This version will be priced from \$88,990, which is \$7000 more than the car on which it is based.

Finally, Volkswagen Australia will launch the





Volkswagen Scirocco R Wolfsburg in November. Limited to 150 units, it will add motorsport-style bucket seats, 19-inch black alloy wheels and the availability of either Oryx White pearl or Rising Blue metallic paint.

The six-speed manual version will be \$49,990, while the DSG version will cost \$51,990 — \$4000 more than the regular versions.

See these special 'limited edition' models at your Volkswagen dealer now.

## Hot Passat for Australia.

A new high-performance Volkswagen Passat 206TSI R-Line 4Motion will hit Australian showrooms later this year, giving VW's local arm a spiritual successor to the legendary Passat R36 (not to mention the classic sporty Passat TS from 1974).

The new hotted-up Volkswagen Passat sedan and wagon derivative will top the range, with its 206 kW/350 Nm 2.0-litre turbocharged petrol engine, DSG gearbox and 4Motion all-wheel drive system shared with the Golf R.

This makes it something of a follow-up to the much-loved 220 kW/350 Nm 3.6-litre six-cylinder Passat R36, which sold here from 2008 to 2011. It held the record for the quickest (0-100 in 5.6 sec) Volkswagen ever sold in Australia until the Golf 7 R finally beat it in 2014.

The new Passat 206TSI R-Line will be 4Motion AWD, like its predecessor, with an identical torque output but a slight reduction in power due to our 'hot country' status (a problem shared with its Golf R sibling). Even so, VW claims

it will be quicker than the R36: 0-100 km/h in 5.5 seconds. It will have a six-speed DSG dual-clutch automatic transmission, adaptive chassis control and customisable digital instrumentation.

It will also bring the R-Line package that's optional for Highline versions of the latest Passat, comprising a sports body kit, 19-inch alloy wheels, dynamic LED headlights and unique 'R' badging.

Inside, there are leather-trimmed R-Line seats, a flat-bottom multi-function sports steering wheel with paddle shifters, alloy pedals and — like all MY17 Passat R-Line models — Volkswagen's New Active Info Display, which debuts locally this month in the new Tiguan SUV.

Pricing for the Passat 206TSI R-Line will kick off at \$57,990 plus on-road costs, climbing to \$59,990 for the wagon. The current diesel-powered 140TDI Highline Passat flagship costs \$45,990-\$47,990, by comparison (the old Passat R36 was almost \$67,000).

## More VW SUVs for Australia.

Volkswagen Australia has pledged to dramatically expand its comparatively meagre SUV range by adding five brand new models inside the next 30 months.

VW's Australian office this month once again acknowledged its lack of SUV offerings compared to its Japanese and Korean competition, in a market where these high riding 'Turrumurra Tractors' are growing sales at a rate of knots.

SUV sales are up 10 per cent this year and now make up 37 per cent of the total market, whittling away the market share of passenger cars to just over 41 per cent. But Volkswagen has only two SUV offerings: the Tiguan and the Touareg, as well as niche 'Alltrack' models of the Golf and Passat wagons.

"We don't have the depth and the range that we need in SUVs," Volkswagen Australia's managing director Michael Bartsch has admitted, before giving some hints at the company's grand plans to rectify this by the end of 2018.

First is the release of the brand new Mk2 Volkswagen Tiguan, a larger and more practical offering than its segment-straddling forebear. This VW will compete in the booming medium SUV market against the top-selling Mazda CX-5. VW hopes to increase sales from around 6,000 Tiguan a year to as many as 10,000.

The bigger new Tiguan now leaves room for a smaller SUV offering to compete with the Mazda CX-3 and Honda HR-V. It will likely be based on a similar MQB architecture to the next-generation Polo light car (and pitched as a budget version of the new Audi Q2), and perhaps sporting some stylistic nods to the radical 2016 T-Cross Breeze concept (top of next page).

VW has also been planning a larger seven-seater crossover, with either the seven-seater long-wheelbase Tiguan already spotted, or the upcoming larger US-made model previewed by the 2013 CrossBlue concept, to rival the Mazda CX-9 and Toyota Kluger.





## Tiguan XL spotted.

The longer VW Tiguan XL has been spied completely undisguised in south-western USA.

Almost two months ago we got our first look at undisguised versions of the long wheelbase Tiguan. Snapped at one of the company's factories in China, those photos were grainy, low resolution and shot from a limited number of angles.

These latest photos clearly show the extra centimetres grafted onto the car's wheelbase with the Tiguan, as the rear doors on the stretched soft-roader now dwarf the front pair. Reports indicate that the wheelbase will be 110 mm longer than the standard car.

In order to accommodate a third row of seats, the body work aft of the rear axle has been lengthened too. Although the tail-lights and tailgate seem to be carried over from the five-seat Tiguan, the LWB car does have a larger rear quarter window that sweeps upwards from the C-pillar.

In terms of drivetrain offerings, the Tiguan XL is expected to largely mirror that of its short wheelbase sibling, meaning a selection of turbocharged four-cylinder petrol and diesel engines.

Volkswagen Australia's managing director, Michael Bartsch, said back in April that the local arm was "planning to have the seven-seat" version.

While the new Tiguan XL will be first produced in China, the majority of export models will be sourced later from Mexico. Mexican-made long wheelbase Tiguans are expected to start entering North American showrooms from early 2017.

This means that any local debut probably won't happen until the middle of 2017, at the earliest.

Additionally, there will be the luxurious next-generation Touareg luxury SUV, which is expected to take inspiration from the MLB-based T-Prime GTE concept.

The final piece in the puzzle beyond this core four (small, medium, large and luxury) is likely to be a more niche offering, perhaps a production crossover coupe based on the 2014 T-Roc concept, or a more practical yet style-focused offering as hinted at by the 2013 CrossBlue Coupe concept. Then there was the Taigun small SUV concept from 2012, based on the little Up!. There have been so many one-off VW SUV design concepts, it's difficult to keep track of them all.

This new rapidly expanded SUV family will join the current crop of Volkswagen crossover models that includes the Golf Alltrack and Passat Alltrack, and will be central to the company's long-stated goal to be a top-five player in the Australian market.

Bartsch said the company expected sizeable volumes from all its SUV offerings, stating that a sustainable volume for any core SUV in our market was at least 5,000 units annually.





Jeff, Wayne and Laurie and Gwen were able to get there nice and early, and the VWs were popular with the crowds. There was also a nice mobile coffee van right next to us, based in a T4 Transporter.

It was a pity we didn't get a few more VWs to enter the show, but it was the weekend after Fathers Day so I guess most people had other things on. A few club members did stop in to say hello during the day. I did that myself, arriving on my pushbike. I had done the ride along the Prospect canal from the reservoir to Guildford, and stopped in on my way home.

The RSL club was open all day for meals and refreshments, and had some '50s rockabilly bands playing fun tunes in the auditorium.

The trophies were given away at the end of the day. Jeff tells us that Wayne won another trophy for his beautiful blue Kombi.

## Canley Heights RSL Car Show.

A beautiful sunny Sunday 11th September was the date for the annual classic car show at Canley Heights RSL Club.

They do put on a small monthly gathering, which we have reported on before, but this was the large annual show with a much bigger turnout, music and entertainment, and trophies for the best cars.

Most of the vehicles were modified and restored Fords and Holdens, but also quite a few cool American cars from the '50s, '60s and '70s. The Volkswagens were able to park together in a central location.





# Sydney German Autofest.

September continued as a busy month, and Sunday 25th was the date for the annual Sydney German Autofest at Earlwood, hosted by the Mercedes-Benz Club of NSW.

In past years this has been held in March and April, but this year they moved it to the springtime to coincide with their annual Mercedes concours d'elegance. As a result, it was a huge show this year, the biggest so far, with well over one hundred Mercedes-Benz vehicles attending.

The BMW Club also held their own concours on the day, so the BMW turnout was also large at around forty or so. There was also a good display of Porsches and Audis, as well as the German microcars such as the Messerschmitts and Isettas.

We had a good turnout of Volkswagens, old and new, and were able to park together in a central spot right near the entrance. There were quite a few more VWs parked outside and along the street, with their owners popping in to say hello.

It took quite a while to wander through all the rows of cars and inspect the shining vehicles. There were several sponsor tents selling car-care products, parts and service and insurance, and a food tent selling BBQ sausages. There was also a coffee van, and a Mr Whippy ice-cream van.

It was great to see the Mercedes Club had invited a celebrity to open the show on the PA system, Spencer Martin. He raced both sedans and open-wheelers, won his class at Bathurst in 1964 in a Vauxhall and raced a Bob Jane Repco Brabham open-wheeler in the Tasman Series. He was twice Australian Drivers Champion, in 1966 and 1967. He raced



professionally up to the 1990s and still races in historic classes today in his 70s.

The weather was fine in the early morning, with mostly sunshine and patchy cloud, but by mid-morning the grey clouds were starting to gather. By 11am many of the vehicles were starting up and heading off.

Thank you to the Mercedes-Benz Club for a enjoyable, very well-organised day.



# An interview with Barry Ferguson.

This month's article is about Barry Ferguson. Now, before you soccer nuts get all excited, it's neither about the Irish Barry Ferguson, playing defender for Coventry in 2002, or even the Scottish Barry Ferguson, playing midfielder for Rangers in 2003. This article is about Australia's Master of long distance events, competing in Bathurst, Southern Cross Rallies, London to Sydney marathons, Repco Round Australia Rallies, and mixing it with the big names of the day.

How did I get the opportunity to interview an iconic driver such as Barry Ferguson? It began with a phone call from Andrew Dodd on a wet and miserable Wednesday, 20 July 2016. I was curious as to why Andrew would be calling me, as I wouldn't have been able to offer him any Volkswagen advice. As it turns out, Andrew had just finished reading my article about Ray Christie in the July edition of Zeitschrift, and was impressed enough by the content, that he called me to see if I could write a similar article about Barry Ferguson. After obtaining Barry's details, I contacted Barry that same day to see if he would be interested in having a chat about his driving career. I also told him Andrew Dodd said to mention that I call him. After being met with a brief silence, Barry said "That'd be right." As Barry was busy with a "project", we agreed that I call him on 17 August to make a time to meet.

Tuesday, August 23 arrived, and I made my way from Penhurst to Castle Towers to meet Barry Ferguson. Once at Castle Towers, it took me almost the same amount of time to navigate the rabbit warren of a car park to find a parking spot, as it did to drive to Castle Hill. The next challenge was for Barry and I to identify one another. After being guided by Barry via mobile phone around the shopping centre, we finally met at Café Casba. After a brief introduction, it was down to ordering two large mugs of coffee and raisin toast, and the next two and a half hours of being immersed in Barry's history.

## Where were you born and where did you grow up?

I was born and bred in Goulburn on 7 August, 1938 in the middle of a snowstorm.

## What was your occupation?

Management. Time-wise, I was with the Arnott-Nestle organisations for 45 years. I was a Country Rep (based in Goulburn and then Canberra) on the sales side, then off to Field Sales Manager for Northern New South Wales, and then into Sales Management, Marketing, Specialist Projects (Logistics), and then Fleet Management of nearly 2,000 motor vehicles for the whole of Australia.

## When did you get your first car and what was it?

A 1927 Rugby utility was the first one. An uncle had that and gave it to me. The first car that I bought would've been a 1956 Austin A30. Brand new. And then on the 2nd of August 1958 I took delivery of my first VW. That was my introduction



to Volkswagens.

The rage in car clubs following the first Redex Round Australia was trials (which we now call rallies). I was in the Goulburn Automobile Club, and I competed with the Austin A30, Fiat 1100 and VW in hill climbs, Gymkhanas and club trials. When Ken Tubman won the 1953 Round Australia in a Peugeot, the first Redex, that set trials on fire and membership of car clubs grew enormously.

VWs showed their worth from 1954 onwards and did well in club events to Round Australia Trials and I thought, I've got to have one of these, so that's why I went out and bought one.

## How did your interest in cars and Motorsports begin?

DNA has a big bearing on what happens to humans, and I think from the farming background that I came from on both sides of the family and the innovation that they displayed from the mid-1800s I think it came out of that. I'm not qualified in any form of engineering but I can do most things to get the best out of mechanical things and keep them running.

Dad and mum always said that when I went wandering, when we moved into town, they would walk around the neighbourhood to see if any car or truck was open. I would most likely be sitting up behind the wheel, moving the gear lever and making car noises. So there was something in me, that's why I think it's the DNA side.

I learnt things the hard way. One memorable example was a Rugby, or an Erskine or something like that and I pulled the diff out because it had cacked itself. I put the crown wheel back in the wrong way and ended up with three reverses and one forward. I've never forgotten that.

## What was your first race you went to as a spectator?

That would have been Mount Druitt, 1955.





### Who or what motivated you to enter the motorsport world of racing and why?

Trials as opposed to Racing was my love. When Bruce Fraser, who was a director of Lanock Motors (the NSW agent for VW) and responsible for Motorsport, approached me in 1961 re sponsorship, as I was in my own car, and had been winning all sorts of things. They were spending a lot of money on motorsport in those days, and thought here's someone we should support. I never looked back from that day and didn't have to use my own money to enjoy my sport from that day on. I did all of my motorsport right up until now without paying my money.

In 1963 Bruce Fraser said, "The Armstrong 500 is coming to Bathurst, we should enter a car. Would you like to drive it?" I thought to myself, YES! YES! But I haven't got a racing licence. And this was a matter of about three months before Bathurst. So the rally car came into play, and I think we went to Warwick Farm, down to Calder and then to Winton. We got the three signatures, so I could have a Provisional Racing Licence.

A bloke from Canberra, a very good friend of Greg Cusack (the ACT VW Dealer), gave me a few clues on racing and what I should do, as he'd been in the racing arena working with Greg Cusack.

### What was your first race and in what car and on what track?

Bathurst in 1963. I had the three lead-up races just to get the Provisional Licence in the rally car. I discovered while getting the licence that I knew not a lot about racing. Dirt, I loved dirt. I didn't like bitumen.

George Reynolds a very successful VW racing driver of the day actually protested against us, because we beat him. He was a racing driver. I was not. As I had passed him on the outside of the very tricky Forrest's Elbow leading on to the main straight, he thought our car was modified and therefore not legal.

In my opinion, it was the Pirelli tyres that did the deed. Michelin tyres were the choice of most competitors as they had fantastic grip and a low wear rate but I did not think that they suited the swing axle rear suspension of the VW. They gripped too well and jacked the car up to positive camber whereas the Pirelli would let the rear end slide and keep constant camber thus promoting faster cornering speeds, just like on the dirt. End of race scrutineering cleared our car as legal and George's protest was dismissed.

Channel 7 decided to commit to full coverage of the race each year because of the excitement that was generated by the near race-long duel between the Morris Mini (Don Holland) and the VW. Even with the helmet on and all the racket the Standard Model made, you could hear the crowd cheering on the corners. Mini versus VW. It was on for young and old. Apart from the passing of the George Reynolds VW, no one thought that a VW would out handle and outperform a Mini and that was on bitumen.

My first motor event was 1954, in a Citroen Light 15 two tone grey, registration number AAA-146. Owned by a friend of the family, he had a local garage, a Citroen dealership. He was in the car club. In those days shire roads and public roads were used as opposed to what we have today, and the public roads had gates on them. They went across properties. So you took a gate opener. In 1954, I went not as a driver, not as a navigator, but as a gate opener. That was the first trial.



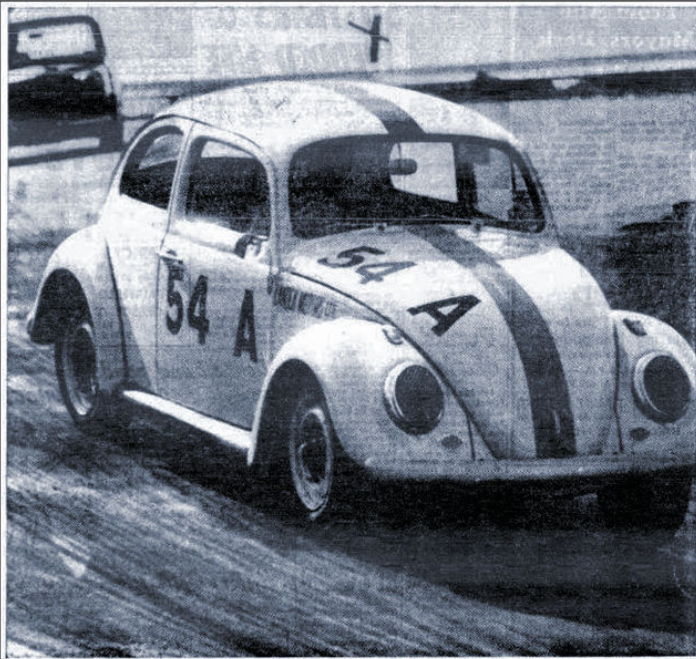
## VOLKSWAGEN FIRST AGAIN

Last Sunday 60 cars set out to prove themselves in the 1963 'Armstrong 500,' a race of over 500 miles of suspension-bursting, steering-testing, engine-boiling road.

The VW isn't built for racing, but like last year, in the same race, it came in first in its class (provisional result). Familiar story? The VW wins because it's made better—not because it goes faster. Independent torsion bar suspension on all four wheels, air-cooled engine (can't boil or freeze), four-speed synchromesh gear change, rear engine traction, big wheels. Put them all together as carefully as we do and you're starting to get sense in a motor car. Volkswagen sense . . . reliability . . . performance . . . finish. Now all you have to do is give it a price that wins, too! We did...only £799 for the VW1200 Sedan. So come in soon, have us prove VW is the ideal car for you. You'll save, too, on low cost maintenance and spares.

**DEPOSIT £160**  
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in the 1963 'Armstrong 500'  
**VW WINS AGAIN!**  
1st in its class (Provisional Result) — 5 VW'S STARTED AND 5 VW'S FINISHED!

**What was your favourite track?**  
BATHURST!

**What was your most satisfying race or rally, whether you won it or not?**

Probably 1967 when we won the Southern Cross Rally in a VW Beetle against a class field including the BMC Works team of three Mini Cooper S's brought out from the UK and driven by Hopkirk, Makinen and Altonen.

**What type of racing or rally was the toughest to compete in?**

Acknowledged by basically everyone, the toughest one was the 1979 Repco. It was the fastest, roughest, hardest Round Australia, EVER! It was more competitive than the '68 London to Sydney, which was another icon event.

**What drivers/cars were your biggest rival and why?**

Everyone was a rival. The biggest rival, well that goes through different eras. Peter Brock was obviously, in '79, because that man could drive anything, anywhere. He was a great driver. He was just uncanny. He would drive around a problem automatically like a computer.

Andrew Cowan, in the Mitsubishi. There was that bugger. We ran in the same team out here in Australia. We were with Mitsubishi for years and he would win, and I would come second. I could not beat him! No way! In near identical cars. He was just excellent. He was a long distance rally driver remembered for his victory in the 1968 London to Sydney 16,000 km Rally.

**Do you have any disappointment in any of your motorsport events?**

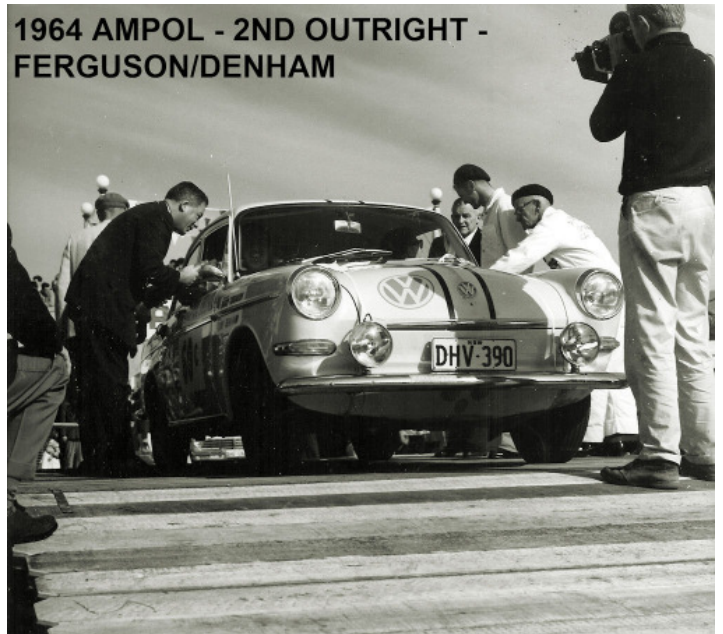
Ummmm.....Yes. Every time we didn't finish. Which wasn't very often. I think we only had two DNF's in the VWs in all those years. One was leading the '66 Southern Cross Rally. That was very disappointing. That was one.

Another was the 1964 Around Australia in a VW

1500S. They brought three 1500S Notchbacks out for us to run. Ray (Christie) would have told you about those I'm pretty sure because he had one of them. We had that thing won, but we still got second. We and a couple of others obeyed the law, and were late to Lithgow, and hence were well down the field and we had to claw our way all the way back up, and Harry Firth ended up beating me by five points. That was that one.



1964 AMPOL - 2ND OUTRIGHT -  
FERGUSON/DENHAM



Another was '74, we were once again being beaten for first place by Andrew Cowan, with eight kilometres to go after 2,500km, and the engine stopped due to a failure in the electronic distributor. The '74 was the first year they did away with the points distributor and went electronic. Something went haywire in the electronics with eight kilometres to go. That was another disappointing one. That's about it I think.

**What was your scariest moment during any of your motorsports?**

I think in the backblocks of India in the '68 London to Sydney. Poor roads, trucks, trucks and more trucks. If it wasn't a truck it was a bus. And when they'd breakdown, they get rocks and put them behind the wheels, and then they put rocks on the road to funnel you away from the breakdown and into one lane. When they fixed the truck, changed the tyre, or



1st: V.W. (Aust.) P/L - Barry Ferguson/Dave Johnson, Volkswagen (No.12 EKE 812) 1967 Southern Cross Rally

whatever, they drive away, and leave all these rocks all over the place. When you're hawking along in a nice big 350 Monaro, at about 60 to 70 miles an hour, and then you're confronted by all these bloody rocks on the road things have a habit of getting interesting. Trucks of somewhat equal performance, try to overtake wherever they may be and there might be two lines, be they white or yellow, between them, and they're coming up a pass and they're neck and neck, and you've just come up over a brow and you're confronted by THIS! We came up over a crest on one occasion with an army camp on the left and there was a convoy of army trucks approaching and they wanted to turn right, that means turn in front of us into the army camp. The first truck DID JUST THAT! So I stood on the brakes, the poor old bumper bars almost scraping on the ground, then off the brake, then hurled



1967 - 1600TS WORKS BEETLE 1 OF 4 MADE

it left, in front of the trucks, through the gate, down into the army camp, did a big U turn and trickled back out, shaking. Apart from that, no.

**Given what you know now, what advice would you give to others wishing to enter the motorsport world?**

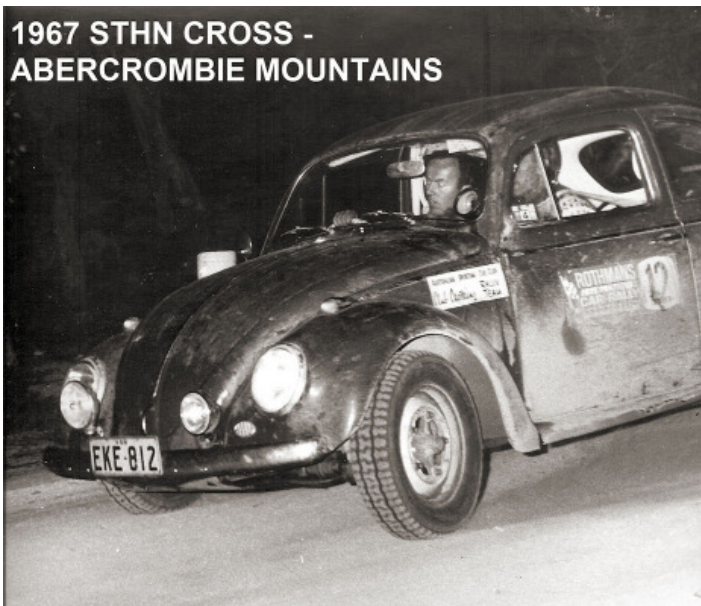
GO FOR IT! If you like motor cars, and you like driving, I can recommend it. Preferably long distance.

**When did you retire from motorsports?**

I haven't really retired from rally driving, as my last rally was 2015. If you're asking about Team Works rally driving, I last drove in about 2008 or 2010.

**How close is this year's 50th Anniversary Southern Cross Rally going to be to the original 1966 rally?**

A lot of the roads are now bitumen. A lot of the roads don't exist, or they've been recast two and three times and what was there is no longer there, or they have great big dozer holes through them. There'll be some, but I don't know how much. It won't be traversing the course as the course used to be. It will be a mixture of events, but as close as possible to the '66 Southern Cross.



**How long is the rally going to be?**

About ten or eleven days. It will go from Melbourne to Coffs Harbour, zigging and zagging, so it's got to be about a couple of thousand k's.

**Will you be competing in this year's 50th Anniversary Southern Cross Rally? If so, what are your preparations and what car will you be driving?**

I'm still debating whether to go. I've got my Repco Commodore that I could fall back on, but it wasn't built for that style of event. I said to Bob Watson, the director, I'd replicate the '66 spec VW. I could do one of those in probably



1967 STHN CROSS - 1ST - 1600 TS BEETLE

Volkswagen 1200 Beetle (No.38) 109 laps 4 Beetles out of 22 entries in that class.

1965 Armstrong 500  
5th in Class B (24th overall) Barry Ferguson/Charlie Smith Morris Cooper (No. 29) 115 laps

1966 Rothman's International Southern Cross Rally  
Barry Ferguson/Tony Denham VW Beetle. Retired

1966 Gallaher 500  
4th in Class B (21st overall) Barry Ferguson/George Reynolds Isuzu Bellett 500 117 laps

1967 Rothman's International Southern Cross Rally  
1st Barry Ferguson/Dave Johnson VW Beetle 1600 TS (No. 12) (EKE-812)

1968 Hardie-Ferodo 500  
2nd in Class A (32nd overall) Barry Ferguson/Brian Sampson Toyota Corolla 113 laps

a week. All I need is a car. I still have the big tank, a 1600 engine and all the necessary bits, put a couple of lights on the front and it's done. We don't need roll cages.

If I end up going, I'd like to replicate essentially what we had in 1966 or close to it. I've got enough parts at home to be able to do that. Before the month is out, I've got to make a decision.

#### Here are some highlights from Barry Ferguson's driving career.

9 times NSW Trials/Rally Champion

1963 Armstrong 500  
1st in Class A (19th overall) Barry Ferguson/Bill Ford  
Volkswagen 1200 Beetle (No.54) 116 laps 5 Beetles out of 12 entries in that class.

1964 Ampol Around Australia Trial  
2nd Outright Barry Ferguson/Tony Denham VW1500S (No.60C) (DHV-390)

1964 Armstrong 500  
12th in Class A (40th overall) Barry Ferguson/Bill Ford



Total Rally 1965 - Barry Ferguson

1968 Daily Express London to Sydney Marathon  
12th Barry Ferguson/D Chivas No. 76 Holden Monaro GTS (ADA-102)

1969 Southern Cross International Rally  
4th Barry Ferguson/Roger Bonhomme Holden Dealer Team Monaro GTS

1969 Hardie-Ferodo 500  
DNF Barry Ferguson/James Laing-Peach Toyota Corolla

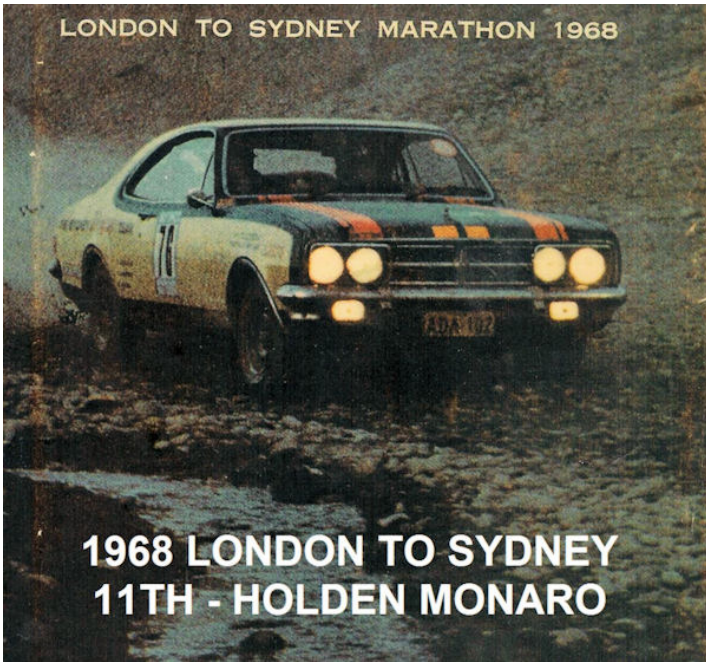
1970 Southern Cross International Rally  
1st Barry Ferguson/Dave Johnson No. 16 Holden Dealer Team Torana GTR

1970 Hardie-Ferodo 500  
5th in Class A (28th overall) Barry Ferguson/James Laing-Peach Mazda 1300 112 laps

1971 The Sun-Caltex Southern Cross International Rally  
3rd Barry Ferguson/Garry Connelly No. 11 Mitsubishi Galant

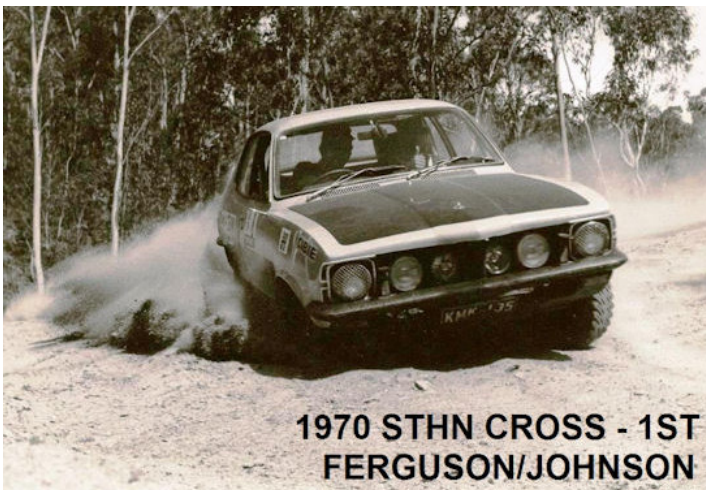


1967 STHN CROSS-1ST FERGUSON/JOHNSON



1973 Total Oil – The Sun Southern Cross International Rally  
2nd Barry Ferguson/Wayne Gregson Mitsubishi Lancer 1600  
GSR

1974 Total Oil – The Sun Southern Cross International Rally  
Barry Ferguson/Lindsay Adock No. 4 Mitsubishi Lancer  
GSR Retired 8 K from finish



1975 Southern Cross International Rally  
2nd Barry Ferguson/Lindsay Adock No. 6 Mitsubishi Lancer  
GSR

1976 Southern Cross Rally  
2nd Barry Ferguson/Neil Faulkner No. 9 Mitsubishi Lancer

1977 Singapore Airlines London to Sydney Marathon  
10th Barry Ferguson/Jim Reddiex/Doug Stewart No.69  
Citroen CX2400

1979 Repco Reliability Trial  
2nd Barry Ferguson/Wayne Bell/David Boddy, (No. 17)  
Holden Commodore HDT

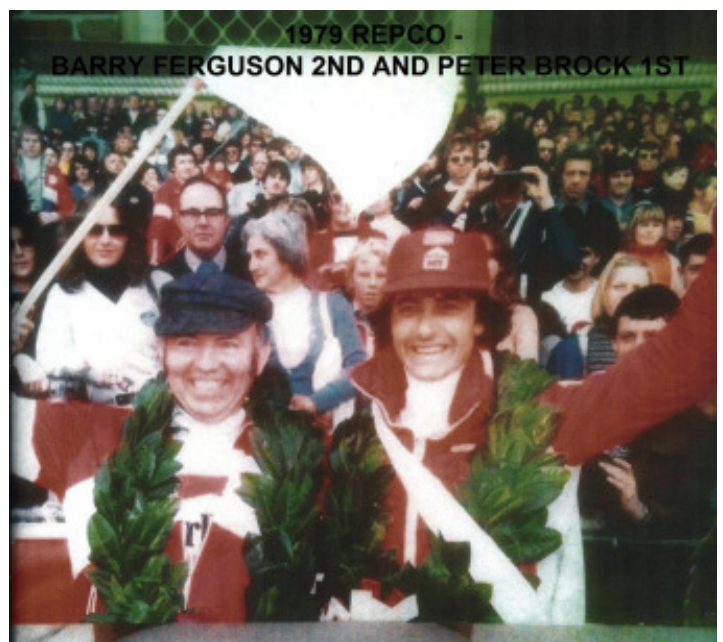


As you have read, Barry Ferguson is an accomplished long distance/rally driver, driving at Bathurst 10 times, 2 years Sandown 6 hours, 3 years Surfers Paradise 12 hours. He also drove in the 1968 and 1977 London to Sydney marathons, 7 podium finishes and a 4th from 10 starts in the Southern Cross Rallies including winning the 1967 and 1970 Southern Cross Rally. With Tony Denham he won the Bathurst Golden Jubilee Rally 1,000 mile Trial for small cars, raced VW at Catalina Park (NSW) with the most Division 1 wins of any car. Winner of the Mini Monte rally for Minis only, and finished second to Peter Brock in a Commodore in the notorious Repco Reliability Trial in 1979.

Barry was also inducted into the CAMS Rally Australia Hall of Fame in February 2014 together with the likes of Colin Bond, Evan Green (died 1996), Fred Gocontas, Graham Hoinville, Frank Kilfoyle, Ed Ordynski and Jim Reddiex.

Although not a great deal of time, the two and a half hours spent listening to and talking with Barry was well spent and most enjoyable and gave me an insight to a man I had only heard and read about. If not for that phone call on that wet Wednesday in July, I would not have met and interviewed one of Australia's most respected and accomplished rally drivers, Barry Ferguson. Thanks Andrew.

Norm Elias



# 2016 Shannons ACT German Auto Display.

The weekend of Sat 17th & Sun 18th saw Club VeeDub's Canberra Chapter hold it's biggest event of the year: the 2016 Shannons German Auto Display, organised by a committee representing all German marques, with Mercedes at the helm this year.

## Saturday 17 Sept: Cruise and BBQ

A cruise to A&R VW Repairs and VW Wreckers, Mitchell ACT, for a BBQ was organised by Mandy, Tony Schaivello and Willie to celebrate A&R's 35 years in business. And what a BBQ it was!

Willie and I met Club members, their friends and cars, 12 in total, in the Defence carpark at Russell at 11.30am for a leisurely drive to Mitchell. Our arrival at A&R caused pandemonium. A host of air and water cooled VWs were already there which meant that Tony, from A&R, and I had to direct our cars to park where ever there was room; up and down the street with over-flows to a small carpark opposite.

Grimwade Street was reduced to one narrow lane and my trying to get a car into the carpark before realising it was a random Toyota was a bit embarrassing. (The occupant unfortunately didn't see the funny side!) A grand total of 37 driveable VWs were there; I didn't count all the cars resting on the lot.

Angelo, Rita and Tony Schaivello's business of 35 years, A&R VW Repairs & VW Wreckers, formerly A&R Auto Repairs, put on a fabulous BBQ and had several VWs on hoists for people to view (safety tape ensured no-one ventured



too far under or around the cars). An early Beetle, a Type 3 and a Golf became the centre of much discussion on all things VW, with Angelo and Tony happy to answer any questions.

## Sunday 18 Sept: German Auto Day

Due to the very wet weather over the past few weeks the display's site was moved from Old Parliament House lawns to the nearby Treasury carpark. This turned out to be for the best as the large number of Volkswagens appearing on the day could not have otherwise been accommodated.

A total of 111 Volkswagens were on display by noon, including 4 cars from Lennox's VW (Phillip ACT). Out-of-state participants included many from Sydney, NSW surrounds and several from our friends in Victoria. The Mercedes, Porsche, Audi and BMW marques were also well represented.

The club awarded 2 trophies: 'Best Water-cooled', judged by a representative from





Lennox's Volkswagen, was won by Jonathan Prymas with his 2012 Golf.

"Best Air-cooled", judged by a representative from Shannons Insurance, was won by Alex von Brandenstein with his 1971 Type 3.



One other trophy was awarded by the show committee itself (comprised of members of all the clubs in attendance), and they judged that the 'Best Overall VW in the show' went to Linda Schwartz and her 1959 Kombi.

The day was also a celebration of 100 years in business for BMW and the 40th year of the Mercedes Benz Club in Canberra. Australian Touring Car Champion Jim Richards was a special guest, along with two of his very German race cars: a Porsche Cayman GT4 and his BMW E30 M3 Touring car, arriving in a specially made race transporter, sponsored by Shannons.





Most people enjoyed themselves although the wet weather reduced the public attendance. We did have some issues with parking, as well as late arrival times. We will have to address these for future events, including enforcing gate times etc.

An event like this couldn't be run without helpers and sponsors. Special thanks to Willie and Bruce for the many hours spent organising the event on behalf of the Volkswagen marque. We also had some great marshals on the day, as well as helpers in the tent and in the field. Supporting us once again was Lennocks Motors (VW Phillip), Shannons Insurance, Fyshwick ACT, and of course we have the support of Club VeeDub, Sydney.

Mandy Conway

## Norm's VIC report.

I've recently moved to Victoria and have been discovering the Victorian Log Book System for Club Runs and reporting to the registrar.

The main difference here is that you purchase the number of outings you expect to do in a calendar year. These are sold in 45 or 90 day lots and a sticker is issued for either those amounts and that sticker is fixed inside the your vehicle log book and one for the windscreen which is not transferable. Each trip 100 meters or more from where the vehicle is garaged must recorded.

We that is Mrs M (the L Bug) went to Vic Roads to pick

up the necessary documentation. Then we booked for an inspection at an Authorised Inspection Station, being Burthen BP with on duty Phil Cutts. Phil has an affection for VWs, having worked on them in his youth. I parked myself in Bruthen Bakery who serve the best vanilla slice in 50km.

Phil had Mrs M up on the hoist and proceeded to inspect every crevice and recorded on his digital camera what he sees for an audit if required by Vic Roads. She was given a serial number and mugshots were taken front, profile, speedo readings, chassis and engine numbers.

I have to hand it to Mrs M who took it all in her stride and didn't even blush when Phil checked the exhaust area. Next year the recording is required to be by video camera.



With our signed inspection slip I then booked her into the Scrutineer at Gippsland Vintage Collection for their inspection and another round of mugshots. This is our Club and Leigh is the Club scrutineer who has just retired as a lifetime VW mechanic. Gee real nice people here. Leigh finished his inspection completed the Vic Roads documents and the big stamp.

Back at Vic Roads and Mrs M had her new identity issued in the form of a Log Book and bright "Central Australia" Red Classic plates.

Now all this officialdom cost you money and there are rules and penalties.

Authorised Inspection and mug shots	\$160
Club Scrutineer	\$30
Issue of Log book, plates and 90 day driving	\$135

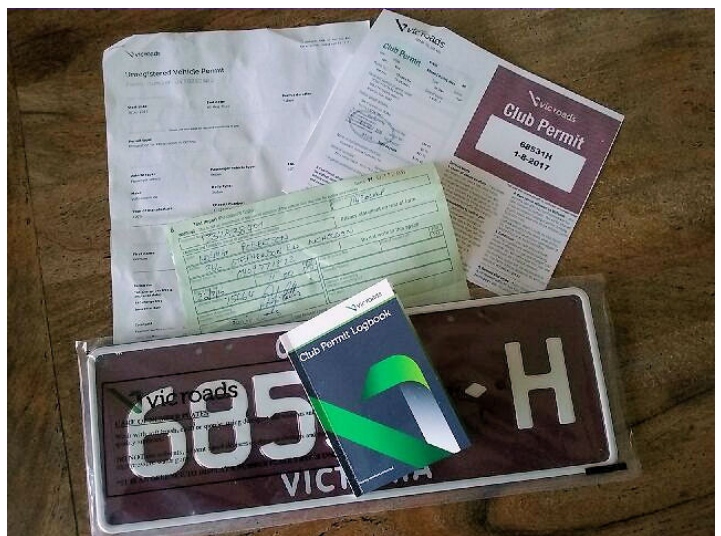
Each Log Book has 2 pages set aside for a 45 day stickers which allows you to top up if needed. Failure to fill

out a log book and you are pulled up by the Traffic Police results in a \$800 fine. The first and only inspection is for life under this system.

With a rumoured 90,000 cars in Victoria under Red Plate Log Book system it is doubtful if vested interests who use motorists as cash cows will like vehicle collectors enjoying their hobbies at cut rates.

Last word from Mrs M is that she loves the Riviera lifestyle. Order another Latte while you're up.

Norm Robertson



## Valla 2016 – an eventful trip.

Kris and I decided to take my 1967 Canterbury Pitt (split-screen kombi camper conversion) up to Valla for the third time, driving from our home in Canberra, a distance of almost 900 km each way.

We had recently returned from a holiday in Europe following my retirement, and consequently the Kombi was not as well prepared as I would have liked, although the Canberra VeeDub club run to Murrumbateman had gone well and provided some confidence. Nevertheless, we were pleased that on this occasion we would be using a cabin rather than camping, and planned a relaxed journey up, with 2 overnight stops en route to minimise the distances driven and the load on the Kombi.

Here we are ready to set off.



Our Kombi, Miss October, had recently had a major engine re-build, occasioned by having developed an unrepairable crack in the crankcase, so this would be the first real test of the work done.

Our first leg was quite short and was intended to position ourselves for an easy run around Sydney the next day, with the first stop being at Berrima. We have used Berrima as a stopping place several times, with a comfortable motel and an excellent pub for dinner.

With all going well we set off the next day after a good breakfast, and had an excellent run up to a very comfortable motel at Toronto, which is on the northern end of Lake Macquarie, just south of Newcastle. We enjoyed a stroll around Toronto and set off the next day for what should have been a short and easy run to Taree.

All went well, and we stopped for a lunch break at Bulahdelah, and had our first surprise. When we returned to the car to drive off, the starter motor would not turn, despite drawing power from the battery. After a brief discussion with a fellow Kombi driver, we bump-started the Kombi, hoping that in Taree we would be able to get the problem diagnosed and resolved.

When we reached Taree, we stopped the engine to register at the motel, and confirmed that the starter had definitely failed. The rest of the afternoon was a bit tense. Fortunately the motel manager knew a good reliable mechanic, and after a seemingly endless series of phone calls found someone willing to take the job on at the drop of a hat,

and even gave me a bump-start to drive over to the mechanic.

It proved difficult to get a replacement starter, and the investigation also revealed that while the rebuilt engine was running well, the installation had been very shoddily done, with a series of loose and missing bolts, nuts and washers. At the end of the day an exchange starter motor was found, and the next morning we were back in business, with a working starter and the installation issues fixed.

Off we set, but our pleasure at being back in business was incredibly short lived. As we turned out of the motel, the lady in the house across the road reversed smartly out of her drive into the side of the Kombi. Kris alerted me in time for me to stop, but our lady driver kept on coming backing firmly into the front loading bay door.



So our day was immediately turned upside down, with a significant time spent on the phone with Shannons, who I have to say were absolutely excellent. By the time we left we had arranged that the car would go to Penrose at Boorowa for repairs.

So now we were a long way from home, on our way to a car show with a damaged vehicle. We did not have too far to drive, but the trip was on a mix of good new roads and road-works as the Pacific Highway is being upgraded. As we were passing along one of the narrow and busy bits of unimproved highway, the engine simply lost power and died. I recognised the symptoms immediately, and pulled over to the side as the engine stopped.

Because this has been something of a recurring problem I always carry spare points, so this was more of a nuisance than a disaster. That said, I have rarely felt so insecure changing the points as a series of huge trucks passed, each one rocking the Kombi vigorously. Eventually we headed off and essentially limped into Kempsey, where we had lunch, following which I acquired some more spare points and found a nice quiet spot to make the necessary adjustments.

After this the trip to Valla was straight forward, and we made ourselves comfortable in the cabin and settled down to enjoy the show and the many beautiful vehicles on show.

Valla proceeded under the usual schedule. Not being interested in racing we used the Friday to check out the other cars, walk on the beach and relax (somewhat). On Saturday there was the parade into Nambucca Heads and a splendid evening dinner and auction. Sunday was the show and shine and the awarding of prizes for hot laps and to the 'Top Ten'. Needless to say, we were not in the running for any of these.

Here are a selection of pictures from the run to



We also had the wiper motor temporarily go on strike on the way home. And the new points (Chinese-made by Bosch) fail after only 1000 km when taking the car to Boorowa for assessment and repair the day after we got back.

So what do I conclude from all this?

- If you are thinking of traveling to Valla solo – don't. Failures and accidents can occur, and support, advice, even someone to drive up the road in search of a mobile phone signal – all are very helpful
- I need to find a solution to failing points that does not involve breaking down and replacing the points after only 1000 km.
- I absolutely have to find a different mechanic for the car – the engine rebuild was expensive (but this out-sourced job seems to have been done well), and the engine installation and, indeed, some subsequent brake work I had done, were both done poorly, and with a complete disregard to the value of the vehicle.
- The event was great, as usual, with lovely people and many fun activities. But the camping now seems fantastically crowded and I wonder whether I will want to camp in 2-years-time.
- All the very best cars now come and go on trailers. We did not see a single split heading back down the road to the south (although I am sure that some vehicles are driven from long distances). Some brave souls came in convoy from WA, but I don't know if any of these were 49 years old, the minimum age of an split-window Kombi (or 48 for Aussie ones, which were assembled into 1968).

Jim Smith

Nambucca, the amazing scenes in the high street, and the show and shine.

Thinking about our journey up, we decided that in going home we would shoot for a one-stop strategy, aiming for a stop at Toronto on the way down, with a significant push from there through to Canberra the next day.

This went pretty much to plan with the run down to Toronto being uneventful. From there our final day was the first wet day, and we were pleased to have got around Sydney and down to Campbelltown for a fuel stop and lunch. Until we found that the car would not start. This time, because it was raining hard we called out the NRMA, who eventually diagnosed and fixed a loose connection.

## From our website 11.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted back in 2014. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly Bob, Aaron or Raymond. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



28/3/14 Hi Veedub club, My friend was given a 1972 Beetle - white converted to a convertible. They have been using it for a few years, but it is not really well suited to long commutes in the country. They now want to sell it. It is the sort of car that should really go to an enthusiast, rather than just try to sell it on ebay or car sales. It is registered, doesn't leak oil or blow smoke, but if you don't use it for a while the battery goes flat. Has some rust that has been fixed. It is currently in Bathurst, but we can get it to Kellyville if we think we can find a buyer. Is this something your club members might be interested in? As i said, it is something that should really go to an enthusiast. We just want a fair price for it. Please let me know. (PS - I love my Golf VI) Michael

30/3/14 Hi there, Cafe Espresso Mobile Cafe would like to help you out at your next event. We are located in Western Sydney and understand that you have a Show at Fairfield Showground which we would like to service you and your customers at. We would also like to help Club VW by contributing 'special events' by donating a percentage of the daily takings on the day. Thank you for your time. Loreta

1/4/14 i can see in the VIN number the year of manufacturing. How can i know the month Micky

4/4/14 Hi I have a product that I believe would be well accepted to your members how do I advertise it? How many members do you have. Ian

7/4/14 Could you please tell me if you are having a "Day of the Volkswagen Show 'n' Shine" in Melbourne for 2014? thank you kindly Olga

10/4/14 Interested in receiving the magazine...Suzanne

11/4/14 Its t4 automatic but revs odd times when im driving

as if the clutch is slipping on a Manuel...plus when im standing with the engine running its started reving up slightly...but not all.the time..Could you please diagnose the problem. Any questions please ring my uk mobile. Kind regards Kamran

11/4/14 hi there,we are looking for VW owners that would have footage of themselves driving a VW - it doesn't matter how old!it is for a film project for VW. unfortunately we can't offer payment for use of the footage but can provide the opportunity for VW enthusiasts to be involved in a great project. call anytime, Amy

17/4/14 Hi,I'm plan on creating a small community of Kombi drivers in Sydney. The main purpose is to promote the lifestyle that goes with a beautiful Kombi, and to enable Kombi drivers to give lifts to people interested in this lifestyle. I would be very interested in having a quick chat with the persons in charge of the VeeClub before starting anything. I am keen to come for a VeeClub event, or to meet you for a coffee. Thank you for contacting me whenever you're available. Guillaume

21/4/14 I have a 1974 kombi micro bus. I need the rubber filler pipe that goes from the tank to the metal pipe/ joiner to the filler neck. can you help me or direct me to someone who can make an unusual shape and length of rubber fuel hose/ pipe. its approx 300mm long x 78mm I/D. hope to hear from you soon, best regards Peter.

23/4/14 HiI have a 1976 T2 camper and I'm looking to replace the fresh air hoses from the engine to the front of the bus. I'm looking for cardboard/aluminium replacement hose but kinda struggling for a supplier, I was wondering if you know of anyone or a better material to use? Regards Alan

27/4/14 Hi, I was wondering if you could maybe help? I have a 57 VW Beetle which has no vin plate attached i heard some vehicles came out of the factory without them would this be correct? thanks Rick

29/4/14 hello friends, My name is Marcelo Serafim, I'm from Brazil and happy owner of a VW Sedan 1969. First I want to congratulate our friends at the club's excellent site, very beautiful and wonderful Vw air. I would ask for a help guys. My sister lives in Sydney a long time and this time, my parents are visiting there. As you guys know, every lover likes VW parts for your car and I'm behind a flashlight specifically aft of HELLA brand or similar to put on my VW. I wonder if in Sydney has some of auto parts where I could find this lantern shop. If so, could u tell the address because then I ask my dad to buy and bring it to me here in Brazil. Thank you for listening to you guys. Sincerely, Serafim

4/5/14 I have a 1969 VW twin cab ute (not split window) excellent cond, rebuilt performance engine by VW aust, runs strong and reliable, can you please tell me in yuor opinion aprox what is worth today to sell, thx Peter

7/5/14 Hi, could you please help me identify my 75 L bug. it has an Australian ID plate, 7/75, floor pan No is 1342797080 and eng No is AR 106628. it has ball and worm

steering, Macpherson struts. I believe it should have an AO engine, but the AR seems odd, The previous owner said it was a 1600? It appears original. look forward to any light on the subject. Andrew

8/5/14 Hi! I'm desperately seeking someone who we can pay to chauffeur us to and from our wedding in a kombi van. We are getting married in Merimbula on March 8th 2015. We've looked into hire companies but due to the travel distance (from either Canberra or Sydney) it completely blows our budget! What we are looking for, is someone who would be keen to allow us to pay them some cash to drive us to and from our wedding, without looking at all the overheads that companies are asking for. I really hope you can help me out, as I can't imagine not turning up in a Kombi for my Merimbula beach wedding!! Thanks for your time, I do hope to hear from you soon!

9/5/14 Hi, We are not sure if this request is possible. We are getting married on the northern beaches in Sydney next year and we were wondering if any members rent their cars out for hire for weddings? Thankyou Roxanne

10/5/14 We'd like to attend the 25th May Nationals, what time does it open please? Regards Pamela

11/5/14 Hi, I'm looking to buy my first vw beetle. I'm searching on sites such as eBay, gumtree and car sales. I was wondering if you know any other websites (or other ways) where I can search for vw beetles for sale. Cheers, Yon

15/5/14 purchased a show and shine ticket do i get an actual ticket Lance

15/5/14 Hi guys Interested in coming to the VW nationals show and shine. Just wanted to know, if myself and some of the other cars/entrants didn't make the cut off for registration, and just showed up on the day, will we still be eligible for the trophies? Cheers and have a good one Ray

16/5/14 Hi, I just would like to follow through and register my recently purchased 56 Oval for historic registration to enter it into the Nationals. I have been told it will turn a few heads, and it has been awarded runners up a few years ago, but it has had a lot of time and sweat, spent on it since. I know it is short notice but a few of the members mentioned it may be able to be done. Regards Andrew

18/5/14 Hi, Just after some information about the clubs and events. Thanks, Lauren

20/5/14 Hello my father was a mechanic of over 50 yrs - he restored old VW's for quite some time and as a result had a collection of motor parts - sadly my father passed away at Christmas time and it is now our task to catalogue and sell his "stock" ... would you be interested in 1.) assisting us in providing identification and or values. AND/OR would there be interest is the club members to purchase goods - it is all old school model parts. Any assistance would be greatly appreciated. Tracey

22/5/14 Hi I was just wondering if you need to register to

enter into the show and shine at VW nationals. And how do do this? Not 100% sure if my car is up to show quality. Alyce

23/5/14 Dear Club VeeDub, Grateful if you can advise me where I can find the original Australian paint colours for a 1971 Microbus. I have found what appear to be the US and European colours on the web, but nothing specifically for Australian models. I am assuming that not all of the 1971 colours listed on your site were offered on the Microbus. Any guidance on this would be greatly appreciated. With thanks Ian

23/5/14 Trying to see how to join the Club - have a 1965 1300 we bought in Munich. Living in ACT Fyfe

25/5/14 Hi, can I get a vw nationals t-shirt; I looked all over the show today and couldn't find anyone selling any official merchandise? Thanks, Jez

28/5/14 Hi,I am trying to track down a yellow 1976 beetle with the rego tag 'OFP-857.' This is the rego number Herbie had in the movies and I would very much like to try and buy it for my Herbie replica. I'm making it as accurate as possible, and this plate would really be the icing on the cake... If you guys have and information you can share, or if the owner can contact me it would be very much appreciated! Thanks, Cameron.

30/5/14 Hi,I have a 2001 Mk IV Golf (G1 1.6) with just under 100k on the odometer. Recently I have had issues with the electronics shutting down at random, thus switching off the engine and the power steering. My mechanic (a VW technician) cannot find any apparent cause for this, and has not heard of this happening before. I was wondering if you had heard of any issues like this, and if so, what the resolution was? Kind Regards, Nicholas

1/6/14 I have a 1970 beetle 1600 twin port with next to no mileage on it. It has been lowered with adjustable front end. Also wide wheels. The small side windows have been removed. There is no rust at all in the body. I have no further use for the car as it has been in the garage for the last couple of years. The car is registered. Do you know of anybody that would be interested in the car. I am now 70 so no further use for this sort of car. Regards Ron

2/6/14 Can you please let me know what a new VW beetle retailed for in 1965? Kind Regards Peter

3/6/14 There is a 60s type 3 notch back sitting behind a house at Dunkeld (near Bathurst) , it has been there since the 80s at least, it can be seen from the highway (corner of Mitchel Hwy and Dunkeld Rd )to Orange. I would love someone to rescue it. David

6/6/14 Wanting to make contact with a good auto electrician in Melbourne about my 2011 Touareg. Any suggestions? David

9/6/14 Hello - I live in Tasmania and have a 1973 VW and would like to sell it - were would I find the best VW car sales online to sell it through regards Pam

## On the wearing out of things.

Strop my old cut-throat razor as good as I can; that ten-cent throw-away it's laying on will give me a better shave. Oh, maybe not for the first stroke or two. Well-steamed whiskers under a layer of hot lather, there's a velvet touch to that first stroke of the blade. But after that the edge on the throw-away will pull steadily ahead until you feel slightly foolish, bobbing and weaving against your image in the outside mirror while the other campers try not to stare.

Little boy whispers too loudly to his dad: "What's that old man doing?" It's called shaving, son. Yes, even with a beard you need to touch-up the trim-work now and then. So rarely that an old fashioned razor makes good sense. That is, I used to think it did. But since I started adding to the planet's land-fill I'm forced to admit that a throw-away gives me a better shave.



The reason why that is true has a lot in common with why a lot of home-builders are throwing away as much as twenty-five percent of their engine's power. 25%!

Impossible! (I heard someone say. Probably the grandson of the fellow who said nothing would ever beat his cut-throat razor.) The reason it is possible is because the fellow has never flown - nor driven - a professionally-built engine. And before you start telling me that I have to be wrong I'd like you to take another look at that old straight-razor of mine. Sharpen it to perfection and within half a stroke you can feel it starting to drag. That's all it takes to turn the edge. You can restore it by a few judicious strokes on your finest strop but you will have to repeat the process, half a stroke then strop... half a stroke then strop... as your shave progresses. By comparison the machine-sharpened blade in that inexpensive throw-away is good for about one and a half shaves before it even begins to dull.

There's really nothing new in all that. Cutting tools dull in use, especially so when cutting metal. For example, when cutting the bores for the crankshaft and camshaft, they will start with multi-point cutting bar that creates a hole on the high side of the allowed tolerance. After cutting a certain number of crankcases they will gauge the bores, then cut a few more, gauge it again and keep repeating the process of

cutting and gauging until the inspector tells the machinist it's time to replace his cutting tools.

In other words, there isn't a single perfect size but a range of sizes that grow steadily smaller as the machinist produces crankcases. This difference in size represents the tolerance for that particular machining operation. (You will find all of the tolerances listed in the factory workshop manual.)

Machining the bores for the two shafts generates a third dimension and its related tolerance. That's the distance between the centre-line of the bores. Since the two shafts are coupled together by a pair of gears you will also find a range of acceptable gear sizes, each having its own tolerance.

Volkswagen used nine different sizes of gears. To properly assemble a VW engine your first step is to determine the fit of the valve gear. Which begs the question: What size valve gear does your engine use?

When you assemble an engine using the wrong size of valve gear two things are immediately evident. One is that the steel cam driver gear will commence to chew up the aluminium driven gear, generating lots of swarf to block your filter and contaminate your bearings. The other thing is that the engine will not produce as much power as if would if fitted with the proper gearing. But worst of all is the culmination of those two errors. Not only is the bad to begin with, it will become steadily worse in use.

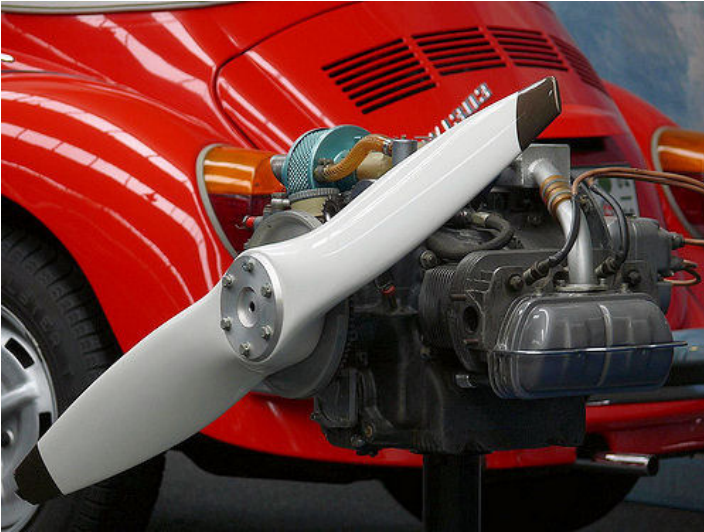
Engines are incapable of healing themselves. Start with a bad lower end and things can only get worse. But engines are capable of humour. Ask someone what size cam gear their engine uses and the odds are they won't be able to tell you, even though they have just spent half an hour expounding upon their experience as a builder of VW engines. And while they can't tell you what size gear they used - many will even argue that only one size is available - they are equally sure that, whatever size was needed is exactly the size they've used :-)

The reason I've mentioned all this has to do with the following scenario: Someone has just spent a sinful amount of money to assemble a 2180cc VW aeroplane engine. But having done so, when pitted against a supposedly identical airframe and power-plant they have discovered their engine is not quite as powerful as they expected. Indeed, a few have had the unfortunate experience of having a similar airplane fitted with a smaller engine out-climb them. And go faster. And burn less fuel.

Obviously, something is seriously wrong. He's paid all that lovely money and done everything the various experts have told him to do but he's in much the same situation as the fellow with an old straight-razor who discovers he can get a better shave from an imported throw-away that costs only a dime.

Another aspect of this scenario is purely personal and may be an error on my part. As best I can recall, I used to be asked what's wrong with my engine three or four times a year. But since being diagnosed with cancer (June, 2008) it seems that question is popping up more frequently than before. (I can imagine what you're thinking. Believe me, pard, I've been thinking the same thing :-) But win, lose or draw, I think all we can do is play the cards we're dealt. So, whether the question has been coming up more frequently... or even if I'm just thinking it has, it seems worth addressing, which is the purpose of this article.





So how do you help someone diagnose an engine problem via email? It's a bit harder than it may appear because while you must address the engine as a system — as something that must work together as a harmonious whole - when the components are produced by a chaotic collection of manufacturers, you must begin at the component level and work your way up. Each component is blueprinted, then components are assembled into sub-assemblies and - finally - you can assemble the sub-assemblies into that harmonious whole.

The reason this difficult is not the blueprinting, nor the assembling into sub-assemblies. Those tasks, while time consuming, are quite straight-forward. The difficulty arises from what you must do when a part or sub-assembly FAILS to meet its required specifications.

In a factory, any part or sub-assembly that fails to meet spec is simply laid aside to be re-worked, substituting parts until you achieve the desired goal. But the homebuilder is usually working with only one engine's-worth of parts. If they are an experienced automotive machinist they may elect to re-manufacture the supposedly 'new' part. Or they can try to get the supply to ship them a replacement. Or whatever. The truth is, the MOST DIFFICULT part of assembling an engine today is simply finding one engine's-worth of good parts.

Many of the fellows needing help have removed and dismantled their engine, looking for the Smoking Gun that is preventing them from flying as fast or climbing as quickly as those Other Guys.

But when the engine is still on the aeroplane, and has flown enough hours to establish a history - say, a hundred hours or so - you can leave it alone and assume it has been properly assembled. And yes, it is a risky assumption; a double-edged blade that can cut you both ways. Such as the fellow who casually asks: "You keep mentioning Compression Ratio... What is that, exactly?" Or the fellow who thinks a 300 ft per min Rate of Climb is okay... in an aeroplane that normally climbs at about a thousand feet per minute.

What you're running into here is the fact that in many cases the person seeking advice is unable to evaluate good performance from bad performance because they have only one aeroplane's-worth of experience. Or the fellow who's engine has more than an eighth of an inch of end-play. But it starts at the first flip of the prop and never gives any problems... So why should he change things?

(Yeah, I'm smiling too. But I'm also serious. I get a lot of questions you really would not believe.)

So the root of the Decision Tree is bifurcated into Component Level Questions and Hundred Hour Questions. For the purpose of this article I'm going to start with the Hundred Hour Questions and do so by starting with the Lower End — crankshaft, camshaft, con-rods, pistons and jugs, cam gearing, valve timing and so forth: the foundation of the engine.

Ninty-nine times out of a hundred the search ends at the cam gear. There is simply no reason to continue when we lack the basis for setting the valve-train geometry. And when you can't set your valve train geometry the probability of giving away as much as 25% of your power is very real indeed. As is the likelihood that you would not be aware of it. In fact, there is no accepted standard of success when it comes to the conversion of Volkswagen engine for flight. The fellow has assembled an engine and the thing actually ran! Even more amazing, it produced enough power to fly the plane! Clearly, we are dealing with the epitome of success. To have someone come along and imply that things could be even better...

The only down-side to the supposition that any engine which runs and produces enough power to fly the plane is a success is the spectre of catastrophic failure. One of the most compelling reasons for the use of an Otto Cycle engine is that it provides a number of easily recognized precursors well in advance of any mechanical failure. But that is only valid when the engine was properly assembled to begin with.

## HVX mods - the how-to.

Long, long ago, in a garage far, far away, a gaggle of VW mechanics gathered around a Type 4 1700 engine, which Volkswagen had brought out to replace the 1600. We were anxious to tear one down and see how you could improve on perfection. Actually, we were a kind of cheering section, giving the usual hi-fives and 'We're Numba Won!' as the autopsy progressed.

Right off the bat we got a winner when we pulled the valve covers to get at the rocker arms because the rocker-arm shafts were now grooved for lubrication channels. That means a mod some of us had been running for nearly ten years had now been blessed with the Holy Spanner of Acceptance in all factory-built VW engines (ie, this was in the early 1970s).

In the HVX MODS you need to cut eight rather accurate grooves in the existing rocker-arm shaft. Things were heating up between the How-Toz who were automotive machinists with twenty years of grease under their fingernails, and the Street People, which included the Shade Tree experts, arguing first, that the 1600 and earlier engines didn't need them because they'd run just fine until now, and the Do-It-Right Group which included some pretty good wrenches who had followed the HVX logic but were arguing how to cut the required groove. Those who were machinists were holding out for a shaped carbide cutting tool, whereas the Lo Buck Warriors with a teenie-weanie 7x10" lathe and a bench-top drill-press were insisting an angle-head grinder with a 1/16" (1.5 mm) blade did the job just fine.

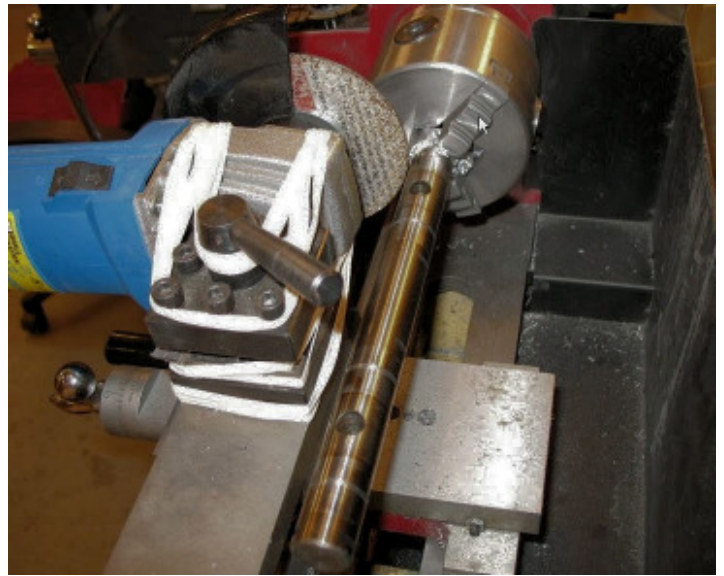
As usual, tasks ultimately descend to the abilities of the craftsman rather than the tools, with several examples of guys

who built race-winning engines with a very modest inventory of tools. With jobs such as this the task often breaks down on how to hold the work... or how to hold the tools.

In the photos below you can see the rocker-arm shaft held in the three-jaw chuck of the lathe whilst the angle-head grinder is attached to the cross-feed by humungous rubber bands. Which is pretty smart. The grinder's speed is marginally controllable through the use of a 15A motor speed controller. This gives the machinist the ability to find a cutting speed that produces a clean, even cut without having the grinder try to climb the bar. The rubber bands provides the necessary amount of flex between the lathe and the grinder as each is brought up to speed, at which point the cross-feed is used to feed the tool - the 3" dia. carbide disk spinning as fast as 18,000 rpm - into the work, producing a groove of the required shape, depth and width. The builder, Mike Sample, has built a Double Eagle light aircraft and has now turned his obvious talents to making himself an engine. Or rather, engines. Unsatisfied with the first, which I judged to be of about Porsche quality, he has turned his hand to a second which I'm guessing will be equal to something with entwined R's on the cowling.

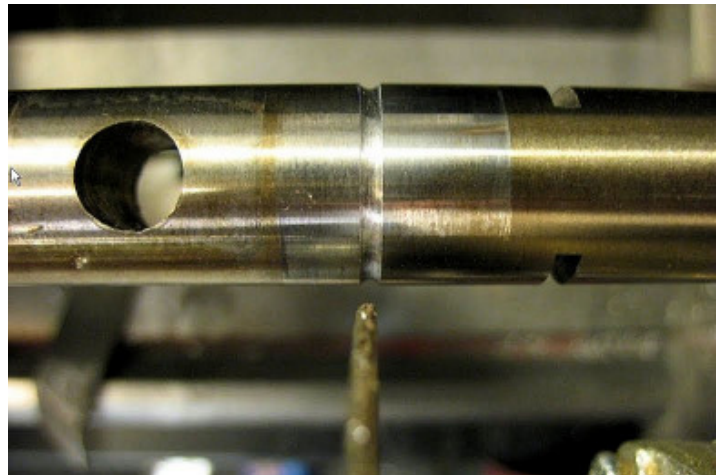


Above is a shot of Mike's 'dirty' work surface - a section of marble counter-top. Next comes the grooving of the rockers and confirmation of their ability to flow oil through the Ford/Subie type adjusters. These swivel-foot adjusters date from the early 1960s when they were introduced by Ford of Germany. Additional pictures and some early HVX drawings will show how the lubricating oil wends its way from the oil pump, up the push rods, through the rocker arms and out of the adjustable rockers where it pools in the tops of the valve-spring retainers, to be thrown



off, carrying with it a considerable quantity of heat whilst at the same time, reducing the wear of the rocker-arm shims. Off-road racers and hot-rodders have been using these mods since the mid-1960s but it came as a considerable surprise to find that many builders of Flying Volkswagens appeared to have never heard of them.

Bob Hoover



PS -- Some folks didn't like the look of the pix, worried that abrasives were getting into the lathe's guts & gearing. Personally, I've found that showing people what you set-up REALLY looks like generates more mail, asking if I've cut holes in a quilt and installed it over the tools.

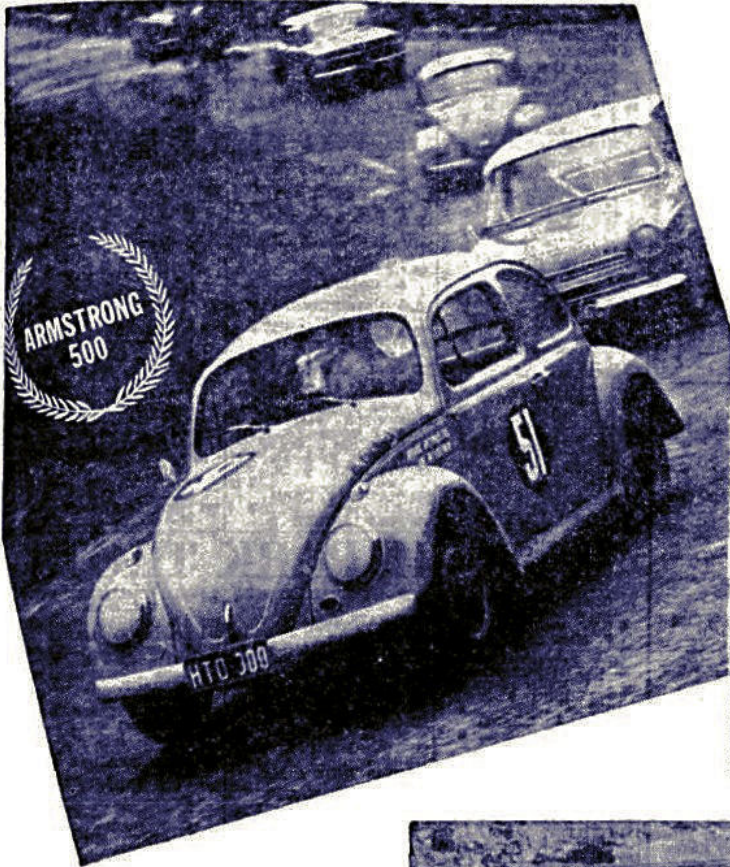
Basic rule with abrasives is to catch them before they can get to surfaces that can be damaged by them. The usual method is to lay-out shop-towels, overlapping, giving each layer a spray of kerosene (then) or WD40 (now) . By the time you get done, the shop has vanished from your How-To pix, leaving you with pix that look like you've set-up atop your bed. While these pix may not display reality, they have the advantage of showing the newbie how the parts are mounted in the tool and what tool(s) you are using.

Nowadays, with the ready availability of tempered aluminium and small lathes that are accurate and affordable, it's as though our shops have shrunk. Covering it up with shop towels gives an even worse impression, in my opinion. - rsh

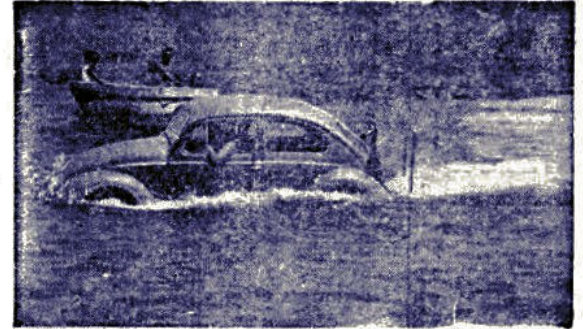
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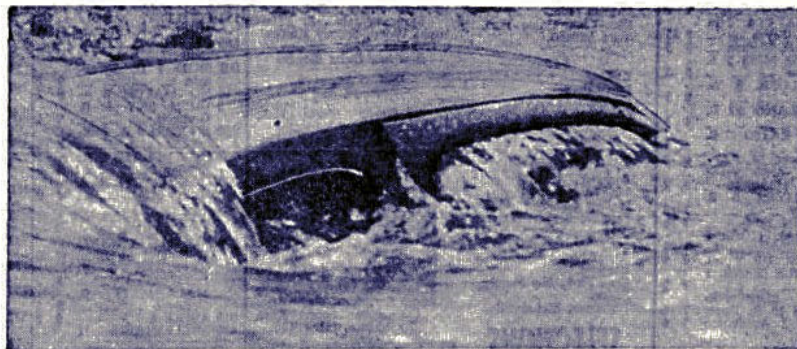
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