

# Zeitschrift



The all-electric VW I.D. Buzz concept.

**March 2017**

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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.

<b>President:</b>	Steve Carter president@clubvw.org.au	0490 020 338
<b>Vice President:</b>	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
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<b>Assistant Merch:</b>	Kira and Bettina Rosch	
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos vintage@clubvw.org.au	0449 236 076
<b>VW Nationals Committee:</b>	David Birchall Bob Hickman, Eddie Fleita	(02) 9534 4825
<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>	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
<b>Vice-Chair:</b>	Bruce Walker vwevents@dodo.com.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.

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



# 2017

**ANDY ROBERT'S  
4TH ANNUAL VW FAMILY PICNIC DAY  
SUNDAY 30TH APRIL  
AT VW HQ: 10 SOUTH ESK DRIVE SEAHAM  
FROM 10AM**

**Come one come all to this charity event to  
celebrate all things Volkswagen.  
At Australia's biggest private Volkswagen  
spectacular. With lots of stalls, sausage sizzle  
& games for the kids, this is a must see  
event for any Volkswagen enthusiast.**

**Proudly Sponsored by: Hunter Volkswagen, Shannons Insurance,  
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Volkswagen



**For Further Info Contact Andy 0407 016 903**

**Printing Courtesy of Kent Rowe Digital Print**

# Old Car Social Club Inc.

EST. 1996

## 13th Annual Show & Shine

*In Aid of Diabetic Awareness*

**Sunday 7th May 2017**

**At Bankstown City Paceway, Bankstown**

*(Formally held at Flower Power, Moorebank)*

**Car Show entry off Milperra Road**

*(Follow Car Show signs)*

**Show Car Gate opens 7.00am, close 10.00am**

**Cars in position by 9.00am**

Trophies will be presented at 2.00pm

**We invite you to bring your classic beauty**

**(Car, Hot Rod and Commercial) to show**

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*For further enquiries contact: Neil - 0418 943 518, Ray - 0411 251 120*

[www.adgraphix.com.au](http://www.adgraphix.com.au)

# Berry Blast From The Past

Shoalhaven Volkswagen Club will be holding their annual Blast From The Past on Sunday 7 May 2017 at the Berry Showground (in conjunction with the Berry Fair).

Car entry is \$20 with a gold coin donation for the public to view the display. Gates open at 9am with the Car of The Day award and raffle drawn at 1pm.

*All proceeds of the show donated to Can Assist - Cancer Assistance Network*

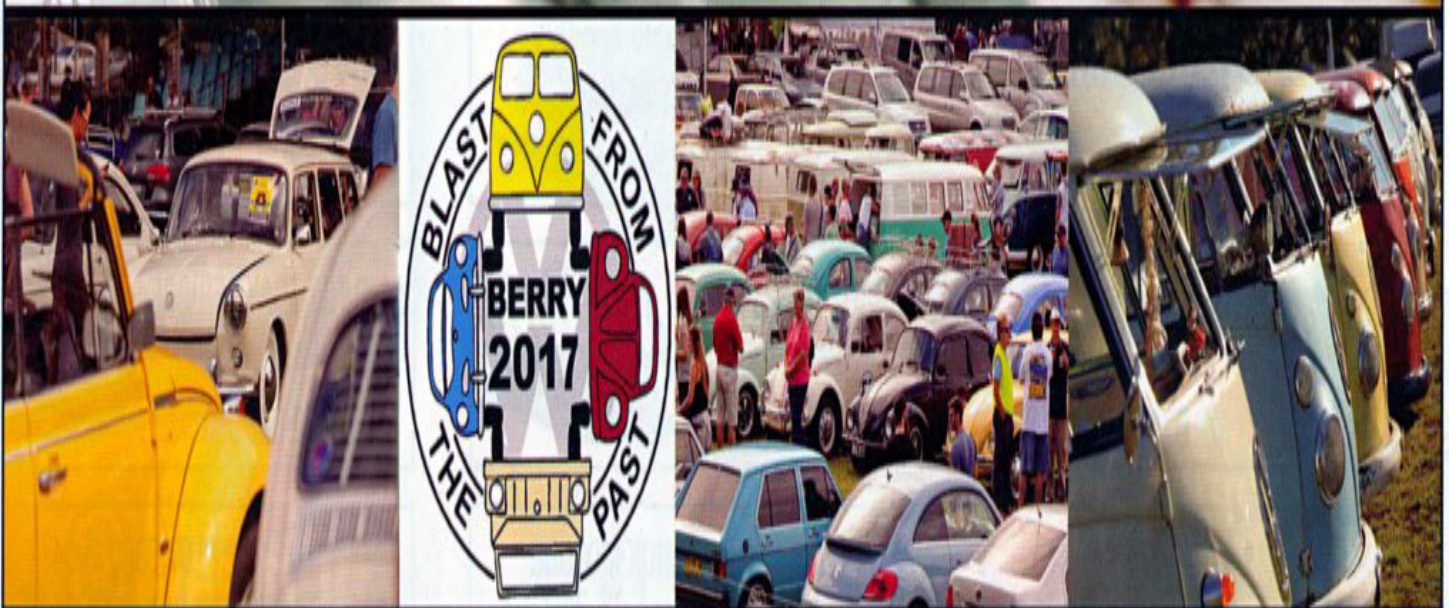
For more information please contact Dave Becker on 0402 003 965

Camping is available at the Showground.

Please phone the caretaker direct on 0427 605 200



*Proudly supported by Rod Penrose Racing*



**AUSTRALIA'S BIGGEST VW EVENT  
IS COMING**



## **VW NATIONALS 2017**

**27<sup>TH</sup> MAY**

**SATURDAY  
RACING  
TO BE ADVISED**

**28<sup>TH</sup> MAY**

**SUNDAY  
FAMILY SHOW DAY  
FAIRFIELD CITY SHOWGROUNDS**

FIND INFO ON [CLUBVW.ORG.AU](http://CLUBVW.ORG.AU) OR



CALL DAVID BIRCHALL (02) 9534 4825

## Von dem Herrn Präsident.

Hi all, well I finally got my Beetle back on the road after crashing it this time last year. I took it to Powercruise at Sydney Motorsport Park last weekend. My bug has just been retuned with 282.5 kW (378 hp) at the wheels it was blast to drive my Beetle again. There are still a few things to finish off.

As I write this report I'm getting ready for the club pizza night, should be a great night with a new venue which I hope will be used again in the future. The day after the pizza night is Thirlmere Festival of Steam 2017. It's raining at the moment so I'm not sure how it will go – see the photos in this issue.

I had to miss Jeff's VW Cruise to the Gosford Classic Car Museum as I was away with my son running his drift car at Raleigh Go Kart track near Coffs Harbour, but by all accounts Jeff's run was great success. See the report and photos in this issue.

In April the Roberts family are opening their home to all things Volkswagen. If you haven't been before this is a must-attend event, Sunday April 30th for the VW Family Picnic Day 2017, at 'Andemar', 10 South Esk Drive, Seaham.

On May there are two events on Sunday 7th. There is the annual Blast From The Past VW Show at Berry, hosted by the Shoalhaven VW Club, and also the 13th Annual Old Car Club Show and Shine, now at Bankstown City Paceway. The previous venue at Flower Power Moorebank is being redeveloped, so no longer available.

Then of course the event you have all been waiting for, the VW Nationals 2017. Planning is well underway for the big day at Fairfield.

Planning is well under way for the VW Nationals, and we will need some help setting up and packing up and during the day. If you can lend a hand at Fairfield it would be much appreciated.

There are lots more events coming up, so keep an eye on the club calendar in the magazine or on the club website for more details about upcoming events.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Happy Autumn to everyone, the daylight is getting shorter and winter is approaching. The Canberrans have participated in a couple of recent events - we had a few attendees at the club convoy to the Gosford Motor Museum on Sunday 19 February, and I believe it was a great day. We also had a cruise to Captains Flat on Sunday 26 February, there should be a report in the magazine.

Coming up we have Shannons Wheels carshow on Sunday 12 March, we are getting info as we speak and will get info out to members on the email in the next few days. Our

April event is still being worked on, and in May there will be the Berry show and the VW Nationals, more info to come on both of these events.

Our Chapter AGM was held on 26 Feb whilst at Captains Flat, it was great to see a good turnout. Our committee has had a bit of a shuffle, welcoming Duan and Dorothy in as new committee members. Sue rejoins the ranks, and we are lucky to retain Iven, Tony, David, Willie and Mandy to round out the group. Thank you to all who have assisted with time on the committee, they work hard behind the scenes to keep the chapter alive and make these events happen.

Two thumbs up go to Willie, who has taken on the chairperson role, giving me some time to have a break. As with everything it will take some time for people to ramp up into new roles but these great people will make the dubbing year excellent. If anyone wants further info on who's who on the team, ask any of the committee members, or email us, we'll happily give you the info.

Also on the cruise, Mandy and Duan organised a quick hand to local wildlife carers, by gathering donations of items that can be used to look after the local animals. Our drive through Carwoola helped to put things into perspective.

With the change in weather the wildlife is out and about a lot more, I have seen a big increase in the roos on the highways, so please keep an eye out when driving. Have a great month!

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.**

### March.

**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.**

### April.

**Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.**

**Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).**

**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.

**Monday 24th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

**Sunday 30th:- VW Family Picnic Day 2017**, at 'Andemar', 10 South Esk Drive, Seaham NSW (turn off at Raymond Terrace). Come one, come all to celebrate all things Volkswagen, whether old or new. Lots of activities and awards for everyone. Who will be this year's hubcap toss champion? Contact Andy on 0407 016903 or email [vwsamba57@gmail.com](mailto:vwsamba57@gmail.com).

**May.**

**Thursday 4nd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Sunday 7th:- 13th Annual Old Car Club Show and Shine.** Formerly at Flower Power Moorebank, now at Bankstown City Paceway. Entrance off Milperra Rd. We invite you to bring your classic VW to the show! Gates open 7:30am, cars in position by 9:00am. Trophies presented at 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Enquiries phone Neil on 0418 943518. Club VW Convoy meets at McDonalds Revesby (cnr River Rd and Milperra Rd) at 7:15am for 7:30am departure – so we can arrive and park together.

**Sunday 7th:- Berry Blast From The Past** show at Berry Showgrounds. Gates open at 9:00am. \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. Car Of The Day Award nad raffle draw at 1pm. All funds to the Shoalhaven Cancer Council. Berry markets to explore. Hosted by the Shoalhaven VW Club. **Join the Club VW Convoy at Uncle Leo's Caltex servo, Liverpool Crossroads, at 7:00am for a 7:30 departure. It's 135 km and 1hr 40min to Berry via Wilton, Mt Ousley, Wollongong and Kiama.**


**Thursday 11th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 18th:- 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.

YOUR FAMILY  
**CAR COLUMN**

**VOLKSWAGEN GOES TO SCHOOL**

Helps win hundreds of driving licences,  
by Noleen Ferris, Motor School Teacher of Melbourne



"I have my own one-car, one-teacher business — the Julie Ann School of Motoring. I've had my Volkswagen only nine-teen months, but in that time I've taken almost two thousand lessons, the speedo has clocked 34,000 miles, and all my many pupils have passed their driving tests.

Tuition work is very hard on cars, and I must be certain my car won't let me down. I have found Volkswagen by far the most reliable car I have ever used for this work, and the after sales service is really excellent, and wonderfully thorough.

The Volkswagen is economical to run, too — I've been getting a mileage of 38 to the gallon.

Volkswagens are becoming popular with motor schools — and it's not surprising. They are sturdily built — easily stand the strain of the work. Volkswagen are wonderfully responsive, too — steering, clutch and brake obey the driver's slightest command. Then there's the deep-cushioned comfort and the windows are wide for clear vision.

These features all help to give the learner-driver confidence, and add up to the ideal motor car.

My pupils are nearly all women. They range from confident young ladies to nervous matrons. But one young, I've never yet had a client who wasn't really keen about Volkswagen by the time she left me.

Yes, for these reasons, and for many others, Volkswagen is definitely the car for me, and for my business."

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ADVERTISEMENTS

**Saturday 27th:- VW Nationals Go-Karting Challenge at Luddenham.** Unfortunately all NSW race tracks are unavailable this year, so instead we are going go-karting at Luddenham Raceway <https://luddenhamraceway.com> More details soon.

**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.

**Monday 29th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

**June.**

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

**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. 8:00pm start.

**Monday 26th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

**July.**

**Thursday 6th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 13th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**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.



**Sunday 23rd:- Family Day and massive Car Show** at Sydney Motorsport Park. This years event is going to be even bigger and better with more entertainment, bigger displays, lots of activities for the whole family, plus even more prizes for those who enter the car show.....and best of all it is FREE to enter! Classic cars, Sports cars, Muscle cars. Race cars, Drag cars all welcome. Organised by the Life Choices Foundation and Jesus Racing Team.

**Monday 24th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## 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.

**For Sale:-** Hi guys, i have a **3 way fridge** from a 1973 Kombi camper if any of your members are looking for one. The fridge is a 3 way (gas/12v/240v) and i have tested it recently on 12 & 240 volt and it works well. I cannot test it on gas as it needs new fittings. I am asking \$200 for it and I am in Canberra. If you are interested, contact Grahame on 0417 668729 or email [grahamemariott@optusnet.com.au](mailto:grahamemariott@optusnet.com.au)

**For Sale:-** We were members of the Club in 2002-3 after we purchased the **2.0L 1982 air-cooled Kombi/Minibus** which we now have up for sale on Gumtree. Is it of interest to members? If you are interested please contact Gerry Miechels on (02) 9764 1884 or email [gerryhmiechels@gmail.com](mailto:gerryhmiechels@gmail.com)

**For Sale:-** Dear Club VW, since 1969 we produce official car **interior parts** and one of the biggest manufacturer of Classic car interior parts in Europe for VW - PORSCHE and other European makes. Door panels, floor mats, headliners, sin visors, dashboard, interior trim. For air-cooled Beetles, Bus, Karmann Ghia, Golf, Jetta. Visit our website to see the product ranges:  
<http://www.partrim.com/index.asp?p=2&Marka=VW>

### For Sale:- VW parts:

\* 3x wide wheels to fit VW. 8½" wide rims, two with tyres \$300

\* 5x tyres, made in New Zealand, 185x60x14" on 5½" genuine VW wheels \$300

\* VW motor, 1500cc, great condition, with generator \$350

**Phone Ted Bishop on 0412 856162**

I would also like to thank the following people for restoring the car. Hans Klaack, 2A Lackey St Fairfield, put the car together. Ian Carr, 10 Brook Lane Fairfield Heights did the upholstery. Imad's Mechanical Repair, 12 Brook Lane Fairfield Heights. Mitch at Bossley Park sprayed the car. All

these guys did a wonderful job.

**For Sale:-** We have a **1970 beetle** just out rego. Also have extra parts. We would like to sell it because it would suit a collector. Contact Wendy on (02) 49815567 or email [wendyzirngast@gmail.com](mailto:wendyzirngast@gmail.com)

**For Sale:- 6/1994 VW T4 Transporter.** 5 speed 2.5 Petrol. It has a Sports steering wheel, Sports lights, Sports Seats, SportsWheels, Sports Suspension, Sports Exhaust, Sports Chip in Motor. New Starter Motor. New Tyres. Body work & Paint excellent. Goes & handles like a train also as good as it looks. Asking \$8,500. Car is in Temagog, NSW. Contact Steve King on 0467 625268 or email [stauce@skymesh.com.au](mailto:stauce@skymesh.com.au)

**For Sale:- 1970 1500 VW Beetle.** Rego - expired 7/1/2017. Mileage 63896. Engine in excellent condition! Renovated interior. Red duco, minor rust spots on body and bottom door seams. Extra parts included. Car is at Port Stephens. Price \$4,400 (neg). Contact Wendy and Helmut Zirngast on (02) 4981 5567 or email [wendyzirngast@gmail.com](mailto:wendyzirngast@gmail.com)

## 2nd month Ads.

**For Sale:-** Hi I have a **1965 VW Beetle** for sale. It originally came from ACT. It is out of rego was due Nov 4. Needs some bodywork otherwise going good for person wanting to do it up happy to negotiate. Contact Ms Janey Kelf on 0400 833073 or email [wcloon8@gmail.com](mailto:wcloon8@gmail.com)

**For Sale:-** I have numerous **VW project components**, found during my garage clean-up, for sale. These include:

\* **Wolfsburg Crest** front bonnet emblem: \$50

\* Collection of German-made **VDO gauges**: tachos, clocks, oil temp, vacuum, boost pressure, ammeter, voltmeter: \$150



the lot

\* Collection of **stainless steel mandrel bends** plus 25 mild-steel exhaust flanges for air-cooled engines: \$50

\* **Bilstein shocks**: 1 pair front for Type 3, unused; 2 pairs rear Type 1 or 3, used. \$50 for the lot.

\* Set of 5 genuine VW Beetle **sport wheels**, 5J x 15, as fitted to "La Grande Bug", "Jeans Beetle", "1303 Big" special models, never sold on Australian-delivered cars: \$500

Contact Rod Young at [rod.young@aphs.nsw.edu.au](mailto:rod.young@aphs.nsw.edu.au) for photos and more info.

**For Sale:- 1972 VW Fastback.** Body is very clean and has no rust. Body mods include custom bumpers with chin and rear spoilers, & flared guards. Paint is mustard colour that does have some minor flaws & imperfections with the age of the car. The interior is in excellent condition with checked upholstery, including rear headrests and console with radio, temp and oil gauges along with parcel shelf. The automatic transmission has a trans cooler behind the grill in the chin spoiler. The car runs and drives well. Asking price is \$6000. Contact Iven at [iaglaufer@inet.net.au](mailto:iaglaufer@inet.net.au) for photos.

**For Sale:- 2006 model VW New Beetle**, 161,000 kms, excellent condition, fully functioning sunroof, everything electrical works perfectly, rego till 30/06/2017 \$6,500.00 ONO Ph: 0408771361. Located in Panania.

**For Sale:-** I have a car for sale and wondered if I can tell your VW club members about it. It is a **1970 1600TL Fastback**. If you are interested, please contact Ms Liisa Dawson on 0418 795114 or email [liisa@thequilterscorner.com.au](mailto:liisa@thequilterscorner.com.au)

**For Sale:- Hi, I have a 1978 Golf** that needs to be restored wondering if anyone is interested in it. Thank you. Contact



Louis Mantia, of Brooklyn, New York, gave his Volkswagen a moustache to match his own. The car is instantly recognised in the neighbourhood as Louis' car.

## Trades and services directory.

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**PH: (02) 9683 2184**

Ms Chris Mccarthy on 0450 785119 or email [eunos88@hotmail.com](mailto:eunos88@hotmail.com)

**Wanted: T2 Kombi Front Seats '77.** Require front seats lower section, specifically springs and/or parts. Will purchase complete seat(s) if selling that way. Contact Gordon - 0411 105 107 or email [gordon@greatlocationdevices.com.au](mailto:gordon@greatlocationdevices.com.au)

**Free to a good home: Kids trampoline.** Galvanised metal frame, 3100 x 1900 mm, 850 mm high. Good mat, recently restritched, 2600 x 1450. All springs in place. Great for your kids! Needs a coat of paint. Bring your trailer and rope to Padstow. Phone Phil on 0412 786339 or email [editor@clubvw.org.au](mailto:editor@clubvw.org.au)

## Trades and services directory.

## Trades and services directory.

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[vwperformance.com.au](http://vwperformance.com.au)

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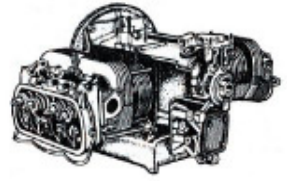
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## 2017 Golf R.

The updated 2017 Volkswagen Golf '7.5' range now has been joined by the much anticipated 2017 Golf R flagship models, not originally revealed with the wider range a few months ago.

As expected, the R hatches (which still includes a three-door option in Europe) and wagon pick up the same styling tweaks gifted to the rest of the line-up, including new bumpers and updated LED lighting at both ends.



Specific mechanical and chassis changes, if any, have not been detailed, although Volkswagen has confirmed a moderate power boost for the R range.

For 2017, the Golf R's existing 2.0-litre turbocharged four-cylinder petrol engine will offer 228 kW of power and 400 Nm of torque, up from the 221 kW and 380 Nm previously offered to buyers in the European markets.

In Australia, the detuned current R offers 206 kW and 380 Nm), thanks to our status as a 'hot weather' destination.

Volkswagen Australia communications manager Paul Pottinger says that "213kW is the word", matching the related Audi S3 and the brief overboost output of the Golf GTI 40 Years Edition currently on sale here.

A torque boost for our market is still to be detailed, but, like the S3, it may hold steady at 380 Nm.

The Golf R wagon is also expected to return to Australia, with the company's local arm indicating previously that the success of the Golf R Wolfsburg Edition wagon means we will likely see another.

The updated Golf R is expected to hit Australia early in the third quarter of 2017, after the mid-year arrival of the regular 2017 Golf range.

## 2017 Multivan upgrades.

The entire VW Multivan people-mover range now comes with button-operated electric sliding doors and a power-latching tailgate as standard, but the price has gone up by \$3,000.

Volkswagen Australia says almost all buyers were paying for the (formerly \$2680) option on base Multivan Comfortline versions in both wheelbases already, and that putting the features on all cars from the factory would shorten delivery times.



"Electric sliding doors standard across the range is something you won't get in the Mercedes-Benz Valente, Kia Carnival or Hyundai iMax," Volkswagen Australia Commercial Vehicles director Carlos Santos said.

"Our buyers redefined the price point. They all wanted electric sliding doors, were queueing up to pay the optional cost, but they didn't like having to wait for their order. We've removed that imposition... the waiting period for Multivan is drastically reduced."

However, the price of the entry Multivan Comfortline models has climbed by \$3,000 to \$52,990 (short-wheelbase TDI340 DSG) and \$57,990 (long-wheelbase TDI340 DSG) before on-road costs.

As such, the entry Mutivan Comfortline now costs \$500 more than the second-from-top Kia Carnival SLi diesel, though it undercuts the base Mercedes-Benz Valente 2.1 by about \$5000.

Volkswagen Multivan sales were up an impressive 25 per cent in 2016 to 875, thanks largely to the launch of the new-generation car in December 2015. The base, fleet-focused Caravelle spin-off has a further 120 units.

This growth is five-times the segment average, while Volkswagen's people mover market share of 7.9 per cent is fourth behind the Carnival Honda Odyssey and iMax. However, the great news is that the VW Multivan has outsold the venerable Toyota Tarago.

Inspect the latest VW Multivans at your Volkswagen dealer now.

### Volkswagen Multivan pricing (before on-road costs):

Multivan SWB Comfortline TDI340 7 Spd DSG	\$52,990
Multivan LWB Comfortline TDI340 7 Spd DSG	\$57,990
Multivan Highline TDI450 7 Spd DSG	\$79,890
Multivan Highline TDI450 7 Spd DSG 4Motion	\$83,390
Multivan LWB Executive TDI450 7 Spd DSG	\$83,390

## Tiguan 162TSI Highline.

Volkswagen Australia's research suggests at least one-in-five Tiguan buyers will go for the hotted-up 162TSI Highline derivative.

The pseudo Golf GTI on stilts will arrive next week at a starting price of \$48,490 plus on-road costs, around \$54k drive-away, slotting it just below the 140TDI Highline.

Yet the Tiguan 162TSI is shaping up to be a top-seller within its line-up. Australians love performance VW models, and VW Australia believes 25 per cent of initial Tiguan orders will be for this performance derivative. In the longer-



## LWB Tiguan Allspace.

The US-market long-wheelbase Volkswagen Tiguan has been officially revealed at the Detroit motor show. The LWB Tiguan will be named the Tiguan Allspace when it arrives in the first half of 2018.

Based on VW's modular MQB architecture - which underpins an array of transverse FWD models from the Golf hatch to the Atlas large SUV - the stretched Tiguan features up to seven seats and a wheelbase that is 112mm longer than the short-wheelbase version already on sale in Australia.

The long-wheelbase version also gets the sporty rear bumper design of the recently-launched Tiguan 162TSI, which features a dual exhaust diffuser-style treatment, similar to those seen on the larger Atlas and recently-revealed 2017 Golf facelift.

Inside, a sliding second row allows easier access to the rear-most seats, while the Digital Cockpit driver's display and a new 'Car-Net' infotainment system - which features Apple CarPlay, Android Auto and MirrorLink compatibility - are also available.

Powering US-market versions of the long-wheelbase Tiguan will be a sole 2.0-litre TSI turbocharged petrol engine, developing 184 horsepower (137 kW) and 300Nm of torque. TDI diesel engines will not be offered in the USA, but are expected to be available for the rest of the world.

Drive is sent to the front wheels via an eight-speed automatic transmission as standard, with Volkswagen's 4Motion optionally available.

term it's expected to sustain a 20 per cent share. This is miles above the global average.

This ratio is about the same as the GTI within the Golf range, though some cannibalisation is to be expected. Which of these performance models becomes the better seller remains to be seen.

Under the 162TSI Highline's bonnet is the same 2.0-litre turbo-petrol engine as the Golf GTI, producing 162 kW of power at 6200rpm and 350 Nm of torque between 1500 and 4400rpm. This engine is matched as standard to a seven-speed DSG automatic transmission with paddle-shifters.

Unlike the front-wheel drive Golf GTI, the Tiguan 162TSI uses a 4Motion on-demand all-wheel drive system with electronically activated multi-plate clutch and a front-wheel bias, though both models sit upon the same modular architecture/platform.

All-paw grip translates to more traction on bad surfaces, and also off the line. Despite the Tiguan's 300 kg weight penalty over the \$4650 cheaper Golf GTI, both have the same 6.5 second 0-100 km/h sprint time.

This makes the VW Tiguan 162TSI a full second quicker than the 177 kW/350 Nm Subaru Forester XT Premium.

The Tiguan 162TSI Highline's base price also matches that of the Subaru. However there are a number of options that will take the VW's drive-away price north of \$60k and into luxury territory.

These include the Audi-Style full digital gauges (part of the wider \$2000 driver assistance package that also includes Adaptive cruise control, Side Assist with Rear Traffic Alert, Active Info display, and area view camera mode), and the R-Line sports styling pack (R-Line body kit, R-Line interior, 20-inch alloy wheels, adaptive chassis control, adjustable dampers and progressive steering, \$4000, with 70 per cent take-up so far).

Yet VW says that only 10 per cent of Highline buyers so far (who've taken delivery or placed ore-orders) haven't splashed out on at least one package.

See the hot VW Tiguan 162TSI at your Volkswagen dealer now.



Other headlining features in the US-market version include a suite of active safety features including adaptive cruise control with stop and go function, forward collision warning with autonomous emergency braking (AEB) and pedestrian detection, blind spot monitoring with rear cross traffic alert and lane departure assist.

Seven seats will be standard on front-wheel-drive versions and optional on all-wheel-drive models in the US, with other extras including a panoramic sunroof and an electric tailgate.

For Australia, the Tiguan Allspace has been confirmed for a local launch in the first half of 2018, though final details of the Australian-bound version are still to be revealed.

Unlike the US version, the long-wheelbase Tiguan sold here will offer a selection of drivetrains from the current Tiguan, mated to VW's dual-clutch DSG transmission, as

### Recommended Prices (plus on-road costs)

**Volkswagen Tiguan 162TSI Highline** From **\$48,490**

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opposed to the American version's eight-speed torque converter.

Paul Pottinger, Volkswagen Australia's general manager for corporate communications, said the Tiguan Allspace will come with seven seats as standard with a "high level of spec promised".

Stay tuned for more Tiguan Allspace updates in the coming months.

## California camper for Australia?

The Volkswagen California campervan is again being considered for an Australian launch, press reports have revealed.

The factory-built pop-top camper version of the Volkswagen T6 van is being evaluated by VW Australia, with a Facebook post by the Australian branch stating: "We are currently collating customer feedback regarding the Volkswagen California for future product consideration".



If VW were to launch its new-generation Kombi camper, it would square-up against the existing Trakka Trakkadu, which is converted locally at Trakka's workshops at Mt Kurring-gai. That vehicle sells about 10 units per month, with prices ranging from \$85,000. There are also VW conversions available from other local makers such as Frontline, Kea, Dove Conversions and Southern Spirit.

However the main competitor in VW's sights is the Vito-based Mercedes-Benz Marco Polo, which will launch here locally this year priced at \$69,990. Mercedes-Benz purchased the Westfalia company in 1999, which had built VW campers for decades. Volkswagen created its own in-house California camper once Westfalia was no longer available.

In Europe there is a basic VW California Beach model that goes without some of the comfort items you might want in a campervan, but the Ocean version features a two-burner cooktop and stainless steel sink, as well as low-energy LED lighting and a cool/warm

box.

Depending on the specification the Volkswagen California can offer seating for up to seven people and beds for four people - the beds measure 2.0 metres long by 1.5m wide in the Beach version, while the Ocean model - because of the kitchenette - has a slightly smaller bed, at 2.0m long and 1.2m wide. The front seats with arm-rests that swivel 180 degrees, and there are storage cupboards and drawers at the rear, as well as a pull-out dining table. For an al fresco meal, there's an optional roof awning.

There are blinds available for the windows, while the manually operated pop-top roof (electrically operated in higher-spec models) is said to hark back to Volkswagen campers of days gone by - it also makes it easier to stand up inside the 'living area' and houses the second berth.

There are three engine options in Europe, all diesel: a 2.0-litre turbo four with 75kW and 250Nm and a five-speed manual gearbox; a 2.0-litre four-cylinder turbo with 110kW/350Nm and the choice of six-speed manual or seven-speed DSG (dual-clutch automatic), the latter available with optional 4Motion all-wheel-drive; and a 2.0-litre bi-turbo four-cylinder with 150kW/450Nm, again with a six-speed manual or seven-speed DSG auto with the option of AWD.

VW Australia made a previous attempt to bring the California Camper here in 2008. However, VWA could not get the California certified for local sale, owing to the model having the sliding door on the driver's side and a LHD internal layout - even on RHD models. Even today's UK-spec models have the sliding door on the wrong side. It remains to be seen whether this problem can be sorted.

## VW I.D. Buzz.

The latest member in the family of Volkswagen I.D. electric vehicles is the Volkswagen I.D. Buzz concept, a modern-day interpretation of the VW Kombi or Microbus - and it looks like this time it could actually make it to production.

The new Volkswagen I.D. Buzz concept follows on from the previously revealed I.D. electric hatchback study, and according to VW it "transfers Microbus feeling to the future".



As such it packs eight seats, an electric engine with a claimed 600 kilometres of range, and all-wheel drive. Oh, it just so happens to be the first fully autonomous ('self-driving') van, too, according to the German maker.

First, let's consider the styling of the new concept car, which is said to "give another face to electro-mobility".

There's more than a hint of retro inspiration on show here - the blunt nose with the V-shaped line; the block side windows and the rear 'vents' certainly resembles the old T1 split-window vans of the 1950s and '60s.

The I.D. Buzz's electric system - based on VW's new "Modular Electrification Kit" - is capable of pushing out 275 kW, while charging takes just 30 minutes to 80 per cent capacity. VW claims that in some specifications (the 111 kWh battery pack) it can run from 0-100 km/h in about five seconds, with a top speed of 160 km/h. But there will likely also be smaller battery packs, including an 83 kWh version with 200 kW of power.

The I.D. Buzz concept is said to feature a flexible seat layout with accommodation for up to eight people, with the company calling the vehicle a "space wonder" - the driver can even turn their seat 180 degrees to face their family or friends when the car is in I.D. Pilot autonomous mode. It even has two trunks: one in the back, and one up front, and the steering wheel, as such, isn't a wheel at all: it's a touch-pad.

Underneath there's variable all-wheel-drive (it can operate in rear-drive, too), and the rear wheels also have steering to help it achieve a turning circle of 11 metres.

The new concept is considerably larger than the previous Bulli and Budd-E concept cars, at 4.94 metres in length and riding on a 3.30m-long wheelbase. The floorpan is made up of battery packs, said to give the car a low centre of gravity despite its height (1.96m). For comparison's sake, that makes this model about the same size as a Volkswagen Multivan SWB (4.89m long, 1.97m tall, on a 3.0m wheelbase).

Dr Herbert Diess, CEO of Volkswagen said the I.D. sub-brand will launch in 2020 and will see a family of models offering buyers different options.

"In the year 2020, the Volkswagen brand will launch a major new electric vehicle initiative with a completely new vehicle architecture. Then we will bring a whole new generation of fully networked, fully electric vehicles onto the market. By 2025, we want to sell one million electric cars per year. We make electromobility the new trademark of Volkswagen," Diess said.

## VW Arteon to have a wagon option.

If the Volkswagen Arteon 'coupe' sedan is a success, it could be joined by a 'shooting brake' wagon part way through its lifecycle. The old-fashioned motoring term 'shooting brake' used to mean a custom-built two-door station wagon style, but in modern times its meaning has evolved to mean a more stylish, swoopy coupe-like variation of a station wagon or 'estate' body, whether it be two doors or four.



Elmar-Marius Licharz, the man in charge of Volkswagen's full-size vehicle range, told Autocar UK that as far as Arteon derivatives go "a shooting brake is absolutely the sort of car that could work".

He added that the shooting brake wagon "needs a business case, but it looks quite good". Licharz cautioned that the company would wait until it could gauge market reaction to the Arteon sedan before making a final decision on the wagon.

The Volkswagen Arteon 'coupe' sedan will replace the current Passat CC model, and is due to be unveiled at the 2017 Geneva motor show. According to the VW's local arm, the Arteon will be launched in Australia around October.

Under the skin, the Arteon will be based on the Volkswagen Group's MQB architecture for transverse engine, front- and all-wheel drive cars.

The 2015 concept is 4869mm long, which, if it's indicative of the Arteon, will see the new 'coupe' sedan sized between the 4767mm Euro



Passat, and the 5.05m China-only Phideon (the replacement for the Phaeton).

Compared to those two models, the Arteon will be positioned as a sportier and more expressive alternative.

## VW Varok concept.

A pair of French students have created the Volkswagen Varok concept, a crossover-styled ute that was directly inspired by the Australian-made HSV Maloo.

While it isn't an official concept from the German automotive giant, the project was undertaken by Valentin Fuchs and Pierre Joveneaux during their internships with the company.



"The goal of this project was to imagine how Volkswagen could enter the Australian market with a [traditional Aussie] ute vehicle," Valentin said.

Fuchs and Joveneaux also designed a removable canopy for the rear tray that turns the Varok into something of a shooting brake, along with bright yellow straps that double up as a canoe carrier.

According to its designers, the Varok has enough room for a three-seat bench inside and a couple of surfboards or a small dirt bike in the tray.

In terms of its design, the Varok is a very futuristic-looking vehicle, while the slim head- and tail-lights give it a sporty and imposing look.

The wide stance and chunky bumpers make the Varok look very tough indeed, while the massive alloys round out the sports utility theme.

Compared to Volkswagen's existing range, the Varok doesn't bear much of a resemblance to any current model, though it does share elements with numerous concepts, like the I.D and Budd-e, thanks to its slim lights and clean, straight lines.



## VW hiring more IT experts.

The Volkswagen Group is set to hire over 1,000 IT professionals over the next three years as it seeks to shore up its technological and autonomous future.

IT experts from industries as diverse as gaming and big data research will be hired to expand and develop the VW Group's push into artificial intelligence, big data, virtual reality, smart production and connectivity.

Group board member Dr Karlheinz Blessing said the company intended to reinforce its existing IT team with "people who want to shape the future of mobility".

Blessing added, "we are tackling the major challenges of the future with the best people - digitalisation, software development, E-mobility, autonomous driving and mobility services. For these fields, we are reinforcing our team with top-class experts."

Over half of the new recruits will be based out of the Group's Wolfsburg headquarters while others will be spread through the Group's IT labs in Berlin and Munich.

Chief Information Officer of the Volkswagen Group, Dr Martin Hoffmann stated, "The tasks we face are more varied and interesting than ever before".



"In the global mobility group Volkswagen, IT means: international cooperation, versatile working in fast, creative teams and the most advanced technology. In brief: nowhere is IT more exciting than at Volkswagen."

The IT recruitment drive is already underway with the Group confirming highly-specialised IT professionals - including robotics experts, level designers, design thinking experts, and AI research workers - had joined the company over the last few months.

These experts are working across the Group in units such as the Virtual Engineering Lab, the Data Lab, the Smart Production Lab, the Ideation Hub or Group IT in Wolfsburg.

The Volkswagen Group confirmed earlier this month it was changing its official language from German to English, no doubt a relief for many of the IT experts from across the globe set to join the company in the coming years.

## Want to know more?

Hey it is already 2017! My Beetles are now 59 and 44 years old! And still a pleasure to drive.

Like so many fellow VW owners I spend a lot of time reading and exploring websites to learn more about my cars and the VW brand.

I am not a mechanic or in the 'trades,' so I try to pick up as much about my Beetles in many other ways.

The Club VW library is full of both books and DVDs to help new club members learn more, and also explore ideas and tips to help make the ownership of a VW painless.

I recommend that you take a look at the library (it's open when you come to the monthly meetings) and borrow a book on your car! Hopefully we can move it into our new meeting room soon.

Let's be honest, the air cooled cars that we own were built 40 to 60 years (or more) ago, most of them not even in Wolfsburg, but in a much smaller factory in an outer suburb of Melbourne.



Our Beetles, Type 3s and Kombis back then were built with the Australian production facilities of the day. Stamped by machines, but assembled by hand, with NO computers or robots. Volkswagen Australia did, however, have just the second-ever VW 'master jig' outside of Wolfsburg – the other was in South Africa. This let the factory check and calibrate the adjustment of every press, tool and jig, accurate to a fraction of a millimetre.

What that means is these vehicles were all branded VW and built to the highest possible quality of the time. VW Australia's baked enamel painting system with full body-dipping, four coats and oil-fired baking ovens, wasn't used by Holden and Ford until the 1990s! Just one reason our VWs have lasted so long. Check how many 1950s and 1960s cars of other makes you see around today.

When you drive them today you experience the individual character that each of these VW cars and Kombis deliver, gathered over their long lives and a host of different owners, mechanics and workshops over their lives.

I can drive 5 different Beetles today and experience all sorts of variation in the "feel" of the

car, depending on their condition and how they've been looked after. It seems no two cars are exactly the same. They call this 'character'!

This "feature" is what adds enjoyment to drive and ownership of an early VW Bug, Kombi or whatever.

This isn't found in modern robot-built mass-produced vehicles – at least, not for another 50 years...

To learn more I also spend some time on You Tube. Do search on 'VW Beetle' or 'VW Bus' and you will find huge amounts of valuable videos and they are free!!

One good source that I found is Chris Vallone, who has built a career on restoring early Beetles. He has a video on many "how to" resto and repair tips and they are all free! Have a look at:

<http://www.classicvwbugs.com/>

So if you want to know more, check out the Library, You Tube or talk to Club members at the monthly club meetings or at the many fantastic outings that provide a great source of social gathering, friendship and the networking that comes with it.

And finally, there are some very knowledgeable club members who also run VW specialised businesses offering parts and mechanical repair.

See their ads and sponsor listing in the Zeitschrift Magazine for who they are.

Happy Vee Dubbing!

Carl Moll

## The man behind the Gosford Car Museum.

When Tony Denny sold his AAA Auto used car dealership, earning him a spot on the 2015 BRW rich list with a \$320 million fortune, he found himself with a big lump of cash he had to decide what do with.

Instead of putting it in the bank with a variable interest rate that hardly kept up with inflation, he decided to invest in his passion.

Over the past year, the entrepreneur has collected 450 classic vehicles from around the world, and now shares them with the public at his much anticipated Gosford Classic Car Museum.





“The average return on classic cars is between eight and 10 per cent so it’s a very nice investment,” Denny says.

Housed in a former Bunnings store after the hardware company moved to a new premises, the \$70 million collection includes 35 Ferraris, 10 Lamborghinis and 14 Jaguars. There are Holdens spanning 1948 to 1978, a 1974 Montreal Alfa Romeo, a 1965 Aston Martin, a Rolls-Royce 20HP from 1927, a 1972 911S Targa Porsche and a 1947 TG MG. There are currently six Volkswagens. The collection also includes a cold war-era Russian stretch limousine used by the Soviet Union’s Politburo, and an American LaFrance fire truck from New York.

“Reportedly, it was there at the 9/11 disaster, but I can’t confirm that,” Denny says.

“That’s going to be a vehicle that we’re going to allow people to climb in. We do have a lot of cars that people will be able to touch. But there are some cars we have to rope off, like the La Ferrari, which is worth \$5 million.

“A lot of people come to the Central Coast and go to the Australian Reptile Park, where they have crocodile feeding time; we’re going to have a similar thing. It’s going to be car feeding twice a day. We have a hot rod DeHavilland Rapide with a 10-litre Inline 6 aircraft engine and twice a day we’re going to feed that petrol and start it. It vibrates the whole building.”

The museum also features a 1963 Airstream van, from where restaurateur James Nouri, from Gosford’s Jimmy G’s Cafe, offers a ‘60s-style burger menu.

Denny, 54, grew up in North Sydney and began collecting cars in his early 20s. He spent 23 years living in Prague in the Czech Republic, selling second-hand cars across several former Communist countries in central Europe.

After selling the majority of his auto dealership chain company to Polish private equity firm Abris Capital Partners in late 2014, he came back to Australia with his family to set up the museum. Denny has had a holiday house on the Central Coast for 20 years and has spent several weeks there with his family over Christmas every year.

“I was going to move back to North Sydney, then decided to settle on the coast because it’s so wonderful here,” he says. “Then this building came up at West Gosford and all the planets aligned.”

Denny, who also works in property development, says he views cars as works of art, and is

extremely excited about his car collection being available to the public in the museum.

“The collection is outstanding and it’s just going to be a highlight of my life,” he says. “It would probably be in the top five car museums in volume in the world — definitely the biggest in Australia.

“A lot of cars are in original condition, some are very rare cars where there are only a few in the world. I believe the cars I’ve chosen are beautiful, interesting cars and I’m sure people will appreciate that.”

Angela Saurine,  
*The Daily Telegraph*

## Jeff’s VW Run to the Gosford Car Museum.

Since the impressive Gosford Car Museum opened last June, we’ve wanted to organise a VW club run to visit it. Our club event schedule was pretty busy towards the end of last year, as you remember, but there was finally an opportunity in February this year. Jeff decided to get it organised.

He visited the museum a couple of times last year, spoke with the staff and came up with the date – Sunday 19 th February. Lily designed a flyer, which went all over social media and created a huge amount of interest. On our last ‘check’ visit to the museum last November, they told us we would have reserved parking and a discount on entry. But how many VW were coming? How long is a piece of string??

At some runs, such as the Summer Run to Stanwell Park; Norm’s Fish n Chips runs and the cruises to Pie In The Sky, we have had great turnouts – 30, 40 or even 50 VWs and more. On the other hand, at other events such as the Canley Heights RSL show, the Linwood House show or the Kurrajong-A-Buzz, we have been lucky to get two or three VWs along. We just didn’t know how many would come to Gosford – but we hoped for a dozen or so, the number we gave them.

We chose the McDonalds at Mt Colah as the meeting point, as it was the last convenient parking/ coffee/ snack/ toilet location before the motorway to Gosford began at Berowra. Any other area closer to Sydney would have too many traffic lights to pass through, which breaks up the convoy.

As the day came closer it seemed we would get a good turnout – lots of hands went up at the last meeting; social



media was firing and another group of Veedubbers was going to meet on the Coast and join us. People were even coming from Canberra and the south coast!

The day before was hit by heavy storms and rain, and the Sunday dawned with heavy cloud but it was dry-ish. It was an easy drive across Sydney early on Sunday morning with little traffic, and at 8am the McDonalds car park was full of VWs! More VWs were arriving and having to park up and down the side street. Mums and kids in their Korean SUVs had to manoeuvre their vehicles around all the VWs, old and new, overflowing the carpark. Great to see some Flat 4 VW Club people too. What an amazing turnout!

There was no point in hanging about, so at 8:30 on the dot Jeff led the way out of McDonalds and along the Pacific Hwy in his orange Superbug, with a long line of VWs behind him.



Once onto the freeway, the VWs easily kept together in the left lane, cruising at around 90 km/h. It's a great feeling to drive along in a line of VWs, with traffic gawping at you as they pass you by. Even the big drop down to the Mooney Mooney bridge, and the steep climb out, presented no problems to most of the cars.

In no time we reached the Gosford exit, and down the bends to West Gosford. A left turn, and there was the museum – still with the three tall Bunnings poles beside the repainted former giant hardware store.

The normal public entrance is first left, but our special club entry was further up the top. We slowly drove in and soon filled all our spots – and then some! VWs continued to arrive as we stood talking and wandering up and down. I don't know the exact count but I heard someone mention 45 VWs – mostly air-coolers but a few modern VWs too.



We stood outside and chatted for half an hour or more, the weather holding off although starting to come over very grey. Eventually people drifted towards the entrance to the museum, keen to see the collection.

At the counter we first learned that the entry situation for car clubs had changed since last year. The entry fee was unchanged at \$20 each, with no discount, but instead a discount would be offered on the large range of automobilia merchandise from their store. There was a good choice of VW toys, models and collectables, so most people didn't complain about having to pay full price to get in (\$20 adults, \$14 kids, \$12 seniors and under-4s free).

Being a former Bunnings, the inside is huge, with a tall ceiling giving a feeling of airy space. The walls have been painted and decorated with glowing neon motoring signs, and the floor enameled with bubbled epoxy resin and carpet (under the cars). The Porsches and VWs were the first attractions as you enter.





The '54 and '60 Beetles Jeff and I saw here last November were both gone, and only four VWs were now on display. There was one white Karmann Ghia; two split-window Kombis and one T2 twin-cab pickup – this one once owned by one of our Canberra members. One of the T1 Kombis was a beautiful US-spec deluxe Microbus, the other a painted 'hippie-mobile' that kids could climb into to have their photo taken. Brendon and Danielle did just that!



Back inside there were endless lines of expensive exotica – more Ferraris, Mercedes-Benzes, Lambos and Porsches than you could poke a stick at. Lots of Alfas, Lancias, BMWs, Jaguars and Astons too, all filling up the left side of the museum. The big LaFrance fire engine and Rosco McGlashan's Aussie Invader sat in the centre, making a bit of a boundary from the less exotic (though still nice) cars on the right hand side.



In the outdoor area was the 'Iron Curtain' collection, of various Skodas, Ladas, Tatras, Zils, Trabants and Wartburgs the owner had collected in eastern Europe. Nearby was a collection of large American Ramblers from the '60s and '70s. At the back was a selection of cars just purchased, some still under tarpaulins. There was a blue customised '60s Beetle, and Boris spotted a real rarity – a Brazilian VW-based Puma sports car.



Here there were plenty of old Holdens, Falcon GTs and Valiant Chargers, and quite a few more American cars – Cadillacs, Corvettes, Trans-Ams, Chryslers and Lincolns. There was even a line of the more exotic Japanese cars – Datsun 240Z, Honda NSX and Nissan GTRs among others. There were also a few Minis, and some Citroens against the back wall.

At the far end was a covered outdoor area of vehicles 'surplus to the collection.' These were for sale to interested buyers. Many of them were duplicates or further examples of



cars already in the museum, so were not required. There was a grey customised oval Beetle with wide wheels and a rough respray, offered at \$16,000. Up the back were two more split-window Kombis, but no prices were shown. It was fun to walk up and down the line of unusual '70s and '80s cars and imagine owning them.

After wandering through the museum several more times, the kids were starting to get a little bored, so many VW people started to head off home. We went through the automotive shop on the way out and had a good browse, but I didn't buy anything.

Craig had planned to bring along and award two trophies, for Best Air-Cooled and Best Water-Cooled VWs, on the day. However he didn't show! Jeff got an SMS saying he was sick. That was a shame; Craig and Martha missed a very enjoyable day.

Thank You Jeff for organising a fantastic day, and to all our VW friends who came along. Hope you enjoyed the get-together! If you haven't visited the museum yet, you really should make the effort. Their website is

<http://gosfordclassiccarmuseum.com.au/>

## The Toy Department.

Recently Motormax released their series two of 1/24th scale VW models, called the Premium Series and have a combination of 6 models which include dual cab pickups and panel vans.

All have been nicely finished with chrome accessories including luggage racks, and authentic VW livery of the period.



Unfortunately the T1s have no opening doors but the dual cab pick-ups have operational tail gates.

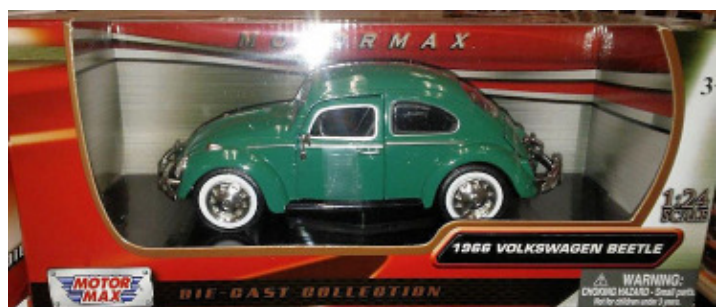
The boxes are very presentable and all have the official monogrammed VW official licensing logo.

Motormax also have two VW Beetles in 1/24th scale which come in authentic beige and turquoise green. These both have fully operational doors and engine bay lid.

But wait there is more ... a third series release of VW vans is also on the way.

Happy collecting,

Tony Bezzina







## Canberra Chapter – Captains Flat Cruise

On Sunday 26 February, the Canberrans held a cruise to Captains Flat, a small town in NSW outside Queanbeyan. The town has an early history of copper mining, and from 1940 to 1968 it even had its own railway line from Bungendore. But whilst it has shrunk since its boom time, there is still a decent population. Set in a very rural area, its a pleasant drive and gets us away from the highway traffic.



Leaving Queanbeyan, we had a convoy of 10 cars – 5 Beetles, a T3 Double-Cab, a Golf Wagon, a Scirocco, a Tiguan, and an Amarok (we were later joined by a T2 Kombi). This made a great photo opportunity outside the Hotel and had the locals checking the cars out. We dined for lunch in the Hotel and had a great trip. Many thanks to Duan for arranging this one.



During the drive, we drove through the outskirts of the recent Carwoola fire, taking in the charred landscape and realising how peoples lives can change so quickly. The work done by the local fire community was incredible.

The Chapter organised a quick callout to locals who had anything to donate towards the wildlife carers of the area, they are very busy with injured animals currently and resources are needed. (see the next news item for more information).

Whilst at the Hotel, we ran our AGM, discussing the 'year that was' and making plans for the coming year. We had a few changes in the committee lineup and got a few new faces into the fold (details in the Canberra Column). Many thanks to everyone who came along on the day, it was a great event.

Bruce



## Blanket, towel and bandages drive. (pun intended).

Club VeeDub Canberra Chapter's cruise to Captains Flat was a timely affair for native animals, recently affected by the recent bushfires in Carwoola and Gundaroo, NSW. The badly burnt landscape near Captains Flat was clearly evident on the trip out there.

Two Club VeeDub members are also wildlife carers: Duan Moger, NSW Wildcare, and Mandy Conway, ACT Wildlife. Together they organised a Beetle full of blankets, towels, bandages and Soy Milk (which is used to rehydrate injured older roos) to be donated to Captains Flat Hotel managers Cindy and Heather, also NSW Wildcare members. They are involved in finding, darting and assessing for treatment, or euthanasia if necessary, the injured roos, of all ages, which continue to be found even though some areas were scorched several weeks ago.

The items were donated by both ACT Wildlife and Canberra's Club VeeDub members: both Cindy and Heather were very appreciative of our efforts to help them in their caring efforts.

Bruce

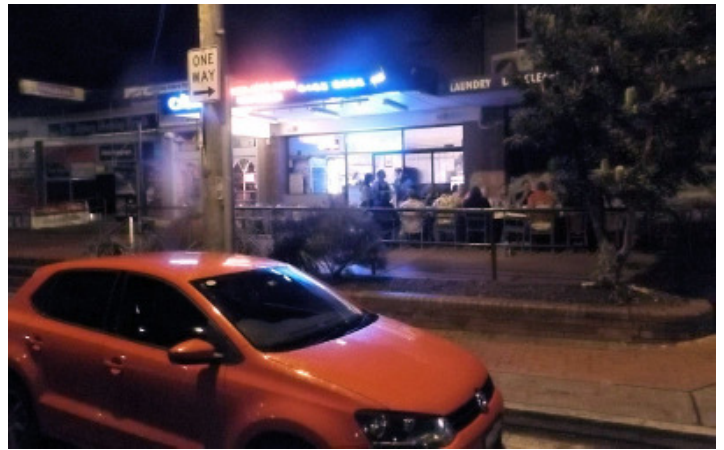
## VW Pizza night.

On Saturday night 4th March, we had our annual 'Hawaiian shirt' VW pizza night, held this year for the first time at Mancini's wood-fired pizza restaurant at Lugarno.

In previous years we have been at Monte Carlo's Pizzeria at Riverwood, but last year there were a few complaints about the food, and we were also charged for the full booked number of persons for the banquet, even though not everyone who booked actually turned up.

Mancini's location in Lugarno is a little less busy and noisy than Riverwood, and there was plenty of parking out the front.

The day had been very rainy but the evening was clearer, and fortunately no rain fell at all while we were there. We had a large table for 30 people outside, shelter from any rain by the overhead shop awning. Eventually we had 24



guests of the 30 booked turn up on the night - six people who said they were coming, didn't show.

The food was great, with entrees of garlic bread, garlic pizza and calamari, then large dishes of various creamy pastas. People were already getting full by the time the crispy pizzas arrived – cheesy, vegetarian, meat lovers and special supreme with everything. Yum!

The wives sipped their wines while the blokes enjoyed their beers from the esky, and the laughter-filled conversations were not always about VWs or sport! It was great to catch up with fellow VW friends, and a thoroughly enjoyable convivial evening was had by all.

Thank you Dave for organising the evening. We look forward to coming back to Mancinis again next year, as I think everyone enjoyed them more than Monte Carlo's. Although I would suggest taking \$20 booking fee from each person before the evening. Once again not all bookees turned up, and we almost had to pay for them as well.

# Thirlmere Festival of Steam.

On a rainy Sunday 5th March our club attended the annual Festival of Steam at Thirlmere.



The Festival has new organisers this year, and the practice of previous years of the classic cars way down the back was, thankfully, canned and we had a great location close to the action.

Our VWs met up at Uncle Leo's Caltex at Liverpool Crossroads at the 7am meeting time – Jeff in his Superbug, Kylie in her Kombi, Joe in his Superbug and me in the Passat. Time for a coffee before we headed off in line towards Picton. From there it's a right turn and a short drive to Thirlmere.

We were marshaled into position in the main street, Westbourne St, and we were soon joined by two more local Beetles, making 6 VWs in total. Not a bad turnout at all, considering the wet weather, and larger than most of the other car clubs there.



When the showers eased up there was plenty of time to wander through the market stalls, entertainment and ride areas, look at the model trains and watch the real steam train coming and going on its regular trip down the line to Buxton and back – all trips sold out! The streets were closed off for all the carnival stalls and it was great to wander up and down, and maybe buy interesting things.

The big green 3642 steam train arrived from Sydney early at 11:45, steaming, hissing and puffing, and the crowds gathered beside the line to watch it pull in. 3642 was built in 1926 by Clyde Industries, and is the most powerful working steam engine in NSW (until the restoration of 3801 is eventually completed).

At 12:30 the car clubs were called to start up for the parade. The line of cars slowly headed out and around the township, eventually heading across the rails and up the closed main street past the cheering crowds. It was a VERY slow process with lots of stops and delays. Hopefully it will be quicker next year.

The rain continued to fall and we headed off home. Thank you to car show manager Garry Tierney for a much better car show this year – it was a very enjoyable day and we are looking forward to better weather next time.



## From our website 13.

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 and 2015. They make interesting reading!

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



19/11/14 Looking at the nationals show and shine and cant find a new beetle category. If there is one can i have a link to some pics? Just contemplating wether to be a visitor next year or to enter as i have just started testoring my 2005 new beetle. Thanks Allison

20/11/14 I was a member before. I would like to be come a member again please. Anthony

23/11/14 I have fibreglass Manx buggy body left over from a project my son started. Is it worth anything to someone or do I cut it up & dump it? I'm in SA. Cheers Mike

24/11/14 Hi I am thinking about buying a manx style swb buggy and have some questions about NSW rego if I buy an unregistered unfinished project or one that is registered interstate. Can you please put me onto someone that can help. Thanks Trev.

7/12/14 Hi, I'm looking for advice on how to price an old 1961 VW sedan for a quick sale. I'm located in Gunnedah NSW and I know there are a couple of enthusiasts here in town. The car is part of an deceased estate I am co-executor for. Need some genuine advice on how to up-sell this vehicle and see it off to a good home. (Unregistered, unrestored. Provenance known, no rego papers) Thank you for your help. Margo

11/12/14 Hello, I have a 67 split screen bus that has been restored and I believe is an ex Military vehicle (Richmond Air Force base). I am trying to track down the history of the vehicle. Its chassis no is 227007522. We have had no success with the Dept of Defence and I suspect the RTA can only provide the road history during the time it has had private

plates. Would appreciate any guidance you could provide. Regards John

18/12/14 Hello, We are holding an event at Liverpool Museum, on Saturday Feb 7th - Coming to Australia Fiesta – to celebrate some of the wonderful things European migrants WW2 have brought to Australia and were wondering if your club would be interested in participating? regards Jo

20/12/14 Have just bought a T3, my third Kombi. It's a VW Muller WBX. I recall Muller vans being around in the past. It has a fixed high roof. I'm not sure if this conversion is the WBX or if the WBX is an engine modification. I would appreciate your advice. I would also like to join the club. Dave.

26/12/14 Can a 71 Superbug floorpan be cut for a manx has struts Glen

30/12/14 I have a VW Beetle, VIN number 1-0938667. I understand this car would have been built in August, 1955, making it a 1956 model. Is that correct? Dan

4/1/15 Hi there, I am a current owner of a T4 Transporter and am looking to upgrade to a T5. I am currently looking into a 2011 103 kw 340 nm Transporter. I would love to know though the exact meaning of the 'MY'? Through my search I have found it hard to get a clear indication on this. The van I am looking to buy is a 2011, (compliance 07/11) and from the PPSR Certificate I believe it is a MY10. However I have also come across 2011 MY12's in my search, and interestingly also 2010 MY11. So how could there be a 2010 MY11, and then a 2011 MY10?? this seems strange to me. Also, is there any differences between the range; (Manual 103kw 340nm) 2010-2011-2012-2013 etc.? Thank you in advance for your reply, I look forward to hearing from you. Regards, Andrew

12/1/15 Hello, I would like to sell my 1972 Type 3 squareback, regretfully. I would like to advertise on the club website only at this time. Is this possible? Kind regards, Carolyn.

13/1/15 Hi I have a 55 kombi vin # -20-15520 with a second body number on the Lhs MKAK 1680 Could I surmise that this is either the 680th or 1680th off the line? Angus

18/1/15 Just wondering if you had a date and location for this years VW Nationals? Ben

21/1/15 Hello i have a 60's karmann cabriolet that needs some rust work on the lower section of both doors and then the colour matched. I need this done before i can register it do you have any suggestions for this that you could forward to me please. Once its ready i would love to join your club but the car must be fixed first. I live out windsor way. Thanks for your time Shane

21/1/15 Hi I am getting married in Aug 2015 and looking to hire a beetle. Wondering if you know someone who is willing to hire theirs? Thanks very much Kathy

23/1/15 We just bought a 1971 Beetle (1600) and are trying to learn as much about it as we can. Where can we find the gym for this model? It isn't on the rego papers... Thanks!  
Kieren

23/1/15 I am looking for a kombi van for my wedding in October this year (in Sydney). I was wondering if any of your member would own one and will consider let me hire the kombi for a day. We can discuss details/ costs etc if so.  
Thanks, Cariss

28/1/15 Hi guys, I was hoping you could help me. I am looking to buy a VW Beetle in Cairns and was hoping you could recommend someone up there I could use for inspection?? Any help would be greatly appreciated. Rgds  
Garry

28/1/15 Hi, I am looking to potentially join the club as a lifelong VW fan and owner and one who is based in Sydney and looking at buying a Karmann Ghia. What are the criteria to join? Thanks Nick

30/1/15 I've owned a 74 beetle for about 10 years, it mainly sits in the garage, but plan to do it up eventually. I'm living in Qld and just wondering if I joined the club, would it be possible to obtain a discount with the Qld registration. Thanks  
Best Regards, Peter

02/2/15 I have been a beetle fan all my life. I have finally come to own one much to my husbands horror. I am slowly restoring her. I have come to a rather big bump in the road and are desperate for someone to give me a straight answer and some help. I am hoping you can help or have the resources to be able to help me please. The compliance plate is on the front lip of the bonnet. and..... has bent in half. It is still in one piece but need to know someone who can restore it without breaking it, or how to replace it or move it. Please help me!  
Thank you for your time Georgy

3/2/15 We have a 1987 vw transporter T3 camper conversion from new, the v5 documentation has a 10 digit no. ie 25GG075995 Nick

3/2/15 I purchased a 2006 VW Golf in Coffs Harbour, Australia with a 2.0 litre FSI engine number BLX 03817. I do not see the code on anything published and am curious if you could help out. Based on the VIN it looks like the car was built in South Africa. Thank you. Michael

3/2/15 Good Morning can someone please contact me ASAP regarding your 9th Annual Watercooled Summer Drive that was on Sunday 1st February from Uncle Leo's to Stanwell Park. Thank you Regards, Nadine

3/2/15 Can you please confirm that the 2014/5 90tsi Golfsare made in Mexico Many Thanks Rod

9/2/15 We own a 1974 Karmann Ghia convertible left hand drive and are currently in Sydney for work for several months. We would very much like to join you on the run on Sunday 12th April. We are on Victorian Club Plates - do we need to join your Club to participate ? Look forward to

hearing from you. Regards David and Lorraine

9/2/15 Have 64 beetle on club rego member Milton Ulladulla Vintage & Classic Car Club Tom

11/2/15 Hi,I heard a story today that Kombi manuals used to have a suggestion in them that Kombi owners wave to other Kombi owners. I have downloaded several Kombi manuals and I can't find that suggestion in them (by no means have I performed an extensive search). Can you tell me if this is just a myth or if there is actual evidence of this? Thanks. Matthew (Mayor of Dubbo)

12/2/15 Hi Guys, I have a 1972 Superbug that has been garaged for the last 4 years dye to an overseas assignment. It was running great prior to this. I would like to her it on the road again but don't want to start it until I've had an expert check it over. I'm in Balgownie, Wollongong. After recommendations of specialists in the area. With thanks? Ben

12/2/15 Hi! I'm looking to hire a vw beetle. I know you don't hire but I thought you might be able to send me in the right direction :) I have contacted the person on your website but I need two of them and I would love to find some coloured ones instead of the usual white. Like I said any chance you could point me in the right direction of any of your members who might be interested? Thanks for your time. Chelsea

13/2/15 Hi we have imported a 1965 bus vw from the states and need to get it from the port of brisbane to cairns in one piece. Can you recommend a car carrier Aaron

15/2/15 Is the club aware of someone who can supply me with interior window curtains for a 1990 T3? I have located some in Germany but the postage is a killer!! Dave.

19/2/15 I would like to ask if some of the members of your club would be interested in attending our car show. We are planning a Car show on the 7th of March at St Pauls Church Castle Hill as an activity for the men of our church to get together with their mates. We run from 1.00pm till 4.30 on the day and have drinks and sausage sizzle and generally just spend time talking about the cars and our shared passion for all things automotive. We would like to know if your club was interested in bringing along a small group of cars to the show to represent your marque at our event? Your attendance would be greatly appreciated by the men of our church Many Thanks David

25/2/15 Good Afternoon We would like to offer the services of Sydney Ice Cream at the VW Nationals. Sydney Ice Cream is the largest and most respected ice cream and coffee vendor in Sydney, NSW - with over 35 years experience, we have a real passion for what we do: Making exceptional ice cream and coffee possible at every event. Sydney Ice Cream can supply you the following services \* Ice Cream Van – soft serve and gluten free \* Coffee Van – trained baristas \* Snow Cones & Slushies If you require mobile food vans we can provide that as well. ([www.grandstandcatering.com.au](http://www.grandstandcatering.com.au)) If you are interested please contact Ned on 0418 113 881.



## Motor Campers.

*The Sydney Morning Herald, Monday 7 April 1958*

While towed caravans afford good accommodation for larger families, they do present a problem when long distances have to be covered, or when only a small car is available for the towing job.

Moreover, ownership of a caravan is a rather expensive luxury, since it is used but seldom by most families, and cannot be put to any secondary use between holidays.

Now there is springing up a new type of vehicle, which is accurately described as a motor caravan. It is, in fact, a commercial van which has been converted to a caravan, so that it moves under its own power and eliminates the unpleasant task of towing.

These motor caravans, or 'campers', are becoming quite popular abroad, and it is believed that they will make big inroads into towed caravan sales.

In England there are at least three companies, to my knowledge, which specialise in converting commercial vans such as the Morris J2, Austin 152, Bedford and VW Kombi, into motor caravans.

In Germany, Westfalia Werk turns out a most attractive camper on the VW Kombi, and this vehicle is now being made and converted in Australia.

### The Economics

It is clear that the normal towed caravan will give the required accommodation for a lower initial cost than the motor caravan, for the reason that it is not a prime mover.

However, a caravan represents a substantial amount of capital lying idle when it is not in use. On the other hand, any sensibly designed motor caravan can be used as a normal car or commercial vehicle when not employed on its primary purpose.

The vehicle can be looked at from the other direction - a commercial vehicle or mini-bus in its primary function, convertible to a motor camper for use on holidays.

The economics of the matter will depend mainly on the question of whether the motor caravan can be put to some useful purpose when not used as a camper.

In common with the towed caravan, it could obviously be owned and used by a group of families.

### Size

So far, the only motor caravan of which I have had any personal experience is the VW Kombi extemporarily fitted as a camper, and the VW Australian conversion based on the Westfalia. For those who are not familiar with the VW Kombi, the principle dimensions are: Overall length 13ft 9in (4190 mm); Width 5ft 8in (1727 mm); Height 6ft 4¼in (1935 mm). It weighs about 19cwt (960 kg) ready for the road, before conversion to the camper.

A vehicle of about this size seems to be the most popular abroad for use as a motor caravan. Such a van has the feature of easy driving, with almost the lightness and control of a car. To my way of thinking this handling characteristic is most important on long journeys, and is the main advantage over the towed caravan.

And I believe that long trips will be the order of the day. With a self-contained vehicle of this nature and size, one will bowl along the touring highway at speeds approaching that of cars.

Having one's bedroom and kitchen available without delay, is conducive to wandering on until dark, because virtually no preparations are necessary before nightfall.

For those wanting a maximum of interior space, a slightly larger type of van, such as the Morris J2, will accommodate a good-sized family, without feeling like a full-sized van.

### Accommodation

Returning to the first production camper made available to us, the VW Westfalia type is ingeniously designed. In the main body of the vehicle behind the driving compartment, it has a living area which includes a table and seats for four, convertible in less than a minute to a six-foot (183 cm) double bed.

Entry to the living area is by the wide side-opening double doors, giving great airiness in good weather, and exceptional access for stowing or removing gear.

On entering, there is a standing area between the door and the bed (or seats). Headroom is naturally restricted, being about 4ft 5in (135 cm). However, in use one does not feel unduly cramped, as most chores (including cooking) are done whilst sitting down.

The wide seats give ample space for four at the table, and small children could be included, or be seated at the table end.

### Facilities

Incidentally, these seats are most comfortable when touring, giving at least railway carriage space and view through the five side windows. In mountainous country the seat level is rather too high for easy upward viewing.

The pleasing feature of this VW camper is the number of built-in amenities. There is a 4-ft (122 cm) hanging wardrobe for suits etc. on the right of the doorway, an enclosed spirit stove and pan cupboard on the left of the entrance, and an ice refrigerator and water tank which can be reached from the living area, or more conveniently through the back door.

Also in the rear of the vehicle are one large and two smaller lockers for food and other gear.

Bedclothes are stowed in a locker under one of the seats, which measures approximately 3½ x 2½ x 1½ ft (107 x



The VW Camper has a six-foot double bed convertible into two double seats with a table between.

76 x 46 cm). An identical locker under the other seat would be ideal for father's guns, fishing gear, cameras or other equipment.

The finish of the living compartment is very pleasant. The floor is covered with patterned and wear-resisting composition, and the walls and ceilings are, of course, lined and the roof is insulated against heat, cold and noise.

### Equipment

The seat cushions, which form the double bed, are deep and comfortable. They are covered with patterned material, different on their two sides.

Curtains are fitted to all windows, and between the driving compartment and living area. The latter set is inclined to flap about the driver's head when the front ventilators are opened.

In addition to the double bed, a child's bed can be made up on the front seat (4 ft 8 in x 16 in (142 x 41 cm)), but some means of preventing the child from rolling off the bunk would seem necessary.

It is also contemplated that the hinged front seat squab could be pivoted up to the horizontal position and secured there to form a child's upper bunk. Similar safeguards would be necessary here.

The camper is transformed by an external tent, which is quickly fastened up to a rail along the vehicle's roof, and is supported by two stays and four guy-ropes. This forms a closable external compartment 8ft x 6ft (244 x 183 cm) around the vehicle door.

The tent is of heavy waterproof canvas, and can be opened or closed on any of its three sides. It can be used as a sun veranda during day time and as a dressing or toilet room at night. At a pinch it will take several stretchers.

As to ventilation in good weather, four side windows and the rear and side doors can be opened. On the move there are fresh air ducts to both the driving and living room compartments. Heat is available in the driving compartment.

### Road Impressions

A week's experience on a vehicle similarly equipped and a test run in the production camper, allow me to say that with a moderate road the VW cruises particularly well.

On the open highway one can push along at 50 mph (80 km/h) without any stress, but generally one finds the needle indicating about 40 (65 km/h), which speed gives the driver a

chance to admire the scenery.

Hill climbing in top is far better than expected thanks to the reduction gearboxes on the rear axle ends, whilst third will suffice for most serious climbs.

Comfort is good, and the passengers in the rear seats enjoy a satisfactory ride and ample space. The suspension is inclined to be a trifle firm over bad bitumen roads, but it soaks up the potholes and rough country going in grand style. The noise level is reasonable.

Vision through the very large front screen(s) is ideal, and the high driving position is a great advantage in traffic or awkward places. Rear vision is very restricted through the smallish rear window, but often a companion is present to direct backing, or the 'open door' technique can be employed.

The price of the Australian-made camper, with the equipment described, is £1,581. Rood racks of various lengths are available, from £23 to £40, and would be most desirable for large families.

### Other Campers

In addition to a vehicle specially designed as a camper, quite good camping facilities for two are offered by more conventional vehicles.

For instance, any station wagon, which at ordinary times is such a versatile useful vehicle, makes a very good camper for the holidays.

The rear load compartment, with the rear seat folded or removed, gives ample space for carriage by day of all the necessary bedding, food and cooking equipment, clothes and sporting gear.

By night this gear can be stored under the car or tarpaulin, and the rear compartment transformed into a double bed.

Even small estate cars such as the Standard Companion, offer ample space for two on such a holiday jaunt. The Companion gives a rear compartment (with the rear seat folded), of 6 feet (183 cm) in length, with a maximum width of 4ft 2in (127 cm), and width between the wheel arches of 3ft 3in (99 cm). Headroom above this sleeping compartment varies between 3ft (91 cm) and 2ft 8in (81 cm).

This attractive small estate car measures 12ft overall, has a width of 4ft 10in, and weighs 16cwt at the kerb. With the addition of a tent fly, or even a small tent, extending from the rear door, one has an excellent 'camper.'

Of course, on the touring highway, the station wagon handles as well as the car. My road tests show that the performance of the two, with the same load, are substantially identical.

The tiny Fiat Multipla offers a remarkable amount of interior sleeping space. All the seats fold down to form a large double bunk measuring 6ft 2½in (189 cm) long by 4ft 2½in (128 cm) wide, with 2ft 9in (84 cm) headroom above it. This miniature bus has a box-shaped body, forward driving position, rear engine (just 600cc), and independent suspension. The retail price is £1016, inclusive of sales tax.

Motor caravans are on the way in. They are, I believe, a great improvement on the towed caravan where the owner wishes to travel extensively, and where his party is reasonably small.

Sturt Griffith B.E.



## Golf GTI 40 Years.

The Volkswagen Golf GTI is an icon, widely regarded as the original hot hatch. In reality, it was actually beaten to that title by the Renault 5 Alpine released just a few months earlier in 1976. Some even earlier cars could also be described as 'hot hatches', such as the 1971 Autobianchi A112 Arbarth and the 1973 Simca 1100TI; some even regard the 1960s Mini Cooper S as the first 'hot hatch.' But that doesn't change the fact that the 1976 Golf GTI was the best car of these, with the most power, performance and refinement. What a pity it was never sold in Australia! But now, 40 years later, it still remains at the top of its game.

The Volkswagen Golf GTI 40 Years is an odd name. It was meant to be called Golf Clubsport, as it is in Germany and in most international markets. But, in Australia, HSV wasn't all that happy about that - so '40 Years' it is - uniquely in Australia.

Starting from \$48,990 the uprated Golf GTI DSG is by no means cheap, though for that extra \$4000 over the standard GTI DSG (\$2500 over the GTI performance) you do get performance from the 2.0-litre turbocharged four-cylinder engine climbing from 162 kW in the regular GTI (169 kW in the GTI Performance) to a new 195 kW. Torque is unchanged at 350 Nm, but a new boost function ups numbers briefly to 213 kW and 380 Nm.

In terms of numbers, the GTI 40 Years will run from 0-100 km/h in 6.3 seconds. Volkswagen claims it will survive on just 7.1 L/100 km on the ADR combined cycle. However, we managed to easily double that in our week of, let's call it spirited, driving.

From the outside it's easily distinguishable from the regular model by the new 'Ruby' wheels. In addition to the gloss black trim, a slightly revised front bumper with larger air intakes (brake cooling ducts) finishes the front while the rear bumper also gets a minor update.

To those looking really hard,

you'll also notice the larger diameter exhaust tailpipes that complement the new exhaust system as well as the larger rear roof spoiler and a black-red LED tail light design (similar to Golf R).

In terms of unique badging, there is nothing but the most subtle '40 Years' decals on the flanks which you'll notice when look at the new, extended side sills.

Jump inside and everything seems rather familiar to our Golf GTI Performance, including the aging infotainment system, though there is now a hell of a lot of leather. The Alcantara on the seats, steering wheel (with 12-o'clock marker), door inlays and shift boot is very evident. Does it add to the cabin ambience? Sure, but

it will be interesting to see how it wears over time.

There's red stitching and GTI-badged door sills, all of which add that little bit extra sense of specialness to a car that so very much deserves it.

But no matter what the GTI looks like inside or out, it's how it drives that makes the 40 Year model the best GTI yet.

We would've loved to have had a manual, all of which have been already sold, but alas we were given the rapid fire six-speed DSG, which is no doubt a better performance car but perhaps not as engaging.

Press the start button, engage D, press the mode selector to get to Sport and away you go. At first it feels just like a regular GTI, until you really go for the right pedal.

It is seriously fast. It's that overboost function in third gear or above that lets you hit highs of 213 kW and 380 Nm which you can really feel push you back into the seat as you go flat out in a straight line. It only lasts 10 seconds, but please do let us know if you can find a (legal) stretch of road to go flat out for more than 10 seconds in third gear.

Strangely, there is so little torque steer that you start to wonder if you've accidentally jumped onboard an AWD Golf R. We expected then, that once we began our climb up Brisbane's Mt Nebo that the GTI's understeer-prone characteristic would show its ugly head. But, somewhat gleefully, this wasn't the case.





Volkswagen's tricky diff up front has very much changed the characteristic of the GTI. For some, the idea of a front-wheel drive hot hatch that doesn't fight or show hints of playfulness through the steering wheel is sinful. For others, like this reviewer, it's a godsend. As are the uprated brakes, which despite plenty of abuse, didn't show any signs of fade.

As we climbed further and further up through the very twisty roads of Mounts Nebo and Glorious, it became awfully daunting as to whether or not this car could be labelled the 'best FWD in the world'. It has certainly proven itself around the Nurburgring.

An email was sent around to see whether this author had lost his mind. "What about the previous Ford Focus RS?" they screamed. Well, we've driven that, and sure Ford's revolutionary Revoknuckle was good, but this is different.



have the means), but whether you should, in fact, forgo other options in its favour?

It's a hard question to answer. There's no doubt the Golf R and the Focus RS will be faster off the line thanks to their proper AWD system, and they both do rather well on the racetrack.

For us, the Golf R is a bit lackluster in appearance and its relative performance. I thought the Ford is a gem and if you can overlook its cheap cabin, massively huge waiting list and general Fordness, it's probably the pick of the hot hatch market for the moment.

However, the Golf GTI 40 Year edition is something special. It's not just the way it looks inside or out, or the extra power and torque that it delivers on overboost, but more so that after 40 years of refinement, the folks at Volkswagen have truly nailed the principles of a hot hatch and this is the ultimate culmination of that work. Only 500 were imported to Australia and all

of them have now been sold.

Alborz Fallah



The RS was a race car trapped inside a compromised road-going hatch, The VW GTI is a car you can drive everyday and yet, with this new LSD, it's a whole different level of dynamic ability.

It also sounds rather tough. The updated exhaust system seems to emit a deeper tone than the regular car and the gearshifts now burble better than ever.

In saying all that, this is a rather expensive car. Tick a few options (like sunroof) and the price on road will easily stretch to mid 50s, and that's Golf R money. Or, well, Ford Focus RS money.

So in that regard the question is not necessarily, should you buy this over a regular Golf GTI (because you really should if you





## VW engine decisions 1.

This article has been put together as an aid to anyone who is considering building, or having built for them, a warmed-over Type 1 VW engine for use on the roads.

The contents have been put together using 12 years of my experience on Beetle engines, along with books I have read and people I have spoken to. I raced a Beetle in Guernsey as a hill climb car, and it went through different stages of development as did my knowledge, and it is this learning by trial and error I wish to help you to avoid. Since then I have built engines, both standard and performance, for other people.

### Overview

So you want a non out-of-the-box engine for your Beetle; what should you do about it? There are many, many parts available for your engine. Just take a look inside any VW magazine and you will see ads for parts you have no idea what they are, but sound impressive. The most important part to building your own engine is not to jump straight in. Read, ask and observe where ever you can.

My let down has been living in Guernsey (a small island off the north French coast of only 75 square km). When I started racing in the 1980s there was almost no-one I could ask locally who had any idea that a Beetle could produce more than just a whistling sound, let alone 200 bhp, so I had to learn by my own experience and by long phone calls to Autocavan (sadly now closed down) who helped without really knowing my full requirements, as nor did I. How could I know what I wanted until I had experienced it, and without a car how could I experience it? I wasn't going to enter a 1600cc Super Beetle with standard road tyres up against 2 litre Ford twin cams boasting huge amounts of power; my vanity was too great for that.

I am hoping to try and pass on some of my experiences and save you experimenting as I did. Throughout this document I will try to give you calculations and comparisons to make it a little easier to make the right choice. You will still have to make the final choice as I cannot tell you what to buy, just what ballpark to look in.

### What do you want?

One of the hardest parts of building an engine is deciding what you really want. Are you intending to take granny to church on Sunday but be able to keep up with your

mates each evening, or are you after something a little hotter, such as 100 - 150 bhp? If you intend to go beyond the 150 bhp mark then this document is not really for you. Only so much can be covered, and all out racing engines, especially when used on the road, require so many areas to be considered together that one could fill a book with the possibilities. People like Keith Seume have done that with his very informative book 'Aircooled VW Engine Interchange Manual', which is a 1990s version of the classic 'How To Hotrod Your VW Engine', which you should also buy and read thoroughly before you start.

Firstly, how much money are you prepared to spend? Now if you double it that will give you an idea of what it will probably cost. I built a 110 bhp engine for a lad who came to me and said 'I have £1000 to spend, I want.....', and proceeded to list £3000 of parts alone. When he finished I calmed him down and explained what things cost. He finally spent £1800, and went away happy.

Remember a stock 1200 engine made 40 bhp, and a stock 1600 made 60 bhp. What sort of power range did you intend to have, 50-75 bhp; 75- 100 bhp; 100-150 bhp? To give some idea of the expected cost, I use the formula  $bhp \times 30$ . For UK readers this gives a £ amount that turns out to be closer than just pricing up the crank and carbs. For you Australians,  $bhp \times 70$  might be closer to the mark as an estimate.

One thing you should be aware of straight away. VW made many of their parts much too strong for what they were intended, meaning you can retain a large number of parts from your donor/existing engine.

### Crankcases

There are many crankcases available. Your original case, a new original case, a clearanced case and race cases; they are all good for what they were built for. If you intend to keep your original case and want anything over 75 bhp you should only do this if it is a twin relief; that is, one whose serial number begins with two alpha characters from AB to AS. They should also have the part number AS21 or AS41 (this is on the side under the pushrod tubes). Apparently the AS21, produced after the AS41, has a greater aluminium to



magnesium ratio than the AS41 and therefore handles heat better, although I have never had any trouble with an AB 1300 case (AS41) up to 180 bhp, but I have never used one long term on the road. Gene Berg has done much work looking into the differences and advocates the use of AS21 rather than AS41, but I have not found any noticeable difference.

Old or new? A lot of people feel the need to align bore a case just out of habit, but I feel this is not really necessary. If your journals are in need of machining, then yes, machine them, otherwise leave well alone. Take the case to a machine shop and ask them. Also get them to check the flywheel thrust face. This will probably not be obvious until you go to set the end-float and find it is several millimetres instead of just fraction of one. A new case is the best way to go, but on a budget this is not always easy. You can buy reconditioned cases, but personally I'd say no, don't. Might be OK for a stock engine, but not for performance.

Case studs were also changed for 8mm rather than 10mm in the early 1970s. The reason for this is that when heated the 10mm studs stretch more than the 8mm, but once again I've never experienced any trouble with the larger studs. One advantage to the 8mm studs is that they already have case saver inserts fitted.

It is possible to obtain case savers. These are stud sleeves, which requires the case being tapped to 12mm or 14mm where the old studs went, then inserting the case savers, then the 8mm or 10mm studs go into them. Be warned, if you plan to open the case up for 94mm cylinders you will experience trouble with the inserts encroaching in the holes, and remember a steel insert will not bore anything like as easily as the mag/alloy case, in fact it will probably destroy the cutting tool.

The next case up is a 'clearanced' case. These have been machined for 90.5/92mm cylinders and the insides have been opened up to accept an 84mm crankshaft. These cases are very good value for money when you consider the cost of a new universal case and then the machining costs. These cases often have the oil gallery bored to allow the insertion of an external oil filter, which is useful and will save a few quid getting it done later (these are my favourite choice of case).

Race cases come from the top names in the US - Autocraft, Bugpack, Pauter, Rimco and Scat, but they aren't cheap. Use one only if you feel you really have to, or you're a chap I know who won't buy what will do the job, he has to have the most expensive. They are, however, very strong, sometimes heavier than a standard case, but really not necessary for a road going 150bhp engine. Put the money into something that will make your car go faster, you'll feel better doing that.

### Crankshafts and flywheels

If you plan on using your engine at over 5500 rpm, which is quite likely and the best way to give you more speed and power, you can forget using your stock crank as it's not counterweighted. There are, like most other parts, loads of different crankshafts on the market. The bottom of the range is a welded counterweight 69mm crank. The counterweights are what allow you to exceed 5500 rpm. All cranks I will mention from this point will have counterweights on them, either welded or forged from new.

In case the word 'counterweight' is a new one for you, here's what they do. The big end, the bit the con rod bolts to,

is offset and so will pull the crank in an uneven circle; in fact it will put pressure on the bearings. Imagine a fairground ferris wheel with only a quarter of the people on board and all together. Once the speed increases the strain on the frame holding the wheel up would be immense, so the speed would need to be kept down. If you now fully loaded the wheel, the speed could be increased, as despite the extra weight, it was distributed evenly. The same effect happens with the crankshaft, so by fitting a counterweight (the extra people), the crank can rotate smoother and faster. A faster rotating crank, a faster moving car.

After the stock crank with welded counterweights comes complete forged cranks. These come in many different sizes from 69 mm up. There are two crankshafts I would recommend, firstly a 69 mm, either welded or forged, and a 78 mm forged. These two will give you reliable horsepower from a 1588 cc up to a 2007 cc from a standard case.

Crankshafts over 69 mm are referred to as 'strokers', as they give a longer stroke than the stock crank.



The advantage of using a 69 mm crank is that it can rotate faster than a stroker (a smaller circle and therefore less distance to travel to complete the circle). Remember an engine is an air pump. The faster and easier you can get the air in and out, the faster the engine will go. So with that in mind, you can see how a short stroke, although giving a smaller capacity and theoretically a lower power output, can run faster and give a higher rpm. For street use this isn't always a great advantage as it requires the revs to be quite high to get full benefit, but if you intend taking your animal to the strip it could work well. Of course this then requires a lot more head work and getting the exact camshaft for your needs.

All 'aftermarket' cranks I'm aware of come drilled for 8 dowel pins (the stock VW crank has only 4). These are the bits that keep the flywheel turning with the crank. The more pins the more chance of the flywheel staying attached to the crank. The nut that holds these two together needs, as standard, 250 lbs/ft torque which is quite an amount of pressure. To give you some idea of what that means, if you hang 18 inches (45 cm) down a bar with a socket on the end you would need to weigh 165 (75 kg) to get it to torque. For a high powered engine I would recommend about 400- 500 lbs/ft. This means if you do weigh 75 kg you will now need to be between 75 and 90 cm down the bar. All that weight on a 36mm headed bolt - wow.

For interest, the later VW Type IV 'big block' engine avoided this problem by fixing the flywheel with five nuts, not one.

The journals (the bits the bearings go on) are available in many different sizes to fit different con-rods, so you need the matching size con-rods (see that section), but for the street, why cause more expense than is really necessary?

There are also flanged crankshafts. These have a larger flywheel end which allows for better mating with the flywheel, but does need a special bearing set and a matching flywheel. Again more expense, and not necessary for street engines.

Whilst on the subject of flywheel mating, there are wedge-mated crank and flywheel sets available. These have been machined with a taper on both the crank end and the matching flywheel face. This does work well, but remember, you might be the one who will have to separate them one day. They work just like steering rod ball joints; have you ever tried to get one of those off? But, once again, if you intend to stay below 200 bhp you will never need one of these.

There are heavy duty nuts and larger washers available, and they are usually made of chrome-moly steel. They aren't generally needed as the standard nuts will take at least 400lbs/ft. A larger, thicker gland nut washer is a useful and simple improvement, as it can completely cover the dowel pins. However you'll have to machine down the top of the gland nut to compensate for the extra washer thickness, as otherwise you could get interference with the clutch. These often come as a complete kit (new flatter gland nut and bigger washer) from VW parts shops.



Your flywheel, apart from requiring the extra 4 dowel holes, can also be machined to weigh between 10 and 13 lbs (4.5 - 6 kg). A lighter flywheel means the engine will accelerate quicker. The weight must be removed from the outermost edge (not the teeth) and most machine shops will be able to carry out this operation for you. You could always buy a ready cut flywheel, but of course you will have to pay for a flywheel that you already have and then you'll have one spare when you've finished. Not everyone lightens the flywheel though - the Austrian rally Beetles of the early 1970s made over 200 bhp and they used stock-weight flywheels. A heavier stock flywheel might not accelerate as quickly but it will make the engine smoother and easier to live with.

Once you have your flywheel and crank ready, fit the #3 bearing and the two drive gears, get your clutch pressure plate and take them to a balancer. This is well worth it as it allows for a smoother running engine along with the fact it

will should help your engine last longer. Your VW workshop will be able to recommend a place.

Whilst I'm on the subject of longevity, it should be noted that if you increase your power output you can expect parts to wear out a little more quickly, and so doing everything you can to make the engine run smoother will slow this degradation. I will point out anything to help this as we go.

One last point. There are shims in between the crankshaft and the flywheel, which set the crankshaft endfloat. The recommended gap is 0.07 - 0.13mm, but you can open that up to about 0.25 mm if your engine is going to be over 120 bhp. This will allow the extra heat to be dissipated better from the crank and crankcase without binding (the case and crank expand and contract at different speeds).

To help you work out the engine size and decide the length of stroke you require, use this calculation: Bore X Bore X Stroke X 0.0031416.

### Con-rods

Once again, there are many rods available. Your standard rods (use part 311 - this will be cast into the bottom of the big end) should be good as they are for most engines up to 100 bhp with a 69 mm stroke crank. Once you go to a longer crank you will either require these rods to be machined, or to buy a set of previously cleared rods. The advantage of buying a set of rods is that they will have been balanced end for end and as a set, which will help your engine's longevity.

Like crankshafts, con-rods are available with different journals, and like the crankshafts you have no need to change from the stock VW 55mm diameter for a street engine.

Rod length is also an area to look into as this can move the power band like a cam, higher or lower in the rev range. The length of the rod and the length of the crankshaft stroke give the rod ratio. Rod length (mm) divided by the crank stroke (mm) = Rod Ratio. The lower the ratio the lower the power band, the higher the ratio the higher up the range the power band will move. As a comparison the stock 1600cc set-up is  $137/69 = 1.98$ . Now if you wish to hill climb you will require a lower ratio (I had a ratio of 1.76) and if you wish to drag race a high one.

Chevy 327 rods are 145 mm long, are strong and cheap



(in the US), but will require some machining as the big end is only 51 mm instead of the 55mm of the VW. This does save on changing the crank just to match the rods. These used with a stock length crank will give a high revving engine with a high power band, giving a rod ratio of 2.10, ideal for a small bore drag engine. The Porsche 912 rod is a little shorter than the VW, but when it comes down to it the VW is stronger, not a bad length and it fits. This is the key to keeping your expenses under control - getting things that fit each other without modification, which means as many standard VW parts as possible.

This is the theory of rod ratio. A long rod will give a slower piston speed, and therefore a longer life for the rings and cylinder walls, but this also causes the cylinders to fill up slowly when the piston moves down during the inlet stroke. Of course, once the rpm builds this is overcome, hence the higher power band. A shorter rod will, of course, fill the cylinder much faster and therefore give more power at lower engine speeds, but be limited to a lower rev range.

There are many aftermarket rods available, but like crankcases I can see no reason to change to a set of exotic rods costing more than I sell a complete recon 1600cc engine for.

### Cylinder and piston sets

There are only a few choices here. You can go for an 88mm or a 90.5mm, in either a stock or long stroke design. **DO NOT EVER USE A SLIP-IN SET** as the cylinder walls are way too thin to withstand road use for any length of time. For the same reason I, along with many others, do not recommend the use of 92mm cylinder sets. These have the same outside diameter as the 90.5mm sets, but obviously have a larger inside diameter, thereby giving a thinner wall. I had a set of 92s which, after only 2 race meetings, had four shiny lines up and down the cylinder and four beautifully untouched lines. This was caused by the cylinder becoming squared to the four head studs and the rings then binding on the walls. Don't let this happen to you as it costs much more and takes longer to strip down a road going engine.

In recent times 94 mm piston cylinder sets have become popular. They actually have thicker walls than 92s (!), about the same as 90.5s, so they work well and give a big increase in capacity - 1915cc with a 69mm stroke. The problem is to get the big bore with thicker walls, the overall spigot diameter is bigger than the 90.5/92 sets so you need much more extreme clearancing of the heads and case. In fact the whole seating surface area of the case needs to be remachined as the stock seating area is machined away. You also need the 8mm studs and smaller case savers to clear. It's not simple work but a good VW workshop will know the procedure. It will obviously be more expensive than machining for 90.5s.

Always use a forged piston if you can and use Teflon buttons. This comes back to one of my first comments that something sounding good, but you don't know what they are. Teflon buttons replace the clips that hold in the wrist pins (the bit that hold the piston to the con-rod) and won't come loose like a clip can. They are small mushroom shaped buttons that slide against the cylinder wall and being Teflon don't wear out, supposedly.

One other part to be aware of is 'total seal' piston rings. These have no breaks in them and therefore give better compression. I have never used them and so can give no



comment on their ability, longevity and cost. For the street you can use the rings that come with the piston/cylinder kit, or pay extra for performance aftermarket rings.

### Cylinder heads

You can buy some lovely heads from the shops, but you need to know now that they will all need finishing off. No head can be built for your requirements and be a standard 'off the shelf' number. All of these heads will improve your engine as they are, but you should always consider a little head work at a recognised VW porting shop.

If you plan to stay under 100 bhp then you can happily use your standard VW twin port heads without any work apart from a good clean up. You'll probably need new valves, seats and guides, which a good VW workshop can fit for you. These are specialist jobs that need the right tools and procedures - not difficult but need to be done right. Check them carefully for cracks first. Otherwise think about buying good exchange heads from a good VW parts shop.

For performance you'll need the twin-port heads. The single ports work well for stock engines but don't flow enough for hot engines, even with porting work.

You can buy 040, 041, 042 and 044 heads. These are all based on the standard VW head, but still require work to perform well, especially the 041. The 040 has 40 mm X 35.5 mm valves. The 041 is similar but has 39 X 32, not much better than standard. Don't use them unless you're building a stock engine. The 042 is a development of the 041, but with bigger valves, 40mm X 35.5mm. The 044 is the best of these heads. It's a new casting based on the stock head but has more metal in the important areas near the valve seats and plug hole and it therefore requires a long reach spark plug. The extra metal helps prevent cracking, a common problem on all these



heads, including your standard heads.

Of these heads I would recommend the 044 greatly over the other 04 'standard' heads, and would only seriously shun the 041 for hot street engines.

My personal favourites for road use is the Eliminator which has plenty of metal in all the right places and with only a little port polishing they run very well, although they do need long reach spark plugs. Beyond these are those from all the top names. These come from Bugpack, Gene Berg, Pauter, CB and Scat, but remember like any 'off the shelf' head, it will still require some work to make it perform at its best, so the more money you spend on a pair of heads there is still money you will need to spend.

Have a look through the catalogues and speak to the vendors, sum up the best value for money, but don't buy heads that are too big for what you want. Only buy an inlet valve size you can fill with the rpms you intend to use.

I won't go into heads any further as your requirements are something only you know, so go and speak to a good VW shop, let them know what you want and see what they say. If they know what they are doing they will recommend a head and then be able to machine it to your spec.

### Camshafts and the valve train

Cams, like heads, are a big area. You can really mess up an engine with the wrong cam, even more so than with heads. A 1679 with Weber 34ICTs and standard heads will not run with an Engle FK98 cam, for example.

Cams have two main measurements, the lift, in either millimetres or inches, and the duration in degrees of the crank. The duration is the time the valve is opened for. The longer this duration the more fuel gets into the engine and the bigger the bang when it ignites. Well, that's the theory; in actual fact the longer the valve is open the faster the engine needs to be running for this to happen, so at idle and low rpm the engine will not run all that well. For street use you should not consider anything with a duration of greater than 290 degrees. The most popular cam I have ever seen used on the street is the Engle W110. It has 286 degrees and 0.431" (10.95mm) valve lift. Engle also make the W100 which is

often better used on an engine under 1700cc or heavy weight cars (I use on in my 1776cc crewcab). The duration of this cam is only 276 degrees which brings the power band down where a smaller capacity engine needs it.

Remember this: The longer the duration the higher the power band, and subsequently the lack of power in the lower rev range.

Cam lift is usually measured in inches ('cos most manufacturers of VW cams are American,) and either is at the valve or the cam, so make sure you know which before deciding on one. There are different rocker ratios as well. The standard rockers multiply the lift by 1.1, whereas others have ratios of 1.4:1 and 1.5:1. This of course means the cam lift is multiplied by 1.4 or 1.5 to give full valve lift (less the rocker/valve clearance, which should be 0.006"/0.15mm for both intake and exhausts on VW engines). If you intend using higher ratio rockers, check the cam card closely and check if you can/should run a ratio rocker with it. The more lift you have the more fuel goes in and the bigger the bang when it ignites, so the higher the lift the more fuel (well, it almost works like that). But if you go overboard with too much cam lift/duration and the wrong rockers, you can get problems with valves hitting the piston on top of a lousy running engine.

Most manufacturers have their popular street cams. I've mentioned Engle's beaut 110. Bugpack have their 4062-10, which gives a little less lift and a little less duration. Scat have the C35, and Gene Berg has his GB297. Slight differences, but all much the same. Any of these cams will work well on the road throughout the rev range, plus give increased performance over the standard cam. They all have around 284-286 degrees and about 0.415 - 0.451". If you want a little more lift without the extra duration, my personal road choice is the Engle VZ25, but these do work better with modified heads.

If you insist in going over the 290 degree barrier, then it's your own fault when it's a bit sluggish in town. Valve lift is not quite as bad, but please use 1.1:1 rockers as there are very few road cams that are designed to use a 1.4:1 or 1.5:1 that work any better than an equivalent one designed to run on 1.1:1 rockers. Still try to keep your total valve lift to below 0.500" as this is the limit of a standard head. Forget the VW 1.25:1 rockers, they really don't give enough extra for the price you pay. Of course if you find a set at a swap meet for almost nothing, go right ahead.

There are adjustable cam gears available. Don't buy one. You cannot set up the cam better that it was manufactured. If the cam doesn't match the cam card it came with it is either a faulty cam or a faulty cam gear, so take it/them back. There are also straight cut gears, which prevent the slight power loss from cam lash caused by the synchromesh type gear, but as you won't be running dual valve springs, you won't need these either. Pllus they are incredibly noisy.

Dual valve springs are available to fit any head. Don't buy them, you don't need them for street use and they slow your engine down. Any extra work you make your engine do, like open valves against more springs on than they need, will slow it down. A fresh new set of single springs is a good idea, as this will keep your valves closed when they should be closed because twenty five year old springs don't work as well as they did when they were new.



You can buy chrome-moly pushrods, but don't. You can and should consider 'cut to length' steel pushrods, these will return your rocker arm geometry back to the way the factory made it - efficient. You'll need these for a stroker engine as they'll need to be longer than stock. But really for a 69mm stroke engine there's nothing wrong with the stock VW aluminium pushrods, which are designed for the engine and its heat characteristics. Check them for wear and straightness and make sure they are clean inside.

**Rocker arm geometry:** This is getting the valve opening through the full swing of the rocker arm. To set this up, you will need to get a soft spring the same size as the valve spring (you can use the inner spring from a dual set) and fit it. Make an adjustable pushrod - this is done by cutting an old pushrod in half, removing about 20 mm from one half, tap and inserting a length of M6 thread with a nut on it tight into one end and drill out the other half to 6mm so the thread slips in.



You'll only need the case, cam, one cam follower, crank with one rod on, one piston without rings, one cylinder and one head (obviously you can have an almost complete engine, this is just the easiest way to do it). Reduce this adjustable pushrod to its shortest. Assemble the part mentioned with no pushrod tubes on. Set the rocker adjusting screw to half way, and extend the pushrod until you have a valve clearance of 0.006"/0.15mm. Turn the engine over until the valve is half open (you will need a dial indicator for this). At this point the rocker arm should be level with the head's rocker cover seat (valve top and pushrod top are level). If not, adjust the pushrod and with rocker stand shims and valve lash caps (if necessary) until it is level. Recheck and if OK you can cut your pushrods. I use a lathe for this as I can get the rods to finish better and be more accurate than using a saw or pipe cutter.

When you come to push the ends in after having cut them to length, use a large hammer and a pair of old cam followers. You will have eight of them floating around after putting new ones in with your new cam. You must use new cam followers with a new cam, and not just because the bloke selling you the cam tell you to. Look after your cam and it will look after you (or was that something else?).

You can buy hydraulic cam followers that slip straight in the stock bores, but don't unless you also have a full-flow oil filter system. Hydraulic lifters are quiet and reliable but give trouble at the slightest sign of grit. They are also noisy on startup on flat engines as the oil drains out of them overnight. You'll also need to make up shorter pushrods due to the hydraulics having bigger internals.



There are light weight cam followers. I've never used these, but there is no reason you shouldn't spend your hard earned money on them. Like I said about not using double valve springs, if you have lighter cam followers the engine will have less to lift and also return to base a lot faster. This will be of benefit, but you probably won't notice it.


There are many different valve types available, but use those that come with your heads, they will probably be stainless steel and all in the price. For road use you don't need sodium filled titanium valves at several hundred pounds a set, or anything else too special.

When you install your cam do use the paste they supply with it, in fact splash it on all over the cam and the follower bases, plus do run the engine in as the instruction says.


Next month we'll look at clutches, oil systems and cooling, ignition, carburetors, exhausts, and a few more tips and tricks.

Gaz, Bugbits Technical Pages.

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# All aboard the VW Wagen Train.

*The Sun-Herald, Sunday 26 July 1970*

People who take a test drive in a Volkswagen can win themselves a new car.

After taking the drive you can estimate the miles per gallon a Volkswagen Wagen Train would finish with.


The VW Wagen Train will consist of seven vehicles – a 1300 manual, a 1500 semi-auto stick shift, a 1600 Fastback with fuel injection, a 1600 sedan, a 1600 Squareback, a Campmobile and a deluxe Microbus.

All you have to do is strike an average of the seven vehicles, which will be taking part in an economy run in conjunction with the Mobil from August 19-24.

The Wagen Train will travel from Brisbane to Adelaide with overnight stops at Grafton, Newcastle, Mittagong, Albury and Shepparton.

Other towns en route are Surfers Paradise, Lismore, Coffs Harbour, Port Macquarie, Taree, Wollongong, Canberra, Wangaratta, Echuca, Swan Hill and Renmark.

**Win-a-wagen**




**Enter the great Wagen train competition**

**IF A WAGEN GETS 30 M.P.G. — HOW MANY M.P.G. WILL A WAGEN TRAIN GET?**

We're getting our wagons together to find out! The seven vehicles in the wagen train are a 1300 Sedan, 1500 Auto stick-shift, 1600 Fastback Manual (Fuel Injected), 1600 Automatic Sedan, 1600 Squareback, a Campmobile and a Deluxe Micro-Bus. "Chips" Rafferty will be the Wagen Master and in the leading Wagen. The Wagen Train will travel from Brisbane to Adelaide (approx. 1800 miles in 6 days) and will be supervised by Mobil Australia. All you have to do is guess the average M.P.G. and you could win a new VW. One catch, you have to take a test drive in a VW before you enter. But, is it such a catch? How long since you've driven a new wagen? Call today for your test drive and entry form. You've got to be in it — to win it!

See **CHUBBY WOOD** OF **TOM GRAHAM AT** **WARDS MOTORS** PTY. LTD. FOR YOUR ENTRY FORM (NEAR THE BRIDGE) 22321



A tie-breaker will be 25 words on the features Chips Rafferty values most on the Wagen Train drive.

Clyde Hodgins

(Why Chips Rafferty?? The Aussie movie star was well known to local audiences in the 1960s. One of his most famous movies was *The Overlanders* (1946), which was based on a cattle drive from Wyndham to Brisbane. He played the lead character, Dan McAlpine —Ed.)

# Win a wagen.



The Volkswagen Wagen Train is on an economy run from Brisbane to Adelaide. If you can guess their average m.p.g., you could win a Volkswagen. One catch: you have to come into our showroom to find out all about it. Is that such a catch? Entries close September 1.



**Lanock Motors**  
177 William Street. Phone 317003  
(A Division of UMC Industries Ltd.)

## Scouts in an orange car.

*The Sydney Morning Herald, Monday 25 May 1970*

Residents along the route of this year's gruelling 10,000-mile Round-Australia Ampol Trial may rub their eyes and look twice at one of the competing cars.

It will be a bright orange 1967 Volkswagen 1500S sedan, driven by Phil Booker, 24, of Tamworth, and navigated by Mark Sanders, 22, of Smithfield.

Booker, an agronomist, and Sanders, a school teacher, are both Rovers and will be wearing Boy Scout uniforms.

Along the route they will hand out bags of fresh oranges to sightseers.

Their entry in the event is being sponsored jointly by the Australian Citrus Growers' Federation and a firm which manufactures orange drink, and is the first rally car to receive the full support of the Boy Scouts movement.







**Note:** The 16,000 km 1970 Ampol Bicentennial Trial attracted 226 entries – 83 ‘expert’ teams and 143 ‘novices.’ Only 3 VWs were entered by the pros, all VW 1500s. The amateurs entered 8 more VW 1500s, and 9 more 1200 and 1500 Beetles, making 20 VWs altogether.

10 VWs made it to the end, but unfortunately the Booker / Sanders VW was not one of them. The best of the VWs was the Cusack-sponsored VW 1500 Beetle of Robert Tanner / John Sedaitis, 16th overall. They won the 1100-1500cc Class B, with the Gary Perkins / Trevor Wyatt VW 1500 third and the George Daniel / Wolfgang Slide VW 1500 fourth in that class. The Perkins / Wyatt VW also won the ‘Under 25’ driver award.

And the overall winner? In fact there were two winners, two cars that could not be separated on points. The joint overall winners were Jean-Claude and Lucette Ogier in a Citroen DS21, and Hans Schuller / Edgar Hermann in a Datsun 1600. Colin Bond / Tony Roberts in a Monaro GTS350 were third. Mitsubishi won the Teams prize.

At each rest point during the 15-day trial, which begins on June 20 with a rally to Alice Springs, local Scouts will provide them with food and accommodation.

“Although we are novices to rallying, we expect to put up a pretty good showing,” Booker said yesterday.

“With the help of the Boy Scouts and local citrus growers, we will not be stuck for food and lodgings – even in some of the out-of-the-way country towns.

“Volkswagens were very successful in the previous four Ampol trials. They were second and fourth in 1956; first and second in 1957; second in 1958; and second and fourth in 1964. VWs were also first and second in the last Redex trial in 1955, and they won all three Mobilgas trials, in 1956-57-58.”

The Volkswagen 1500S, which Booker bought especially for the trial, has been fitted with rally equipment including a sump guard, 24-gallon (109-litre) petrol tank, navigation equipment, additional driving lights and a roof bar.

Mr J. Blick, secretary of the Australian Citrus Growers’ Federation, said Booker and Sanders would promote fresh oranges during the trial.

At every available opportunity they would tell sightseers of the health benefits of the fruit, Mr Blick said.

Plans are also being made for suppliers of fresh oranges to be provided at each State border. Because of the dangers of fruit fly, oranges cannot be taken from State to State.

The 1970 Ampol Trial is part of the Australian Captain Cook Bicentennial celebrations and will carry \$35,000 in prize money.

Divided into two sections, it will start on June 20 with a rally from each eastern State capital to Alice Springs.

During this leg, cars from Sydney will travel west to Adelaide and then north through Port Augusta and Oodnadatta to Alice Springs.

On June 23 the competitors will leave Alice Springs and head north to Tennant Creek before turning to Cooktown via Mount Isa.

They will travel down the Queensland Coast to Brisbane before heading south-west to Broken Hill. From there the cars will travel to Adelaide and Melbourne before finally driving through Canberra to the finish line in Sydney on July 5.

This space is dedicated to those splendid people who entered their own Volkswagens, used their own money and drove with skill and daring in the “Ampol” to finish 1st, 3rd and 4th in Class B and 1st in the Under 25 driver section.



It's hard to beat.

Results subject to official confirmation.

VWNA26



## Larry's Column.

*Australian VW Power, #8, May 1990*

The popularity of the Reliability Trials back in the fifties has never ceased to amaze me and, bearing in mind that the first Redex Trial was held in 1953 when I was only three years old, it is indeed remarkable that pieces of these early memories have lingered on. These historic events obviously had an impact on not only myself, but hundreds of thousands of genuine spectators dotted along the routes - and let's not forget to mention the millions following the unfolding dramas via the newspapers, radio broadcasts and, of course, the newsreels at the picture theatres.

I do have very vivid recollections of the various Around Australia Trials over the years and they certainly put Volkswagen on the map in this country. I've mentioned some of my father's exploits in previous essays if you recall, and the value of his successes and the successes of those that followed him are a good example of how motor sport achievements can and do exert an influence in the market-place.

Volkswagens were introduced into Australia in 1954 and, by 1960, they were about the second biggest seller in the country. Everyone, it seemed, had a VW and sales could be directly attributed to the VW successes in those Around Australia Trials.

My uncle, Lance Perkins, went in some of them with my father and uncle Les, another of dad's brothers, went in the 1957 Mobilgas with him. On my mother's side, uncle George Reynolds was another VW campaigner for many years through the sixties and, as previously mentioned,

introduced Formula Vee to Australia. International racing was very much alive and well in those days and, I recall, he even took his Formula Vee to a World Final in Germany at the Nurbürgring. Motor racing and Volkswagen have gone along very happily hand in hand for many years and been the launching platform for many aspiring drivers.

Volkswagen's opposition in those early trail-blazing days was fairly humble in comparison and it's really no surprise that the VW became so dominant, particularly when you consider that, for example, Ford introduced the 1962 Anglia as its answer to the Volkswagen. It's interesting to see the thousands of Volkswagens still driving on the streets and highways and yet there isn't an Anglia to be seen. The standards of workmanship and design were light years apart and enthusiasts like myself quickly recognized the value of these aspects. It's no wonder that the Australian-made German VW cars were ahead of their opposition.

I've still got my Wynn's Safari Beetle and would be only too happy to have a go at a Wynn's-type rally tomorrow, if the dates didn't clash with my Group A Touring Car commitments and if the rally was more of an endurance event, designed primarily for a vehicle and driver. In other words, no need for a navigator, no necessity to stay awake for 72 hours and no truck or helicopter following with spares.

When they design rallies which minimize service facilities and start around 5 am and finish at 5 pm, you will have had twelve hours of excellent rallying followed by a decent sleep, which means you can press on the next day. Rallying that is invariably in the dust and at night isn't really the best type of event. The organizers of the Wynn's-type of events have recognized that fact and that's why they've been successful.

The idea of an all-VW rally over five days is an interesting concept. Considering that the Volkswagen car clubs are very strong and that their members can be guaranteed to be fanatical supporters, it's possible. There again, if such a rally were proposed, you'd only choose a VW anyway. You wouldn't choose your Morris Minor or your \$150,000 Pajero. You would choose a Volkswagen and spend some time thumbing through any number of VW hot-up magazines for off-the-shelf items that would make them go slightly better. You could be organized fairly easily at minimum expense and have quite a good time.

While we're on the subject of VW memorabilia, I believe that Volkswagen still officially hold the record from Perth to Melbourne. That was set at the end of the fifties, when my father and George Reynolds went from West to East and were officially timed by CAMS. They did the trip in just under 37 hours and, considering that the road was gravel for most of both Western Australia and South Australia and that today's hotshots unofficially do it in 32 hours on bitumen, their performance wasn't a bad effort. Remember, they had a 36 horsepower engine in an oval-window VW!

The record was set because the machinery had the capacity to be driven flat-out all day long. That's the first requirement. Obviously, the crew didn't stop too often for luxurious lunch-breaks either. They just pressed on. That's the second requirement.

Larry Perkins



## Our Volkswagen car No32 wins class B in the Ampol trial

Knowing from experience the trial was long enough and rough enough, 10,000 miles in all, and our Bug would do well, we decided to enter and prepared the car in our workshop. Our car was not factory sponsored and therefore had no 'big money' behind it. It is just a normal deluxe machine typical of every VW in the range in the showroom.

Our car pictured above was driven by Bob Tanner and John Sedaitis, both of Canberra. Firstly, it **completed the entire rally section to Alice Springs and won its class.** Then in the trial it travelled over the roughest and toughest terrain in Australia. Mud, dust, gibbers, deep snow, the VW came out of this gruelling test of man and machine with only two broken headlight lenses and a broken windscreen (we forgot to provide guards). Oh! And there were two other things, a screw came out of a window winder and there was one punctured tyre! Otherwise the network of Volkswagen dealers along the route provided normal maintenance service.

How gratifying to know the VW you own is made of the same reliable body and parts, and the VW you buy at Greg Cusacks will give you the same reliability and motoring economy.

So why not pick a VW today at Greg Cusacks . . . a bug, notchback, fastback or commercial. We promise the deal on any model will match its toughness and reliability . . . let's prove it today.

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