

Zeitschrift



VW Nationals 2017 - Das ist Gut!

June 2017

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The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2016-17.

President:	Steve Carter president@clubvw.org.au	0490 020 338
Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
Treasurer:	Martha Adams treasurer@clubvw.org.au	0404 226 920
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Flyer Designer:	Lily Matthews	
Webmasters:	Aaron Hawker webmaster@clubvw.org.au	0413 003 998
Book and DVD Librarian:	Joe Buttigieg library@clubvw.org.au	0449 291 642
Tool Librarian:	Bob Hickman tools@clubvw.org.au	(02) 4655 5566
Merchandising:	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
Assistant Merch:	Kira and Bettina Rosch	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
VW Nationals Committee:	David Birchall Bob Hickman, Eddie Fleita	(02) 9534 4825
Motorsport Captain:	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.

Chair:	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
Vice-Chair:	Bruce Walker vwevents@dodo.com.au
Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	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 under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

30 VW Nationals.

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

25 years and over.

Aust VW Performance Ctr	Shannons Car Insurance
North Rocky & Import Parts	Wolfsburg Motors St Peters

20 years and over.

Indian Automotive	Reliable Automotive Services
Mick Motors	Wayne Penrose VW Engineering

15 years and over.

Evolution Car Hire	NRMA Insurance
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Mobile Model Cars	

10 years and over.

All Metal Bumpers	Euro Automotive
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Black Needle Auto Upholstry	VW Magazine Australia
BWA Auto	Westside Mufflers
Camden GTI Performance	Wolfsburg Auto Melbourne

5 years and over.

Custom T-Shirts	MacKellar Service Centre
Expert Signs	Mountain Mechanics
Exoticars Service Centre	Quik Strip Bankstown
Just Kampers	Volkscare Melbourne
Motexion	Volkshome Automotive

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

Jeff's VW Navigation Run to Penrith Museum of Fire



Sunday 18th June

From 9:30am



- Meet at Gloria Jeans Coffee, Bella Vista (Meridon and Lexington Place), 9:30am for coffees and VW chat
- Follow the navigation instruction sheet and fill out the answers as you go !
- Trophies for best sheet, and best air- and water- VWs
- \$12 museum entry for adults, \$6 kids. Club guided tour!
- Lunch after in nearby Penrith lots to places to choose from

Contact Jeff on 0402 280242 for more info

A fun 1-hour drive through north-west Sydney! Kids welcome. Bring a navigator!



THE MUSEUM OF FIRE

A Museum and Education Centre exploring the drama and danger of fire and fire-fighting



FLAT FOUR VW CLUB

Would like to invite **ALL VW OWNERS**

For Morning Tea or Brunch,

At the **YALLAH WOOLSHED!**

on

Sunday 25th June 2017

Meeting 9.30am

In the Car Park at

Wollongong Lighthouse

We will be leaving at

10am for a nice leisurely cruise,

Or you can meet us

At the Woolshed at 10.30am!

For more Info, Contact Kevin 0417480905 or Rod 0416173859



BUGS AND BUSES BY THE BAY



Family Picnic Day

Get your vee dubs out & your picnic baskets. Come along for a day out with some other vee dub friends for lunch. There is BBQ's in the park, a skate park and playground for the kids, and loads of picnic spots for all the family, Pet friendly too with plenty of parking

ALL VEE DUBS WELCOME

Croudace Bay Park
Sunny Shores of
Lake Macquarie

From 9.00am

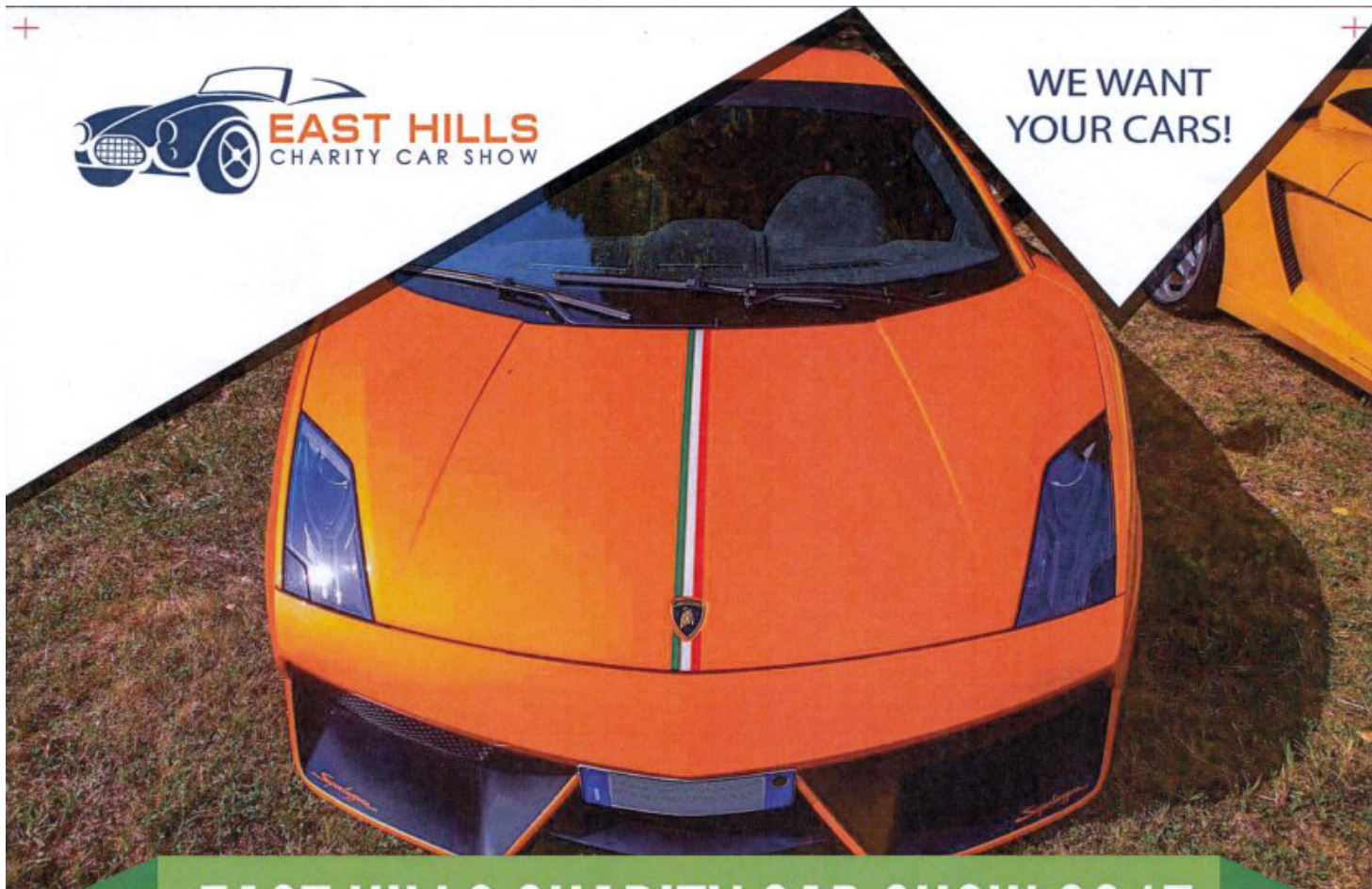
Email:

bugnbuses@outlook.com

Kombi - Beetle - Buggy - Splitty
Type 3 - Baja - Ghia - Thing



WE WANT
YOUR CARS!



EAST HILLS CHARITY CAR SHOW 2017

PROSTATE CANCER FOUNDATION OF AUSTRALIA



23RD JULY 2017



10AM-3PM

KELSO OVAL-PANANIA

ALL MAKES AND MODELS WELCOME!

FOR MORE INFO & ENTRY FORMS VISIT:

WWW.EASTHILLSCARSHOW.COM.AU

INFO@EASTHILLSCARSHOW.COM.AU



in the car show this year, which is 18 more than last year, and all of them were through the entry gates and parked by 10:45am. Almost all categories had entries this year; only the SEAT category had no entries this time, but we'll see what happens next year.

Reflecting how popular Kombis are at the moment, the most popular category was T2 Kombi '68 to '79 Standard, with 15 entries. Beetle '58-67 Standard had 14 entries, while T1 Kombi to '67 Modified, and Rat Class, both had 12 entries. Beetle '58 to '67, and Golf 5 '04 to '08, both had 11 entries. Beetle '68-on Modified, Kombi

T2 Modified, and Type 3-4 Modified each had 10 entries. Most of these classes and some others had a second, and sometimes a third, place trophy awarded.

On the other hand, a great way to be assured of winning a trophy is to be the only entrant in a class! This year there was only one entry in each of the Karmann Ghia Standard, Factory Off-Road, Scirocco, VW SUV, Skoda and Watercooled-Race categories. We hope more of these vehicles will have a go next year.

Altogether some 1,164 votes were cast on the Peer Judging sheets dropped into our new blue voting box, with an additional 376 People's Choice tickets. We were able to tabulate these quite easily, thanks to Phil's computer programming and Lily's efficient keying in. Peer judging doesn't require adding up the scores, but rather counting the instances of any given entrant number entered. MS Excel has a COUNTIF function for this, which proved perfect for the task. Once we knew the count for all entered vehicles, they only needed to be sorted by category and count totals. Phil and Lily did an excellent job and had all the results worked out by around 1:30pm.

The only categories not decided by peer-judging and computer were the Volkswagen Group Car of the Day, chosen by our visiting VIPs from Volkswagen Australia; the Concours category, judged by a panel of VW industry experts; and the Ray Pleydon Award, chosen by Shirley. These were

Von dem Herrn Präsident.

Hi all, well the 30th VW Nationals have come and gone, and again our biggest VW show of the year was very well attended. The VW Nationals and the club itself could not exist without help from our club members and the club committee. We needed help leading up to the Nationals, during the day and after a long day at the show packing up the venue, so a big thanks you to you all, the show wouldn't have been a success without your help.

With no Supersprint this year we had a go-kart day at Eastern Creek. It was great day! There was a few sore bodies afterwards. Thank you Norm for organising this at short notice. Maybe we should have a regular VW go-kart day, separate from the VW Nationals; what do you think? Meanwhile, Dave has been busy trying to organise a venue for the Supersprint next year. We'll let you know.

After the go karting it was off to Fairfield on Saturday night to get the venue setup for Sunday's show n shine - setting up signs, setting the layout, putting up tables, hanging banners, organising the club office and shop and all the other work getting the venue ready.

Early Sunday it was very foggy and strange to see lots of cars and traders arriving before dawn in the fog. Almost all the traders were in place early, and we had three brand new VWs on display. This year we had representatives from Volkswagen head office and they also handed out the trophies at the end of the day. The swappers had a bit more space this year. We noticed that the air cooled VWs are starting to attend in bigger numbers than the water cooled VWs. There were also numerous newly restored older VWs that hadn't been seen before.

Thank you to all the sponsors who for their continued support; the updated sponsor list appears on the back page of this magazine. Please support them, because they support us.

The show classes and peer judging were the same as last year, with colour-coded entry forms for air- or water-cooled VWs and a minimum of entry information for owners to fill out. The queues at the entry were long but the cars moved through a bit quicker than previous years. We had 231 entries



all decided by around 2:30pm and added to the results.

This year my son David was back taking the photos of all the entrants' cars as they came through the gate in the morning, and he spent all afternoon matching up the photos to the winners for the Powerpoint presentation, which was ready for the 3pm trophy presentation.

Thank you to all the helpers on the main gate, and the traffic marshals, and the band of ladies, Gwen, Martha, Shirley and Zelco's twin daughters, who handled the car show entry forms and helped people put their cars in the correct class. And to John Ladomatos and Craig Adams were helping out as well.

Christine had a well earned break away from the Nationals this year but the raffles were as popular as always, and this year's designs for the shirts and jackets were well received. The club stand was busy all day. Thank you to Raymond and Grace, Kira and Bettina for helping in the shop all day. Raymond and the girls also organised and took part in the German slap dancing demonstration, which was very popular with the crowd. See Craig's cover photo!

Parramatta Rotary again did a great job with the BBQ lunch, and Joe had arranged for a country and western band to entertain the crowd. At 2:30 pm the crowd began gathering for the raffle draw. Then just after 3pm Bret from Volkswagen and I presented the trophies to the winners, with Phil doing the microphone work. It all went well, but a few of the trophy winners weren't around to collect them. These will be collected at this month's meeting, or posted out to more distant winners.

Once again, thank you to all our members who helped out with the Nationals at Fairfield on Saturday night and Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. A huge thank you to everyone, and especially to Dave Birchall. We were all worn out at the end of the day. I think the golf buggy really saved our aging legs on the day.

We are open to all input from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas or would like to help out next year, please come along to committee or monthly meeting. Or drop us an email or leave a message on the Club website.

See you with your VW soon.

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

May has been quite a busy month for us here in the Nation's capital. Even though the temperature is dropping, the enthusiasm and desire for getting out in our cars is still high.

A group travelled to Berry for the Blast From The Past

Club Veedub AGM. Thursday 20 July 2017.

Our July monthly meeting at the Arena Greyhound Club will also be our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2017-18. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say in how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night.

show. What a great event! A few in the group had never been before and they now know what the rest of us were raving about. Everyone who made the trip down agreed they would be going back again. There was one Beetle that failed to get home under its own power; but with another gearbox now fitted, she's back on the road again.

Next was the Shannon's Cars and Coffee event held at Exhibition Park In Canberra (EPIC) on Sunday 21 May. These events are growing in popularity and the number of quality cars there was awesome. Each event they manage to obtain a bigger venue and each event ends up running out of room. There were a few VWs in attendance and as usual were well received by all the other motoring enthusiasts. The range of cars and bikes on display was huge. The concept of these shows is really good – come along for a coffee and chat with other enthusiasts in an informal setting, then head off at your leisure with the whole gig finished before lunch.

Obviously, our biggest event in May was the VW Nationals in Sydney. Another fantastic event that reminds me why we're involved with cars and in particular, VWs. The organisers did an outstanding job once again.

Quite a few from Canberra made their way up for the Nats. One convoy left on Saturday afternoon, staying overnight so they were fresh and able to get there as early as

possible on Sunday morning. A few others made the trip down in the early hours of Sunday morning, contending with fog and the big rigs on the Hume to get there bright and early. I think just about every car was a bit heavier on the way home, with parts and merchandise being snapped up at every opportunity. The quality and uniqueness of the cars on display never ceases to amaze. The humble Volkswagen, whether a Kombi, Beetle, Type 3, KG or nowadays any of the new ones, are such a fantastic canvas to create your own automotive statement – no other make can match it. A few of our local cars also received trophies – so well done to those recipients.

Of course, with some still running 6 volt electrics (headlight performance) and the ever present risk of kangaroo strikes on our rural roads, most Canberrans were keen to get back on the road for the trip home before it got too late. Another great trip getting our cars out on the road (although that Hume Hwy can get a bit boring) – what better way to spend a Sunday afternoon?

Planning for our biggest event of the year – German Auto Display Day (GADD) on Sunday 17 September is well underway, albeit with a few issues with the National Capital Authority (NCA), who manage all the public land in the Parliamentary Triangle. The NCA has imposed a number of new rules and restrictions, making running an event difficult and costly. However, the organising committee from the major German marques are ploughing their way through the obstacles and promise to run an event to the standard we've all come to expect. There is every possibility of a venue change this year; however we are confident the show will be just as good as in previous years.

Please remember our Chapter's monthly meeting – last Monday of the month at the German Harmonic Club in Narrabundah. Everyone's welcome.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us. (vwevents@dodo.com.au).

Cheers for now,

Willie.



Lexington Drive and Meridan Place at Bella Vista, from 9:30am for coffees and VW chat. Follow the navigation run instruction sheet and fill in the answers – bring a co-driver! Finish at the Museum of Fire for a guided tour. \$12 adult entry, \$9 concession, \$6 kids. Trophies for the most correct and best air and water-cooled VWs. Lunch destination to be decided – Panthers? Give us your suggestions. Phone Jeff on 0402 280 242 for more info.

Sunday 25th:- Flat Four Morning Tea Cruise to the Yallah Woodshed. Meet 9:30am at the Wollongong Lighthouse carpark, Endeavour Drive, Wollongong. Depart at 10am for a leisurely cruise to the Yallah Woodshed, on the Princes Hwy just north of Albion Park. Enjoy morning tea or brunch at the venue. Contact Kevin at 0417 480905 for more info.

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

July.

Sunday 2nd:- Bugs and Buses By The Bay 2017, at Croudace Bay Park, Belmont, on the sunny shores of Lake Macquarie. All Volkswagens are welcome – Bugs, Buses, Buggies and all other old and new VWs that don't start with 'B'. BBQs and shelters for cooking, or bring your own picnic for a day out with your VW friends. Nearby kids playground and skate park, and it's pet-friendly too. Contact Rose and Ian on 0427 550203 for more info on this great VW family day.

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

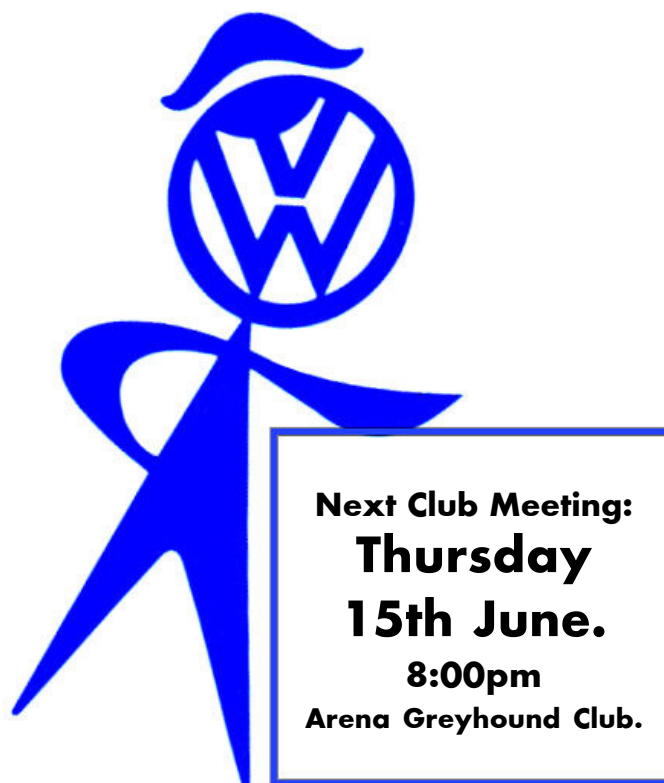
Klub Kalender.

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

June.

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.

Sunday 18th:- Jeff's Navigation Run to the Penrith Museum of Fire. Meet at Gloria Jeans Coffee, corner



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:- East Hills Charity Car Show at Kelso Oval, Panania. The East Hills Charity Car Show is a community event which attracts car lovers from all over NSW. Car enthusiasts pay a small fee to participate in the event and provide a spectacular display of cars for most makes and models over the three soccer fields and surrounding grounds. Prizes are offered in a wide range of categories. From 10am to 3pm. **Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for 8:30am start.**

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

August.

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

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

Sunday 13th:- Shannons Sydney Classic 2017 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display, 20 cars maximum. We have requested the same location near the pit garages. You must book with David Birchall at the monthly meeting, or on (02) 9534 4825 to gain an entry/display ticket.

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

Sunday 20th:- Lions Club Classic Car Show,



This week's guest writer is Mrs. J. Bloomfield of Bentleigh, Vic.

I've had 60,000 miles of worry-free motoring

— yet I don't know what goes on in the engine.

I'm a woman driver — and like most women I'm just not very mechanically minded. Cylinder, crankshaft, valves, compression — they're only words to me.

This could be a real problem because the Volkswagen is the second car in our family and my husband leaves all its care to me. But I can look after the VW much easier than I can keep our three-year-old son out of mischief. How do I do it? I have a VOLKSWAGEN passport to super-service — the Volkswagen Service Booklet.

Saves time, and money

It looks just like a cheque book — but actually saves money. Vouchers inside list all the maintenance and checking to be done at regular mileages (1,500, 3,000, 4,500, etc.). When the speedo clicks around to the next mileage listed in the booklet I simply run the Volks down to my local VW Service Agent. I hand him the voucher. He hands the car to his team of mechanics. And I usually have the car back the same day. VW prices are inexpensive, too, and they're quoted in advance on each voucher.

My VW service man always tells me what he has done. It's over my head, but it's flattering to think he takes the trouble.



VW Service Agents are everywhere

Last Christmas I drove the family from Melbourne to Sydney in our Volkswagen. As we skimmed along the highway we passed VW Service Stations regularly. The kids counted them — making a game of looking for that friendly blue VW Service Sign. It was comforting to know that service was right there at hand should we need it. But the Volkswagen took the long trip without giving us a moment's concern.

Before we left Sydney on the 600 mile return trip, we called at a VW service station. The booklet, as usual, worked like magic. No fuss! No bother! And every tiny detail was checked — with the same thoroughness and following exactly the same system as the VW service station in our own home town.

VW service looks after me every mile of every day — keeps my Volkswagen running as sweetly as the day we brought her home from the showroom.

Volkswagen gives you every feature you could ask for in a family car — and still costs only £971, inc. sales tax. Why not treat yourself to a VW test-drive this week? All you can lose is your heart.

(VW467A)

Onslow Park Camden. All classic VWs wanted, old and new! Come along and show off your VW. \$5 vehicle entry, \$10 for judging, gold coin entry for spectators. Show cars arrive at 8am to assemble, show open 10am to 2pm. Trade stalls, raffle, food and drink, music and entertainment. All proceeds to the Lions Club. Contact Danny on 0417 676815 for more info.

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

September.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 11th:- Appin Wheels Festival at Appin Public School, 97 Appin Rd Appin. Calling all motor enthusiasts! A family fun day with entertainment for everyone; plenty of kids entertainment and activities, food and drink. Bring your classic VW along to display — prizes awarded for Top 20 vehicles. \$10 show car entry, arrive before 9:00am. **Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.**

Thursday 21st:- 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 24th:- Sydney German Autofest 2017 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the Sydney German Autofest Display Day, for all German makes — Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along and join the VW display! \$10:00 entry per car for the Autofest. Food and drink stalls on site. Cars in place by 9:00am.

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

October.

Saturday 30th & Sunday 1st:- VW Warwick Drags 2017. Two days of Volkswagen drag race action! Dyno challenge, Street parade and static show, scrutineering and practice; evening tappet cover racing and special presentation, Sunday

racing all day. Great food and drink. Air and water-cooled VWs welcome, stock and hot-rod. Pre-entry by Friday 23rd September is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for all entries and more info.

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

Sunday 8th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood, from 8:00am. The classic car show is part of the Spring Festival, with displays, stalls, food stands, rides and entertainment all day. Vintage, Veteran and Classic cars. Club VeeDub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit www.burwoodfestival.com.au or phone the Burwood SES on (02) 9745 1386 to book. Tell them you are with the VW Club.

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

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

Monday 30th:- 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

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

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

New Ads.

Wanted:- Hi, I'm the son of Dave Cameron Rogers who has been in special care unit last 6 years. He was the organiser of Club VW Illawarra for many years. **I've been searching for his '56 oval, last known rego CAL56**, light blue with Porsche Fuchs wheels 911. I'm currently building a '58 but I would like to find Dad's car too. Please contact me if you can help as it means a lot to me. Keep on dubbing cheers Cam. 0447 876822 or email camsrestos@gmail.com

For Sale:- Hi trying to sell a **number plate it's yellow lovbug**. NSW, Can u help? Been offered \$500 anyone interested? What's the value? Can I sell through u? thanks contact Mrs Zara White on 0438 548517 or email zarawhite777@gmail.com

Wanted:- Hi I am looking to purchase a **VW dual cab ute late 60s to mid 70s**. in good condition. If you know of any for sale could you please let me know. Thank you. Contact Mr David Thomas by email on 15dthomas@gmail.com

For Sale:- 1971 VW Superbug S, 1600, Flat windscreen in very original condition. Disc brakes, good tyres, new rear shocks. Discrete improvements; electric ignition in existing distributor, electric screen washer, central locking, recoil belts, new battery, rebuilt speedo and cable. Radio and CD player. Interior is absolutely original, so needs a little love. Maintained by Wolfsburg, this is a reliable, fun car to drive. Small amount of rust in rear condenser tubes. On club plates until August. Can be supplied with a pink slip if required. \$5800. Please call Mr Peter Johnson on 0411 195937 or email peter@peterjohnson.com.au

Wanted:- Are there any VW T4 Transporter owners in the Northern Beaches, Sydney, who can be contacted to exchange **tips and tricks for our VW T4 Transporters?** I'm looking for help and advice. If you can help, contact Gayle Leo on gayle-lee.lee@hotmail.com

For Sale:- One set of genuine VW roof racks to suit 1998 VW Polo. Complete with original fitting instructions & torque wrench. Car was sold some years ago so roof racks no longer required. Price \$20.00. Located at Winston Hills, NSW. Contact Wayne mob. 0412860294 or email wmat43@hotmail.com.

2nd month Ads.

For Sale :- 1975 Beetle Volkswagen L, last of the curved screen Beetles, features rack & pinion steering and 1600 motor, JVC head unit, burgundy with almost 12 months rego \$7500 or offer. Call Steve on 0490 020 338

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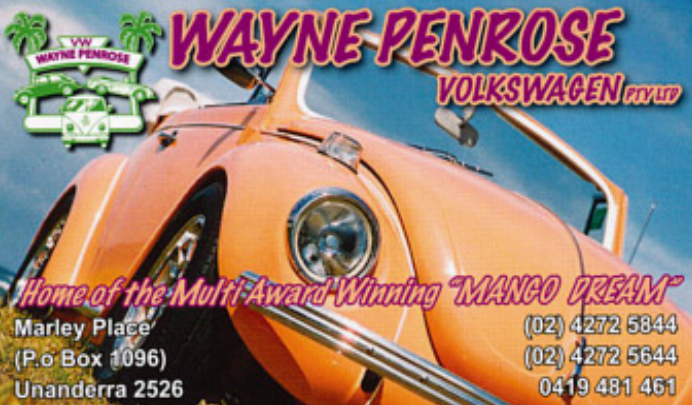
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Australian Golf updates.

The updated Volkswagen Golf '7.5' will launch in Australia on 3rd July, about five months after its European market premiere, and like the new Tiguan before it, will be pushed slightly upmarket.

We don't yet know all the specifics, but VW's Australian division says it will axe the current base 92TSI engine option, and instead kick off the range with the 110TSI turbo-petrol powertrain, alongside the familiar 110TDI diesel and high-performance GTI and R derivatives.

Despite selling the new Golf as a semi-premium offering – 'democratising technology', the company calls it – VW won't sell the new, flagship ultra low-emission 1.5-litre turbo-petrol engine here, citing cost barriers and our more lax emissions requirements.

The newly developed 1.5 TSI engine makes the same power and torque as the current 1.4, being 110 kW between 5000 and 6000rpm, and 250 Nm between 1500 and 3500rpm, so there is no loss in performance. The claimed 0-100km/h time is 8.2 sec.

Where the new 1.5 TSI narrowly edges the 1.4 TSI engine we'll get is emissions. The new unit uses as little as 4.9L/100km of 95 RON on the combined-cycle, equating to CO2 emissions of as little as 112g/km with the DSG. By comparison the 1.4 uses 5.2L/100km and emits 119g/km.

Disappointing, but VW Australia realises that people will not pay \$1000 extra for an engine that saves just 0.3 litres per 100 km and only 9 g of plant food per km, with no difference in performance.

Still, the Golf '7.5' updates are headlined by a new Discover Pro infotainment system with gesture control on at least some versions, likely as an option in Australia, a redesigned seven-speed wet-clutch DSG to cut fuel use, and redesigned bumpers/grilles/LED tail lights. Expect extra equipment across the board, alongside small price increases.

Volkswagen Australia has not yet finalised the pricing and specifications for this mid-life Golf update, but we understand the range will open with a 110TSI base car with six-speed manual and seven-speed DSG options, priced around \$24,000 plus on-road costs. The current base 92TSI kicks off at \$22,840.

This follows a similar strategy by Ford with the Focus, which axed its base version and opened the pricing at \$23,390 for the Trend turbo. It's unclear if this new base 110TSI Golf will be called Trendline, or just 'Golf', but the new base

model will potentially replace both versions.

Volkswagen has confirmed standard equipment at this level. It will feature the the 110 kW/250 Nm 1.4 turbo engine, with fuel use of 5.2 L/100 km and a 0-100 km/h time of 8.2 sec. It will have 16-inch alloy wheels, a 20-cm touchscreen with Apple CarPlay/Android Auto, and autonomous braking (AEB).

The 110TI Comfortline specification will replace the existing (\$28,340) 92TSI Comfortline, and will likely be a DSG-only offering. Extras should include bigger alloy wheels, nicer cabin trims, and different seats, though specifics aren't clear yet. Expect a price increase of a few hundred bucks over the outgoing version.

The range-toppers of the non-performance versions will be the 110TSI Highline and 110TDI Highline, the latter being the sole diesel offering with its familiar 110 kW/340 Nm unit (fuel use of 4.2 L/100 km and a 0-100 km/h time of 8.6 sec).

Both versions will also be DSG-only, and will likely get extras such as LED headlights and integrated sat-nav, alongside similar price hikes to the Comfortline. The current Highline versions cost \$33,340 for the 110TSI petrol and \$35,840 for the 110TDI.

Expect several extra-cost options packages to be offered on at least upper grades, including a technology kit with the upgraded 9.2-inch Discover Pro touchscreen with BMW 5 Series-like gesture control, and the full digital 23.4-cm Active Info Display (like Audi's Virtual Cockpit).

Expect also an extended driver assistance pack with blind-spot monitoring, lane assist, traffic-jam assist and full adaptive cruise control.

At the same time as the launch of the Golf 7.5 hatch range, the revised Golf wagon line-up will arrive. The practical variant has been a success story for VW in Australia, comprising as many as 30 per cent of non-GTI and non-R sales at times.

As with the current Mk7 Golf wagon, expect the revised range to sport the 110TSI and 110TDI engines and DSG gearboxes across base, Comfortline and Highline specs, priced similarly to current versions — a shade under \$30,000 at base level, to about \$38,000 for the top-spec diesel.

The 132TSI Golf Alltrack 4Motion will arrive at the same time as the rest of the wagon range, sporting jacked-up suspension, off-road modes and tough-look body cladding.

About a month after the launch of the regular Golf, Golf wagon and Golf Alltrack range – August 1 – the Golf GTI and Golf R hatches will arrive, with upgraded 169 kW and 213 kW engines respectively.

The 180 kW GTI Performance with the familiar front diff will likely come a little later as a special edition model, ala the Golf 40 Years.





3-door GTI to return.

The Volkswagen Golf GTI three-door derivative is on the verge of an Australian comeback. It would fill the void created by the local discontinuation of the Scirocco.

Volkswagen Australia said it was actively exploring the idea of bringing back the three-door hot hatch derivative after a five-year absence, potentially as a special edition.

Such a move to import a limited run of three-door Golf GTIs would mirror the successful strategy it undertook with the five-door Golf GTI 40 Years edition and the Golf R wagon.

Volkswagen's Australian division axed the three-door Golf GTI in 2012, focusing on the better-selling five-door (which makes up around 15-20 per cent of all Golf sales here), and also to not take sales off the two-door Scirocco.

"There is always interest in expanding our GTI range. Let's just say in terms of performance we're always interested," Volkswagen Australia spokesman Kurt McGuinness said.

Nobody would expect the Golf GTI three-door to be anything more than a niche product, but as the Renault Sport Megane's showed, there's a market.

Volkswagen is currently rolling out the upgraded Golf '7.5' models in Europe ahead of the Australian launch at the start of July this year.

The GTI gets a 7 kW power bump to 169 kW, matching the outgoing GTI Performance, which in turn now has 180 kW and the familiar limited-slip front diff to tame push understeer.

The Mk7.5 Golf update brings improvements such as new front bumpers, improved infotainment – including the option of a 23.3-cm screen with gesture control and a 32.2-cm digital instrument display – and minor DSG tweaks.

Volkswagen has confirmed the regular five-door FWD GTI and the hi-po 213 kW AWD Golf R models will arrive mid-year, available with both DSG and six-speed manual gearboxes.

Oettinger kits for Aussie Golfs.

Oettinger is a familiar name to Volkswagen enthusiasts, but perhaps not to the general Australian public. The Teutonic

accessories specialist has been modifying and accessorising Volkswagens since the early 1950s, when Gerhard Oettinger created the Okrasa range of air-cooled performance parts. Oettinger created twin-port cylinder heads, counterweighted stroked crankshafts, big bore cylinder and twin carburettor kits many years before they became popular in the USA, and built complete modified vehicles for German customers.

Oettinger has made similar performance modifications for the Golf since 1974. Oettinger designed the first 16V head for the Golf in 1981, years before VW introduced their own. In 1986 Oettinger designed a powerful flat-six engine for the T3 Transporter, and

today offers an extensive range of performance and lifestyle modifications for VW's modern range.

Volkswagen Australia has confirmed it will offer Oettinger Performance body kits and accessories for the Golf GTI and Golf R from this month, with the styling packs available for the current-generation Golf 7 (not yet confirmed for the new-look 7.5 model).

The move is a result of a global strategy from Volkswagen Accessories to partner with Oettinger GmbH. The packs consist of a front splitter, front spoiler, side-skirts, a motorsport-inspired rear spoiler, a bold lower diffuser, and quad tailpipe muffler setup.

According to both companies, the body kit "has been perfected in wind tunnels to make sure it reaches the highest quality levels demanded by Volkswagen", while the Golf R exhaust system includes a valve control system to modulate the amount of noise.

Volkswagen Australia hasn't yet confirmed pricing for the new equipment, but it won't come cheap if British pricing is anything to go by. In the UK, the Golf GTI kit costs £3995 (\$6450) while the Golf R pack costs £5225 (\$8440).

Volkswagen Australia says it has "exclusive distribution rights for our market through the Volkswagen dealer network", and that means the Oettinger goodies will be covered by the standard company warranty (three-year/unlimited kilometres) for workmanship if fitted from new, or two years if fitted after the initial sale.

Unfortunately, the Australian announcement only concerns Oettinger body kits, with no mention on whether Oettinger's suspension, brakes and renowned engine performance enhancements will also be available. In Germany Oettinger can increase the Golf GTI to 230 kW and more, and the Golf R to over 310 kW. Visit the Oettinger website at <http://www.oettinger.com/>

Stay tuned for more details as they come to hand.



Golf Alltrack changes.

The Volkswagen Golf Alltrack range is set to expand in 2017, from its lonely single variant launched here in 2016, to a three-model range.

The 2017 Volkswagen Golf Alltrack due here around July will see three variants offered: a new base model 132TSI petrol, the retained existing 132TSI Premium, and a new diesel-powered 135TDI Premium model.

The TDI will be powered by VW's 2.0-litre four-cylinder turbo diesel engine with 135 kW of power and 380 Nm of torque, with a standard six-speed dual-clutch automatic gearbox. Fuel use should be close to 5.0 litres per 100 kilometres.

The existing 1.8-litre turbocharged petrol four-cylinder with 132 kW of power and 280 Nm of torque will be offered in the two petrol versions, again with a six-speed dual-clutch automatic gearbox. Fuel use for that model is currently claimed at 6.7 L/100 km. All VW Alltrack models have VW's 4Motion permanent all-wheel-drive system as standard.



Pricing for the new models is still to be confirmed, though VW Australia confirmed at a press event last month the new entry-grade 132TSI model will help give the high-riding wagon a more attainable price point. The current 132TSI Premium is priced at \$37,990 plus on-road costs, so we could feasibly expect a sub-\$35K price for the entry model and a \$40K-ish price for the diesel.

"It's something that we've been working on for a while – we would have probably liked to introduce it a little earlier if we'd had the opportunity to," said Volkswagen Australia product marketing manager Jeff Shafer. "It does give customers a choice, obviously, in terms of their usage requirements. We do get some feedback about people who are doing longer commutes or are more rural-based preferring diesel over petrol. This gives us more choice in terms of meeting individual customer needs."

At the time of the launch of the 2016 Volkswagen Golf Alltrack, VW was in the midst of a media minefield when it came to diesel engine offerings, but Shafer insisted that the so-called US diesel scandal wasn't what stopped VW from bringing a diesel version of the Golf Alltrack to market sooner.

"The timing isn't really influenced by anything like that," he said. "We were pushing, actually, to get that engine earlier. I think the engine will be quite advanced in terms of its technology. I don't think we've seen any shift in purchasing on models where we've offered petrol and diesel – if

we look at Tiguan, which we launched last year, the mix is as we'd expected, roughly 20 per cent diesel, which is in line with where we were before, and in line with market trends."

The 2016 Volkswagen Golf Alltrack Premium sold locally since May last year has items such as leather trim and satellite navigation. Perhaps expect cloth trim in the new base model... we'll update you with all the pricing and spec details as they come to hand.

Still no Golf GTD for Australia.

The Golf GTD diesel-powered hot hatch remains no chance of returning to Australia after a five-year absence, nor does the slinky wagon derivative bearing the same badge.

We put the question to VW this week on the global launch of the updated 2017 Golf 'Mk7.5', which comes with some engine upgrades, minor styling tweaks and class-leading infotainment options.

VW Australia said it felt the GTE plug-in petrol-electric hybrid derivative, which is still under consideration for our market (reviewed in April issue), would be a better potential economy-focused performance option.

For Europe the upgraded GTD uses a 2.0-litre turbocharged engine making 135 kW of power between 3500 and 4000rpm, and a Golf R-matching 380 Nm of torque between 1750 and 3250rpm. Compare this with the petrol GTI, which in the latest 7.5 form makes 169 kW (matching the old GTI Performance) between 4700 and 6200rpm and 350 Nm between 1500 and 4600rpm.

The performance of the two compares thus: the GTD does 0-100 km in 7.4 seconds (GTI 6.4sec) and fuel use from 4.7 L/100 km (GTI from 6.4 L/100 km).

Both engines are now matched to a six-speed manual gearbox, or an optional seven-speed DSG. The GTD weighs 30kg more.

The other major point-of-difference for the GTD is the fact it comes in a wagon body as well as five- and three-door hatches, which would set it apart in Australia. But sadly it's not to be.

The GTD was sold here as a hatch in Mk6 form between 2010 and 2012.

"At this stage we are not looking at reintroducing the GTD as we see the GTE as a better fit for our local performance car strategy," said Volkswagen Australia spokesman Kurt McGuinness.

"We are currently studying the viability of the GTE



model as we see its potential for the Australian market.”

The GTE does the 0-100 km/h dash in 7.6 sec, only two-tenths slower than the GTD, and has up to 50 km of pure electric range. However, the likely \$55,000-ish sticker price would come at a premium.

Tiguan Allspace latest.

The all-new 2018 VW Tiguan Allspace is set to be on the local market in the early part of next year, with the new stretched seven-seat variant expected to closely mirror the regular Tiguan range.



The move will see the Tiguan Allspace range target some of the big-name seven-seat offerings in the segment, including the Hyundai Santa Fe, Kia Sorento, Toyota Kluger and Mazda CX-9.

The Golf-based Tiguan was once one of the smallest SUVs on the market, and came under criticism for its tighter interior and boot space compared with rivals. However, the latest-generation model grew substantially – and the Tiguan Allspace is even bigger again.

The wheelbase of the Tiguan Allspace is 110mm longer than the regular Tiguan (2790 mm vs 2680 mm), with the extra span between the wheels aimed at allowing better interior space, and a sliding second-row that allows access to the third row.

It's a fairly big thing, measuring 4712 mm long, 1839 mm wide and 1673 mm tall, whereas the regular Tiguan is 4486 mm long, 1839 mm wide and 1658 mm tall.

In fact, it's so big that Volkswagen Australia product marketing manager Jeff Shafer said the new Allspace model is expected to be classified in the large SUV segment under the official VFACTS documentation.

“We'll offer a pretty comprehensive range in this car, likely similar to the Tiguan that is currently on sale at the moment,” Shafer said. “As a point of difference to the current car, the Allspace will have seven seats as standard.”

That will likely mean a range of drivetrains, including an entry-level front-wheel-drive petrol 1.4-litre four-cylinder variant (110TSI), a mid-range 2.0-litre turbo petrol all-wheel-drive version (132TSI) and, potentially, a higher performance 2.0-litre all-wheel-drive (162TSI). A pair of 2.0-litre turbo diesel versions with all-wheel drive (the 110TDI and 140TDI) may also be offered.

Volkswagen's Australian managing director, Michael Bartsch, said he sees SUVs as the area in which

VW will see the most growth in the coming years, and a crucial missing link in the line-up has been a seven-seat SUV.

“The shift from the traditional sedan and hatch toward the SUV is going to continue,” Bartsch said.

“That shift is significant. We see that with Tiguan, Touareg and even the Amarok, which is a commercial vehicle, but a lot of people are buying that as an SUV. There's not a big enough range – that's one of our main opportunities.

“In this business we're always impatient,” he said. “It doesn't matter – as soon as we know there's an opportunity, we always want it tomorrow.

“I think it's well recognised that Volkswagen has been, for a long time, a little bit European-centric in its mix, and of course that's one of the challenges not only in Australia but the US as well.

“The positive is that we still have some very strong pillar models, and we're continuing to evolve the business in a growth direction.”

Touareg Adventure.

Yet another limited-edition version of the Volkswagen Touareg will be added to the company's local range, with the arrival of the 2017 Volkswagen Touareg Adventure version arriving this month.

The new Volkswagen large SUV is based on the V6 TDI version and is powered by a 3.0-litre turbo diesel V6 with 180 kW of power and 550 Nm of torque.

Volkswagen Australia says it is aimed at buyers looking to the Touareg for its towing capacity, as it has the benchmark 3.5-tonne capability, and a 100-litre fuel tank for extended driving range.

The new model will feature equipment changes such as 19-inch alloy wheels (a downgrade on the 20-inch rims fitted to the V6 TDI, but with more suitable tyres for adventurers), as well as distinct bi-xenon headlights, Vienna leather trim, roof racks, and interior details in piano black and silver. Over the regular model, the Adventure gets a surround-view camera rather than just a rear-view cam.

There will be four colours available: Pure White, Canyon Grey metallic, Deep Black pearl, and a model-exclusive hue called Sand Gold metallic (pictured).

The 2017 Volkswagen Touareg Adventure will be priced at \$79,990 plus on-road costs, though you can expect drive-away deals.

Volkswagen also has the Element version of the Touareg, based on the entry-level model, and it recently had a limited number of Wolfsburg versions, too.



Amarok Canyon V6.

The Volkswagen Amarok Canyon is set to return to local line-up, with the facelifted version expected to bring a V6 drivetrain at a new, lower price point.

The off-road-focused Amarok Canyon isn't likely to be as powerful as the high-end Highline and Ultimate models, though.



Those versions have a 3.0-litre turbo diesel V6 with 165 kW of power and 550 Nm of torque – the highest outputs of any ute in the class – but the Canyon is expected to have a detuned version of the drivetrain.

The V6 in the Canyon – in Europe at least – has 150 kW of power and 500 Nm of torque, so it won't be as quick as the current flagship models, but nor will it be as pricey. It'll also be available with a six-speed manual gearbox in addition to the eight-speed automatic model standard in the dearer Highline and Ultimate models.

Volkswagen Australia commercial vehicles director Carlos Santos said the primary point of difference for the Canyon is its off-road focus, and its lower ask.

"It'll be another price point, with some unique features including a slightly smaller alloy wheel, a smaller rim with better off-road tyre," he said. "So it will be a more off-road capable variant, but still with the comforts of maybe what a Highline would potentially have – but with a tougher look, and a tougher feel."

The Highline model has 18-inch wheels and the Ultimate has 19s, where the Canyon has 17-inch rims with more rugged rubber.

Volkswagen Australia product marketing manager Nick Reid said the new model will be on sale here in October, and that it will offer a different take on the V6 range than we've seen up to now.

"This model continues on the Amarok Canyon brand, which we introduced in 2015. It was a very successful model – not just for Australia but for other markets. And it will add a real balance of premium features but also off-roading ability," he said.

As for the price, Reid said that can't be disclosed at this point.

"We're still finalising the exact position of that car," he said, but it's almost certain the detuned V6 and a manual gearbox option will bring it closer to the

low \$50,000s. Currently the cheapest V6 is priced from \$59,990.

"There's a few things we're negotiating with the factory right now in terms of engine variants. There are other engine variants available in V6 as well. So depending on how we go with those negotiations will determine our strategy."

The Canyon will be available with unique colour options, and it gets matte black styling changes including sills, sports bar, B-pillars and door handles, as well as available wheel-arch extensions. There's also a cargo-box and darker tail-lights.

The inside is differentiated from standard models, too, with orange interior highlights and stitching and leather/leatherette trimming on the outer areas of the seats.

V6 Amarok with matte paint.

The Volkswagen Amarok Ultimate V6 has gained a new option: matte paint, in either blue or grey. The premium paint will set buyers back a further \$3990.

The Amarok Ultimate V6 starts at \$67,990 before on-road costs. The entry-level Amarok V6, the \$59,990 Highline, cannot be specified with this new option.

Carlos Santos, director of Volkswagen Commercial Vehicles Australia, is certain that the high price won't put off any potential buyers, as supply is currently constrained and some punters are willing to pay over the odds to secure Volkswagen's V6 ute, including two that were sold recently at auction for at least five per cent over the list price.

Under normal circumstances, the V6 models are said to account for over half of the Amaroks sold in Australia. The company plans on introducing additional V6 Amarok models in the near future, including the Canyon V6 (see previous article).

All models in the Amarok V6 range are powered by a 3.0-litre turbo-diesel V6 with 165kW of power and 550Nm of torque. Drive is sent to all four wheels via an eight-speed automatic transmission. V6 Amarok models have a claimed 0-100km/h time of 7.9 seconds.

See the matte-paint Amaroks at your VW dealer now.



VW Nation



Photos by Craig Adams, Kat H...
and Brendan Matthews



nals 2017



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2017 VW Nationals trophy winners.

(2nd and 3rd-places were awarded for categories with large entry numbers)

- 1. Beetle - up to 1957 - Standard**
1st place: Simon Barnfield
- 2. Beetle - up to 1957 - Modified**
1st place: Alex Alvarez
- 3. Beetle - 1958 to 1967 - Standard**
1st place: Louis Ghalloub
2nd place: Koray Mamuk
3rd place: Rachael Paterson
- 4. Beetle - 1958 to 1967 - Modified**
1st place: Albert Spiteri
2nd place: Nick Blunck
3rd place: Zelko Jurkovic
- 5. Beetle - 1968 onwards - Standard**
1st place: Peter Kovak
2nd place: Val Garner
3rd place: Robert Cutajar



- 6. Beetle - 1968 onwards - Modified**
1st place: Lee Woods
2nd place: Graham Ingram
3rd place: Victor Busuttill
- 7. Kombi T1 - up to 1967 - Standard**
1st place: Frank Skubla
2nd place: Ian Paterson
- 8. Kombi T1 - up to 1967 - Modified**
1st place: Matthew Raine
2nd place: Melissa Jones
3rd place: Liz Bradley
- 9. Kombi T2 - 1968 to 1979 - Standard**
1st place: Gayle Ghalloub
2nd place: Kylie Farrell
- 10. Kombi T2 - 1968 to 1979 - Modified**

1st place: Simon Henderson
2nd place: James Falzon

- 11. Transporter T3 - 1981 to 1992 - All**
1st place: Scott Pitcher
- 12. Type 3 and Type 4 - Standard**
1st place: Rob De Domizio
2nd place: Kat Hawke
- 13. Type 3 and Type 4 - Modified**
1st place: Hayley Cooke
2nd place: Bhathma Welartne
- 14. Karmann Ghia - All Years - Standard**
1st place: Brian Vanderkly
- 15. Karmann Ghia - All Years - Modified**
1st place: Pat Eung
- 16. Factory Karmann Cabriolet - All Years - All**
1st place: Victor Busuttill
- 17. Factory Off-Road - Aircooled - All**
1st place: Robert Kuch
- 18. Non-factory Off-road and Buggies - All**
1st place: Mick Farrell
- 19. Aussie Convertibles and Kit Cars - All**
1st place: Paul Fenech
- 20. Best engineered/race - Aircooled - All**
1st place: Pat Eung
- 21. Rat class - All Years - All Types**
1st place: Bruce Jones
- 22. Polo - All Years**
1st place: Chris Miller
- 23. Golf 1 - 1976 to 1983**
1st place: Maher Azzab

24. Golf 2 - 1984 to 1992

1st place: Declan Percival

25. Golf 3 - 1993 to 1997

1st place: Kay Naidoo

26. Golf 4 - 1998 to 2003

1st place: Chester John

27. Golf 5 - 2004 to 2008

1st place: Anton Novakovic

28. Golf 6 - 2009 to 2012

1st place: Peter Whiting

29. Golf 7 - 2013 onwards

1st place: John Mert

30. VW Convertible (Golf Cabrios, EOS, etc) - All

1st place: Sam Colig



31. Sports Coupe (Scirocco, Corrado, Audi TT) - All

1st place: Dorothy Bryan

32. VW Sedan (Bora, Jetta, Passat, Vento) - All

1st place: Barry Trudgett

33. SUV (Tiguan / Toureg / Amarok) All

1st place: Bruce Walker

34. VW Commercial vehicles (T4&T5, Caddy) - All

1st place: Stephen Butler

35. Audi - All Years:

1st place: Ryan Smith

36. SEAT - All Years

No entries this year

37. Skoda - All Years

1st place: Matt Maranik



38. Best Engineered / Racecar watercooled vehicles

1st place: Peter Shelley

39. People's Choice - Air-cooled

1st place: Liz Bradley

40. People's Choice - Water-cooled

1st place: Chris Niblock

41. Volkswagen Group Car of the Day

1st place: Albert Spiteri

42. Concours d'Elegance category

1st place: Robert Van Munster

43. Ray Pleydon Award

1st place: Craig Styles

Photos: Brendan Matthews





After the warm ups were completed, the cars were lined up on the grid, and the anticipation was mounting. The flag dropped and the race was on. I won't mention any names, but one particular driver of number 96 silver racing Volkswagen, was true to form. He never finished the heats with the kart he started in. He went through four karts, and those of us watching on became a little concerned there wouldn't be enough karts left for us to race in our heats.

The race had the usual thrills and spills with karts ending up off the track and

VW Nationals 2017 Go-Karting.

The Club VeeDub Nationals for 2017 was a little different this year. Due to the unavailability of racetracks at Eastern Creek, Luddenham and Wakefield, we were unable to host our regular Super Sprint event. After much disappointment at the news of not being able to host a Super Sprint this year, all hope was not lost. An idea of a racing event of another type was discussed, and it was agreed to hold a Go Kart day. After some organising, our inaugural Go Kart day became a reality on Saturday 27 May 2017 at Eastern Creek International Karting Raceway.

On the morning of our new event, the usual suspects were arriving at the new race meet venue unsure as to how the day was about to unfold without their own race vehicles, but with the same steely determination to win at all costs. Once the racers had gathered in the dusty car park, we were herded into the office to register our names. For some, this task was overwhelming enough due to the "high tech" computer touch screens to register your details. Not a pen or paper was in sight for this process. After this "daunting task", we were then corralled into another room where we would be suited up in our race gear before being sat down for our race safety video and briefing.

Once the formalities were done, it was down to the pits/garage area where we were divided in to two groups for our race heats. All racers looked as though they would be worthy of racing in Formula 1 in their racing gear. The first group of racers were selected to get into the cockpit of their 13hp race vehicles (one way or another), as this was no easy task for some of the veteran race drivers. Once settled into their cockpits, the racing stance of all drivers became evident as they were eager to get out on the track behind the "pace car" for their warm up laps. Once the "pace car" drove out of the pits, it was already race time for some as they thundered onto the track in single file.

in the dirt, while others spun aimlessly on the track. One driver left bits of kart on the track. The beauty of this type of racing is that the repairs cost you neither time or money, so the fun factor is high. After the first group completed their two heats, each heat being 10 minutes, it was our turn to get into our race vehicles and put what little racing skills I have to the test. After the warm up laps, it was on! After getting away from the rest of the pack, it became a game of cat and mouse between a certain Club elder and myself. I was unable to identify him under the helmet he was wearing, and he was driving like a demon cutting in and out in front of me, and at one stage trying to run me off the track. He did try to run me off another time, but he inadvertently drove off the track himself. I thought to myself "Sucked in!" and continued on my way leaving him in his dust and went on to complete the race at a respectable 6th position (but still ahead of the masked demon) out of 16 racers.

After completing the gruelling 20 minutes and 20 kilometres of racing, averaging 60km/h, I had muscles that were aching I didn't realise existed. It was also at this point I discovered who that demon on the track was, and he stated to me "I'll win where I can, lose if I must, but I will always cheat." I thought to myself, this man has no shame, but "Sucked in!" came to mind again, except that it was spoken this time.

Once the dust had settled and all the stories and excuses





by the markets, it was a great venue for the event. Quite a few of our group had never attended this event previously, but now understand why those who had rave about it.

A few booked a camp spot at the showgrounds and arrived Saturday afternoon. The atmosphere was great and many a tall tale was told, assisted by ample amber lubrication. An early start was ensured and with that allowed prime positions in the show and a chance to really look at the cars on display. Quality coffee appeared to be an essential commodity and the local cafes and vendors didn't disappoint.

were exchanged, it was back to the cafe for a hearty lunch of three types of salads, sausages, bread rolls, onions and drinks where more stories and excuses were exchanged over lunch. It was just like being at the Super Sprints.

Overall, what began with scepticism about the day, ended up being one of the most successful and fun days for those attending, albeit everyone being a little worse for wear after the event. A big thanks goes out to Westside Mufflers for bringing six of their guys over for the day and helping to make it the success it was. Eastern Creek Karts don't escape mention either for their professionalism and expertise in putting together a great event.

Who knows? This could become a future club event, but separate to the Nationals.

Norm Elias

Canberra to the Berry Blast From The Past.

A number of Canberra VW enthusiasts made the trip to Berry on Sunday 7th May to attend this year's Blast From The Past event. Held in the town's showgrounds and surrounded

The number of cars on display was a fantastic outcome. Only the Nationals and Canberra's German Auto Display Day match the sheer number of cars. Of course there were the familiar cars that tend to put in the effort to get to most shows; but there also seemed to be quite a few that either haven't been seen before or not seen in some time.

The event was very well organised and run by the local club, the Shoalhaven VW Club. The fact of co-locating with the markets, good weather and a picturesque coastal town makes it a great family outing. There was so much to see, great food and coffee and of course beautiful machinery to admire that make this show so popular. It's well worth making the effort to get along to.

The trip home saw a convoy of VWs taking the route through Nowra, Nerriga, Tarago and Bungendore. This is a great drive; however the road surface can be a bit rough in areas, with a few of the low cars really needing to pick their line on a few sections. One of the Beetles unfortunately didn't get home under its own power. It was recovered back to Canberra and a new gearbox has now been fitted.

There will definitely be a Canberra crew getting along next year.

Willie



VW Family Picnic Day.

On Sunday 30th April I went to the annual VW Family Picnic Day. It was hosted by VW fan Andy Roberts, at his property at Seeham near Raymond Terrace.



It was a very good show. Andy has a big collection of VWs, including several split-window Kombis and the 1951 on the cover of the April magazine.

There were also modern VWs there and the local VW



dealer Hunter Motor Group had a display tent set up with some brand new VWs.

I also saw Fletch there. He used to host a TV show called Classic Restos on channel TVS, but it no longer broadcasts. Fletch's show is now podcast as part of the Shannons webpage.

It was a very enjoyable day at the Family Picnic Day.

Jeff Swords



Old Car Social Club Show n Shine.

We recently had a group of VWs go to the Old Car Social Club's annual car show. This used to be at Flower Power at Moorebank, but that site is being redeveloped. It has been moved to Bankstown Trotting Track.

We started with breakfast and coffees at Maccas at Revesby. Then we drove in convoy to the venue. Phil led the





Brazil via South Africa.

There were lots of really nice American and European cars to look at. Their owners enjoyed looking at our VWs. The Bankstown Markets were next door on the same day so there was plenty to see.

We went home in the early afternoon. Wayne won another trophy for his Kombi.

Jeff Swords

Silverwater Car Show.

I recently went to the 2017 Silverwater Motor Festival held on 13th May, 2017 at the Silverwater Park, Clyde Street, Silverwater.

It is a family focused celebration of the positives in motoring. Celebrating a 23 year tradition of family entertainment by Brotherhood CMC at the Silverwater Street and Custom Motorcycle Show, this grass roots Festival showcased street and custom motorcycles, hotrods, classic



way in his Kombi and we went around the big roundabout at Bunnings to come back the other way.

We had to drive across the track to the centre, where the show was held. The VWs mostly parked together. There was a 1975 split-window Kombi. Yes that's right – it was from



cars, street machines and competition cars combined with live music and family fun for all ages.

This annual day festival has two motoring events, the Silverwater Street and Custom Motorcycle Show and the Silverwater Custom and Classic Car Show which involves car clubs and social motorcycle clubs. Trophies were awarded for a range of categories as well as prizes in both shows for People's Choice, Best Car/Bike and Best Club Display. Kylie won a trophy for her Kombi but I didn't win anything.

Jeff Swords

Cars Under The Stars.

I recently went to the Cars Under The Stars car show. This is monthly gathering at the Havana Cafe at Greenway Plaza, Wetherill Park, that raises money for various charities.

The gathering is for family friendly pre-1986 car enthusiasts who are happy to show off their pride and joys, as well as doing something good for the community.

There were some really nice cars, mostly Australian Fords and Holdens and some cool American cars. Kylie had her Kombi and I was in my Superbug. A couple of other VWs



also turned up that I had seen before at the Friday night Harry's Cafe gettogether.

Jeff Swords



VfL Wolfsburg finishes 3rd-last.

The 2016-17 season of the Bundesliga, the German football premier league, has just completed. It was the 54th season for the Bundesliga, which began back in 1963. The Bundesliga is one of the biggest professional soccer competitions in the world, averaging over 45,100 spectators per match – more than the English Premier League.

Our team, the Volkswagen-owned VfL Wolfsburg 'Wolves,' had a very ordinary season and finished third-last.

The Bundesliga is played by 18 top-flight professional teams, and with home and away matches against every team, the competition is 34 rounds. There are no finals; the champions are the team on top after 34 rounds. The best seven teams get to play in the later UEFA European Championship matches. The bottom two teams are relegated





Volkswagen Stadium they managed to beat FC Ingolstadt 3-0. The other six of their wins were by just one goal. The Wolves ended up winning five home and five away matches. As for their nine home losses, seven of them were by just one point, but they lost heavily at home to eventual champions Bayern Munich, 0-6. They suffered some heavy away losses, including 0-3 to Borussia Dortmund, 1-4 to Schalke 04 and 0-5 to Bayern Munich.

With just two rounds to go the Wolves were in 14th place, and safely above the relegation danger zone. However in the

second-last match they drew 1-1 at home against Borussia Monchengladbach, dropping them to 15th, and in the final round they lost 1-2 to Hamburger SV, dropping them to 16th and the Relegation Playoff level.

17th-placed FC Ingolstadt and 18th-placed SV Darmstadt are both automatically relegated to the 2 Bundesliga for next season, both of them after just two seasons in the premier league. They will be replaced by the top two 2 Bundesliga sides of 2016-17, VfB Stuttgart and Hannover 96. Both of these teams are returning to the premier league after just one season in the second division.

Finishing third-last, VfL Wolfsburg had to play off last week against the the third-top side in the 2 Bundesliga, Eintracht Braunschweig, who have been in the second division for the last 4 seasons. In the first match at Wolfsburg's Volkswagen Arena, the Wolves won 1-0, and then happily secured their place in next year's top competition by also winning the away leg in Brunswick 0-1 (so 2-0 on aggregate).

The 2016-17 premiers were again the powerful Bayern Munich, one of the world's greatest football clubs, winning for the 26th time and a record fifth season in a row. Bayern Munich won 25 of their 34 matches and lost only two, scoring 89 goals and conceding only 22.

The 2017-18 Bundesliga kicks off in August. Let's hope for a better season for the Wolves next time!

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VW engine decisions 2.

(see Part 1 in March 2017 issue of Zeitschrift).

The oil system

Take a look at an oil pump. It consists of two gears and a case, not much to it. The oil is picked up from the centre of the engine (above the oil draining plug) and enters the pump on the right, leaves on the left and heads for the first pressure relief valve (the one below and to the left of the pump). If the oil is hot it is sent to the oil cooler, if not it goes straight to the bearings via the oil pressure switch. Once here it feeds the camshaft, the cam followers (which in turn feed the rocker shaft through the pushrods), the crankshaft and the big end bearings and then the small end bearings. The last part of its journey is through the second pressure relief valve (this is near the flywheel end). This keeps the oil pressure to its set value.



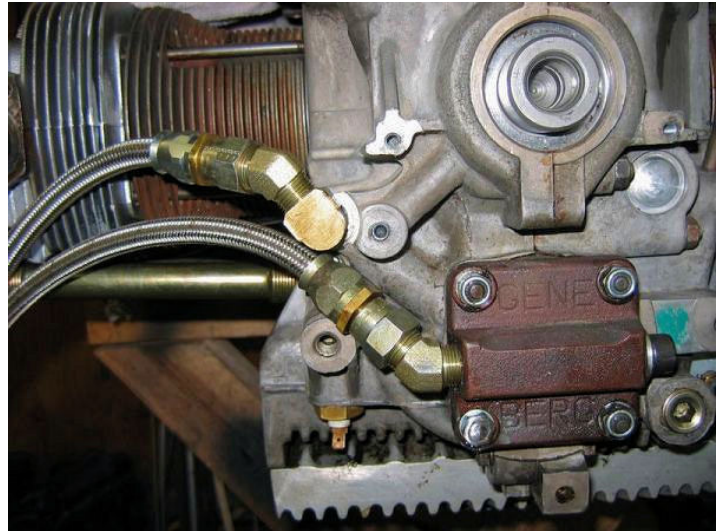
Cases made before 1970 don't have this second pressure relief valve, and their oil lines are smaller. That's fine for these vintage stock engines, but you won't be using them for performance street engines.

You can replace the relief valves and springs with higher pressure versions, but these aren't really worth the effort as the standard version works well, although new stock springs wouldn't hurt. These are often just a longer piston rather than a longer spring, but sometimes you get both. The spring/valve nearest the oil pump is the oil cooler bypass and will open when the oil is thick and cold to prevent the cooler from blowing out. If this valve jams open you will not get your oil properly cooled, or if the valve remain closed you might blow the cooler out the next time you run fresh oil on a cold day. The front spring/valve (nearest the flywheel) is to retain a minimum oil pressure.

You can replace the oil pump with a higher pressure version. These are the same design except they have larger gears in a larger case. I would not ever run a high-pressure oil pump with oil pressure boost springs; this destroys oil coolers and filters.

There are oil pump covers available with an outlet pipe, which is to allow an oil filter to be added. You will have

to block the pump's normal outlet by pushing a bung into the hole in the case (you should tap the case and use a length of thread with a screw slot in so it can be removed later, if need be), then drill a hole in the case. See the raised part of the case that goes up and to the left at 45 degrees from the pump, follow that up until it comes to a lug in the case facing toward you and use that as your return point. Tap this to 1/4" BSP (this is the standard thread type used in oil systems) and connect your filter. Use externally braided hose, as being so close to the ground and near so many other parts it will need protecting from damage. Do not fit your filter where it can be damaged i.e. inside the wheel arch or too near the ground. **DO NOT FIT AN OIL COOLER ON THIS PIPE.**



There are also dry sump pumps. These are a two stage pump. The first stage takes oil from a separate storage tank and pressurizes it into the engine. The second stage is the oil recovery, which is twice the size of the first, and sucks the oil up from the bottom of the engine and returns it to the tank. This is what Porsche uses, but due to the cost they are not all that common on VW road cars. Their main use is when an engine is pushed from side to side a lot, such as racing and off road. When using an engine in this way the oil spends a lot of time being pushed into the heads and therefore not near the oil pickup, so seizure is waiting to happen. These pumps are expensive, they require an extra tank, a lot more hose and some case machining. Don't bother with one for the road, you don't need it. I used one for hill climbing as without one I could not have gone around the bends quite as fast.

There are sump baffles, and these work quite well. They are a simple drilled plate that slips into the case just below the camshaft. The idea is to prevent the oil easily running into the cylinder heads on cornering and starving the oil pickup. Another good trick is 'windage' pushrod tubes with extensions on the case end to reduce oil sloshing up to the heads.

I have used and am happy with an oil suction kit. This consists of a new sump plate with an extension to the oil pickup that fits very close to it. The idea being, it only requires about 4mm of oil to still be able to pick it up, whereas the standard pickup requires about 10mm of oil.

You could consider a high capacity oil sump. These add about 750 mL of oil to the engine. They come with an extension to fit onto the standard pickup, which collects the oil from the bottom of new tank. They have one major

disadvantage, being that they hang about 75 mm below the engine and can cause a problem with hitting objects such as driveways and speed bumps. This is even worse with a lowered car. They do not give you any cooler oil, but it does take longer to heat and you have more supply when cornering and therefore less chance of seizure.

Mini sumps work like a mixture of the last two sumps, they have an extra mini sump along with an extension pickup. But you can still hit it on something so I still prefer the oil suction kit.

Coolers

There are many different kits available for cooling your oil. If your engine's oil regularly rises above 120 degrees C you need an external cooler. Some use an adaptor that fits in place of the standard cooler and has two connecting pipes on, one in and one out, which point towards the flywheel. Some kits come with fitting instructions that show the cooler fitted to the fan housing inlet. Bad! Whoever thought of this should also be strapped to the fan intake themselves. The air going into the fan housing should be as cold as possible, and warming it up with an oil cooler is rather defeating the object. Fit your oil cooler somewhere under the car, along side the gearbox or somewhere where it is out of the way of any passing objects, but close enough to the fresh air.



Don't run an oil cooler from an oil pump outlet plate (as mention earlier) as this will send cold oil to the cooler when you start your engine in the morning which will cause extra stress on the cooler and could blow it out. That's what the first pressure relief is for, it only sends oil to the cooler if it's hot. That is why I cannot understand the shops selling uprated rear (cooler bypass) relief springs and pistons.

Ignition

What ever you may read, you cannot gain any extra power by changing your distributor, ignition leads, coil, or spark plugs. You can help the engine to run smoother and more efficiently, though. Your choice of distributors is limited to your stock unit, or the Bosch 009 or 050 in either a standard configuration or with a Pertronix / Compufire system or other electronic pack. These electronic units will help your engine run smoothly and with a more accurate spark, but remember to take a set of point with you on any long trips just in case they pack up, otherwise you're knackered, they cannot be fixed.

The stock Solex carb works with stock vacuum advance distributor, with a vacuum pipe connecting the two. If you keep the stock carb, keep the stock distributor. Make



sure the vacuum advance is working; suck on the hose and the points plate in the distributor should move. If not free it up with cleaning and lube.

If you change your carbs for a dual system you will need a purely centrifugal advance distributor. The 009 and 050 are of this type. The difference between the 009 and the 050 is the advance rate, the 050 gets to full advance faster rate than the 009, meaning it gets to its full advance at a lower engine speed. This is not a good idea for a lower powered engine (under 100 bhp) as it will put more of a demand on the engine before it is really ready to give it.

Magnetos don't use a coil and are very expensive. They are mostly used by high revving drag race engines. A coil and 009 is a far, far better and cheaper option for a road car and one of the most common set ups.

Coils are available in many different types, but they are all basically the same, a coil of wire in an oil bath. The most common coil seen on the Beetle is the Bosch Blue, this is a good unit and will give you many happy hours, well, years. The choice is almost endless, they are made by more names than I care to mention, and nearly all of them will do what you want, but for the price, and ease of availability, there is no reason you shouldn't get a new Bosch Blue. Don't buy used coils, they rarely go wrong, but they aren't that expensive to take the chance.

You can change to silicon ignition leads in both 7mm and 8mm sizes and in many colours (the silicon part is the



wrapping). The size of the lead isn't important to a road car, but colour obviously is (only joking). Your original leads will work well, but a new set can't hurt and they aren't expensive. You can get deals which include a 009, Bosch Blue coil and a set of silicon leads. Make sure your new leads have the proper VW-style sealing rubbers at the end. Air leaks here are a major cause of overheating and water-cooled style ends won't seal.

Carburettors

Let's start by reminding you of one of my earlier statements. An engine is an air pump. The faster and easier you can get the air in and out, the faster the engine will go. The stock carb works well with the stock engine, and will even work with a modified engine with similar rpm limits. However if you are pulling more air through the stock carb, you will need to increase the size of the main jet on the carb. More air needs more fuel. You can buy adjustable main jets for the Solex 31 PICT-3 or 4 and the 34 PICT-3 as used on the 1300 and 1600 twin ports respectively. It is a better idea to buy an adjustable main jet, as trying to guess the jet you need could be expensive before you finally get it right.

Carb choices are getting smaller. The 48IDA was always used with the big engines, but Weber don't make them any more which is making them difficult to get hold of. In the 1970s the Americans used to use the Holley Bugspray for the street engines, whilst in Europe we used the Weber 32/36 DFEV. The Bugspray is no longer available new, whereas the 32/36 DFEV is still going strong. If you can find a Bugspray it will help a small capacity engine run much better, and an engine up to 1800cc will like the 32/36 DFEV. The Weber is a progressive twin choke. This means that the first 32mm barrel does all the main work until you floor the accelerator and then the 36mm cuts in, which you will notice.



There was, and I think there still maybe, a set of Kadron Solex carbs. These are two single 40mm Solex carbs on individual manifolds with a crude linkage (which often

loses one of its retaining clips). Having said that, they are good value for money, as are any other twin single carbs sets.

After that comes the best of the rest, 34ICT, 40IDF and 44IDF. Dellorto also make an equivalent range, 34FRD, 40DRLA and 45DRLA, the only difference is the Dells are usually a little more expensive (due to a smaller demand and, in my opinion, better quality), but if you intend using a blow through turbo system you can forget the Webers, they can't handle the pressure as well as the Dells. The 34ICT/34FRD are great for a small engine up to 1800cc, they give a good response and are much better on fuel consumption than the 32/36 DFEV. The 34FRD, Baby Dells, are now no longer made. If you can get some, do, they have two separate single carbs, one above each head.

WEBER

Carburetors



The 40IDF/DRLA and 44IDF/45DRLA are twin chokes, which can be used as either single centre mounted or as two side mounted carbs. The single centre mounting doesn't work well 'out of the box', but if you can get it jetted correctly it should run well, although icing is more common with this set up. The best way to run these carbs is as a twin set up with one either side of the engine. They usually come as a complete set with manifolds, air filters, linkage and fuel line. They run well on any engine from 1600cc up, although I would use the 40IDF/DRLA for 1600-1800cc and the 44IDF/45DRLA from 1800-2000cc.

In my opinion the Dellorto has a far superior linkage system that the Weber. It uses a hexagonal rather than a round bar, which means the arms don't need bolting up so damn tight, but have a look at them both and see what you think.

One point to note, you are likely to have problems using your standard fuel pump with these dual twin carb set ups. They work well until you reach about 4,500 rpm then can start to struggle. Electric pumps are available from many outlets and some are designed to replace the existing pump and sit on an adapter next to the distributor, but most pumps should be run from as near the tank as possible, as they are designed to push not pull the fuel. There is a nice recess on the opposite side to the master cylinder along side the front of the floor pan framehead.

You can use 48IDAs on the road, but you will get



better mileage and easier town running from a set of 40 or 44/45s.

If you plan to run a set of 40s on an 1800, do ask the shop for a set designed for this engine. The set-up the 40s come with is designed for a 1600cc engine, using 28mm choke and 115 main jets, where an 1800cc engine will require 32mm chokes and 128 mains. Use these calculations for your carbs:

Determine carb size: (Square root of (cylinder cc X maximum rpm)) divided by 40 (I would suggest a maximum rpm of 6,500 to 7,000)

Determine choke size: (Carb size X 40) divided by 50

Determine main jet size: Choke size X 4

Exhausts

OK, let's go back to what I keep saying, 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 an exhaust with as little restriction as possible is the key to this. A twin quiet pack will allow the gases out easier than a single, because each silencer only has to handle half as much exhaust as a single, QED.

You must be aware of how an extractor exhaust works, as there are many on offer that are not 'extractors'. To make an exhaust work to help the engine you will require the four pipes to meet together at the same time, that is the four of them must be the same length. Due to the extra length required to get from cylinders 1 and 3 (nearest the front of the car) you need to make number 2 and 4 longer. Look at most performance exhausts and you will see a great winding of metal; this is to make up the extra length required for the back cylinders. These four pipes must then merge into a collector together. This creates a small vacuum in the collector whenever one pulse passes. To put it another way, when number 1 cylinder exhaust passes through the collector it produces a vacuum in the other three pipes, as number 4 is



next it will be pulled down the pipe, so helping the piston. The smoother and straighter the pipes, the better this system works. Unfortunately this pushes the collector so far out the back it is just not practical for a road car. In America I'm sure they can get away with it, but in Europe we have smaller roads and in Guernsey we have them even smaller. Put it this way, Guernsey has a very high case of broken door mirrors, on both sides.

To continue the process of helping the gases escape, you can use a 'stinger' which tapers out for about 45 cms and aids this vacuum effect. Of course, using a stinger on the roads is asking for trouble. Not only are they excessively and illegally loud, but they stick out the back so damn far.

You may want to exchange your heat exchangers for 'J pipes'. These are simply a replacement; they do not really aid the exhaust much, but do make the engine lighter. You will have to make some new brackets for the lower tinware if you use these. Of course remember that you won't have a heater and demister, which could be illegal in your region.

Don't expect the following exhausts to help the engine in any way, other than keeping it quiet: Bugpack Universal Exhaust/ JSC Economy Header & Muffler and GT Exhaust Systems, any dual exhaust (used on buggies/Bajas), Monza Performance Exhaust, Zoom Tubes/Zoomie (these are very 1970s). Use your discretion; if it doesn't have a merged collector, it isn't going to help.

Don't be afraid to use the stock VW exhaust for street cars. It fits perfectly; it's compact and it works well. You can improve the exhaust note by replacing the stock 'pea-shooter' pipes with straight-through tubes. It's actually the insulated pea shooters that do most of the quietening, not the muffler itself. The 1970s Austrian rally Beetles used gutted stock exhausts, not fancy aftermarket extractors.

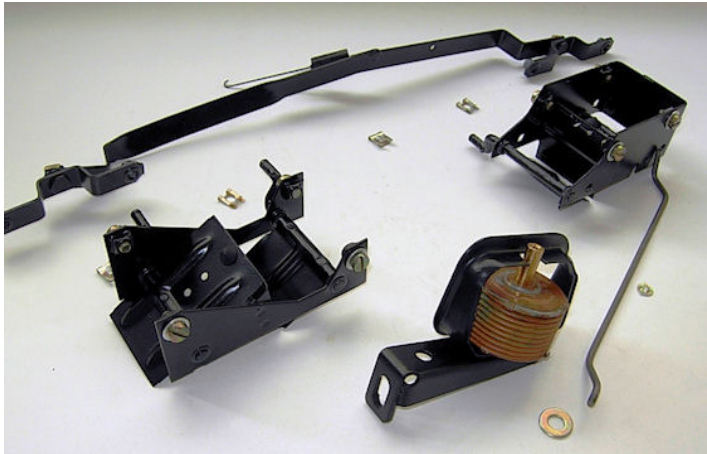
Cooling

When an engine produces more power, it subsequently produces more heat. This means that cooling is more important now than before. I always fit a new thermostat to a performance engine, as the cost far out weighs the trouble caused if it doesn't work. Always make sure the factory thermostat, flaps and linkage is installed and working. I've heard people say things like, "the daily temperature here is over 35 deg C." Yeah, but the operating temperature of your engine is about 90 deg C. Never take it off because you're told 'you don't need it.' You do.

Another favourite of mine is the Cylinder Cool Tin. These are a copy of the Type 3 under cylinder deflector. They cause the air coming down from the fan housing to wrap



around the lower part of the cylinder far better than those tiny little plates you have already. You should also use a cylinder head temperature gauge and connect it to cylinder #3 (as this is always the hottest). The senders for these gauges fit under the spark plug like a washer, but be careful as they are easy to break. I have, in the past, connected them to a cylinder head bolt, the upper one second in from the left on the left hand head, but this does mean drilling the tinware and more importantly, they are there to stay once the tinware has been fitted.



If you have fitted an external oil cooler you can change your fan housing for one other than a "dog-house" type (that's the standard type used after 1971). You must remove the control flaps from within your old fan housing and transfer them to the new aftermarket one you have bought. The reason for this is that those flaps allow the engine to reach its correct operating temperature quite quickly and thereby reduce cylinder wear to a minimum. Be aware that many of the aftermarket fan housings don't fit too well and do not have provision for the control flaps. If this is the case, don't buy it. You really can't do much better than the standard post 1971 fan housing, but remember if you are going to remove the oil cooler you will need to patch the back of the housing to keep the air in. Another reason it's best to stick with the dog house shroud is that the fan is slightly larger. It also won't fit the earlier fan shrouds.

Power pulleys are smaller pulley wheels which turn the fan slower and therefore require less power from the engine. That means the engine will not receive all the air it needs. If you intend running your car in and around town and on the highways, then a power pulley is not for you. Keep the



standard VW steel pulley. If you plan on running your engine at high RPM for any length of time i.e. drag racing, you should consider one as the standard fan doesn't work very well over 6,000RPM (engine speed) and by reducing its speed it will extend the usable range of the fan. Please remember, if you use a power pulley in town, you are asking for trouble. There are also dry sump pump pulleys available; these are even smaller and have been designed to run with this huge pump. As I have already recommended you don't use a dry sump pump, you don't need to ask me about these pulleys.

My final point on cooling is this: Volkswagen spent a lot of time and money working out the best way to cool their engine, so what makes you think a badly fitting aluminium 36-hp replica shroud is going to work any better?

Clutches

Not too much to say about clutches. Just don't use a feramic centre plate for use on the roads (the feramic pads get stickier the hotter they get, so you cannot slip them, therefore no good in town) or a pressure plate heavier than 1700lbs, unless you have a hydraulic clutch system and Arnold Schwarzenegger's left thigh. Other than that, the choice is yours. There is a centre plate called a ProGrip; I have just fitted one to a 2-litre I have just built. It feels like a standard plate, but appears to stick very well considering it has a standard pressure plate.



For street engines there's nothing wrong with a brand new stock VW clutch disk and pressure plate.

Running for the first time

All right, so you've built your dream engine. Don't destroy it before you have used it! If you have replaced most parts of the engine, and of course you used an air line to blow out all the oil galleries to make sure they were open, there will be no oil in your engine. You can, before you fit the oil cooler, using a small funnel or oil can, pour oil into the hole nearest the pulley wheel end. It will take quite some time to pass down the line, but if you turn the engine over backwards by hand this will help pull the oil down. Put about half a litre down into the engine, then fill it up normally (through that silly little offset pipe). Use a good oil, and once you have filled it up and fully assembled the engine, connect it all up, all except the positive supply to the coil. Leave that disconnected for the moment; the idea here is that you don't want the engine to fire up, just yet. Some builders also leave the spark plugs out at this point so the starter cranks the motor

faster and it primes quicker.

Turn the engine over with your foot hard down on the accelerator pedal and until a short while after the oil light goes out (about the count of 5). Now the oil has passed through the engine and filled all the internal lines, you can connect the coil and put the plugs in. This time pump the accelerator twice and leave it alone (until the engine fires), turn on the ignition and fire the animal up. Remember what it said on the instructions that came with the cam. Keep the revs up for the first few minutes; don't let it drop back to idle just yet. Let it get nice and hot; about 15 minutes is good. Then shut it off. Drain and replace the oil. That first oil is full of metal bits as the motor settles in; the oil you throw away is cheap insurance.

Take it for a drive; take it easy, let it settle, no burnouts just yet. Check and adjust the tappets after an hour or two; let it cool right down first. Don't be afraid to change the oil and filter a few more times in the first 500 km. Re-check the ignition and carb settings.

Right, now go and show those Ford owners what a Bug can do.



Useful data

Calculations and useful numbers:

Calculate CC: Bore X Bore X Stroke X 0.0031416

Calculate cylinder CC: (Bore X Bore X Stroke X 0.0031416) divided by 4

Deck height CC: (Bore X Bore X Deck height in mm X 0.0031416) divided by 4

Head CC: using a measuring jug (one in c.c.s and in single units) fill it with 100 c.c.s of a liquid (I use ATF 'cos it's red, but you can use anything that is easy to see) put the head in a vice with the bottom of the valves facing upwards (you will need both valves and a spark plug in), make sure it is level and pour in your liquid until it is level with the surface where the cylinder mates with the head, once there you know how much fluid it took to fill it up.

Compression ratio: (Cylinder CC + Deck height CC + Head CC) divided by (Deck height CC + Head CC)

Calculate carb size: (Square root of (Cylinder CC X Max



RPM)) divided by 40

Calculate Choke size: (Carb size X 40) divided by 50

Calculate Main Jet size: Choke size X 4

Oil temperature: Don't go over 120 degrees C too much

Other data:

To set up a 009 or 050 distributor when using a degree pulley wheel, make a mark on the 32 degrees before TDC with a felt pen or liquid paper, then run the engine using a strobe light attached. Slowly raise the revs, and when the engine is at full advance (you will know when that is as the mark you made stops moving) turn the distributor to move your mark until it lines up with the case centre.

To balance a set of dual carbs is not all that difficult. If you have a carb synchroniser it can be used to measure rather than listening for evenness. Either way, firstly disconnect the linkage to both of the carbs, then screw in both idle adjustment screws in about two turns. If you are going to use a synchroniser, remove the air filters. Now start the engine. It should run relatively high. Now by adjusting only one idle screw up and then down until the engine sounds sweet and smooth or measures the same on both sides. Turn off the engine. Reconnect the linkage to both carbs and loosen the adjustments on one side. Now adjust the linkage on that side until both throttle arms rest on their stops. Open the throttle from the cable link (centre of the cross-bar), noting which carb opens first, adjust the linkage to raise or lower that throttle rest and continue until both carbs open together, then tighten the linkage lock nuts and re-fit the air filters. Re-start the engine and unwind the idle screws evenly until you have a nice running engine.

To set up the idle mixture, wind all four screws in gently until they stop, then wind them out about two turns (as long as it is the same on all four carbs). Restart the engine, once it has warmed up it should be running smoothly.

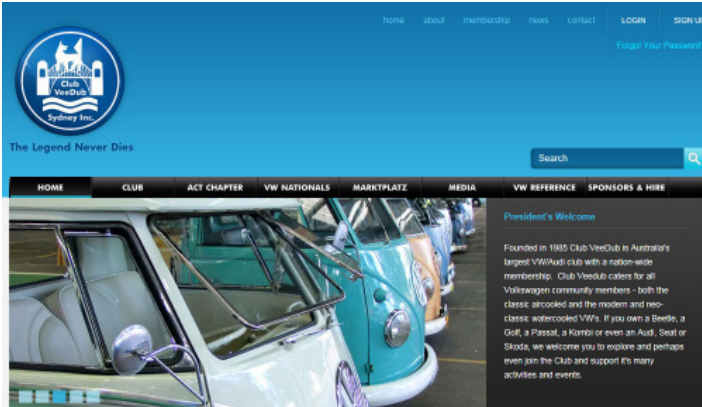
Thanks for reading. I hope it has been useful.

Gaz, Bugbits Technical Page

From our website 14.

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 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?



28/2/15 Wondering about the benefits in the year membership? Eg what do we get when we sign up? Cruises? And such Thanks Luke

3/3/15 Hello there, We are holding a community fun day at the Bulga Recreation Grounds on Saturday, 9th of May incorporating interesting cars & bikes, market stalls, music, food, wine tasting, art and performance. We are hoping you are interested in providing the 'interesting cars' aspect of this great day and if you may know of any other auto groups that may be interested. Please contact Robert McLaughlin on 0405555901 or at this email address for more information. Many thanks, Robert

4/3/15 We are looking for a c1990 Syncro panel van suitable for a faithful restoration as a bakery vehicle. We are prepared to spend what it takes to bring it back to original and near new condition. Would you or any of your members be able to assist us locating an unmolested van (ie ex-telstra etc)? We used to have a T2 lowlight back in the 70's that was an ex-PMG vehicle. Thanks - looking forward to hearing from you soon, Joel

6/3/15 Hi, I need to know VIN wvwzzz3czBP3311367, where was manufactured Thanks Santiago.

8/3/15 Hi, I notice from your site that you prefer not to have people post re use of cars for weddings etc. Does this include enquiries for filming. Am doing a shoot for VW Japan and am needing to source many different VW's for a Sydney shoot at the end of March. Could you let me know if it's ok to post a call out to owners. Thanks Tony

9/3/15 Hi I am writing to see if anyone can give me any input on the 2003 vw beetle ikon. I am looking at buying my daughter one for her first car. Would be great to hear back any thoughts. Thanks Regards Julie

10/3/15 I am looking for information on an engine #AJ141113 it has a standard carb but no mechanical fuel pump. Engine is in a 1974 Super Beetle ID number 134263297. Was the engine originally equipped with an electric fuel pump. If so, was the pump located near the fuel tank or near the engine? Thank you. Carl

10/3/15 Hi I have just purchased a 1971 Beetle and am interested in joining a club, could someone please me to arrange Thanks David

13/3/15 Hi, I'm not yet a member, but hoping someone may be able to help on two items. is a single Weber dcnf, twin throat viable for a 1600cc vw??.any suggestions where I could get an adaptor plate to suit? Thanks n reds, Wayne

15/3/15 Dear clubvw I maybe have a really weird question. Or I need some kind of help My name is Oscar, 42 years old, very lively, and I'm from the Netherlands I want to take a long break from my work. Why? I just need some time of and want to be in a different area then where I'm right now. For a living I work as a professional car detailer with 20 year of experience. And maybe there is an opportunity somewhere over there were I can help in place where they work with VW buses or beetles. Detailing or cleaning. I personally own a VW T3 camper which I restored to a nice bus again. And a friend of mine owns a VW garage which does a lot of customizing with VW busses and beetle. His name is Marco de Waal I'm very flexible. Willing to learn and looking for a fun time with a change of doing some work which I really like Do you know anyone or someplace that needs a hand or is interested in person like me I'm planning on renting out my house so I can rent a small room over there Hope you can help in any way. For more info or pics from my bus. Please feel free to email or give my a call Thanks so far Oscar The Netherlands

16/3/15 Interested to become a member being a proud owner of a beetle 1971. Please let me know what I need to do. Jean-Michel

23/3/15 Hi, I would like to find out if you know someone that is able to convert a rear tail-lift door on a 2006 VW Transporter T5 to barn doors? I'm located in the Sutherland Shire of Sydney. Thanks for your help, Patrick

24/3/15 Hi We can help your website to get on first page of Google and increase the number of leads and sales you are getting from your website. Please email us back for full proposal. Best Regards Amelie

25/3/15 Hi I own a 1963 VW beetle that I would like to have restored/worked on. This would include full body, interior and engine works. After this is done I would love to join the your club. Can you recommend any workshops in the Melbourne area that would be able to help me out? My experience is that it is a bit of a minefield out there! Thanks for your time. Cheers David

25/3/15 Hi there. I'm in Canberra and am considering purchasing a 1975 Karmann beetle owned in Canberra. It is LH drive, is from serbia and hasnt been registered in

Australia. The car is in good condition. Could I ask if there is anything I should be checking prior to buying this car in your opinion and is there anything particularly hard to replace on the car. Any advice you could give would be great thanks.
Paul

31/3/15 Hi, I would like to apply for historic registration for my 1970 type 3 fastback. The vehicle is currently registered in NSW. Could you please advise me the best way to go about the process. I have a historic vehicle declaration form Peter

1/4/15 From vw vin page, “: ZZZ for VWs sold in Australia” I find it very unusual that a German car manufacturer would use such a designation for cars made in AUSTRALIA but shipped and sold in AUSTRIA. Surely that was a typo? Otheus

1/4/15 Hello, My name is Ted & I'm in the band Darkness Dear Boy. We made a music video with Walter the Bus (The worlds largest VW Bus) along with over 50 vintage VW Buses. I wanted to see if you could watch it & possibly share it on the Club Vee Dub page or with anyone else who may enjoy it?! Here is the link: <https://youtu.be/zNWviBALYQ?list=UU0Z-lhtTWv9oLZDNCCTwo-Q> Thanks, Ted

7/4/15 I am the vehicle coordinator for The Doctor Blake Mysteries shown on the ABC, I would like to make contact with any Victorian members interested in having their cars on the show. I believe the early VW's were more than competitive in the Redex trials in the late 1950's. Can you help with any info please. Regards Daryl

8/4/15 Hi there, I wanted to enquire about the 2015 VW Nationals. I'm really looking forward to it as I love beetles, kombis & photography. This will be the first time I get to shoot them. Could you please give me a run down of the event? I can see it runs over 2 days but is the sprint on one day and the show on the other or do they both run all weekend? I'm hoping to capture as much of the event as possible. To see some examples of taken from other shows and events please visit <http://mtrvtd.tumblr.com/> On another note, out of curiosity how many VWs do you get at a social club meeting? A mate just bought a type 1 and I'm trying to get him to come to more shows. Thanks Dom

9/4/15 Hello, I live in Port Macquarie NSW and drive a 1985 VW transporter. I would like to find a VW club to help me learn more about my van and meet other people with interests. Are you able to direct me to anyone Kind regards Libby

13/4/15 Hi doctor I live South Africa, I'm having problems with my Golf 2 CLS (jumBo) with my wipers they don't want to work then they do what do you think the problem is (it could be a volt drop) help me please let me know I need an Experts opinion please Robert

15/4/15 I Have a '79 Kombi - I think my towing specs are 1000/80. what do i have to do to get it to 1500/80 ?Thanks Alistair

15/4/15 I have a 1967 beetle which I am doing up. I was

wondering whether you could point me in the right direction to acquire rubbers for the car; windows, doors, bonnet front and rear etc. thank you John

16/4/15 Hi guys, My mum has a fully restored midnight blue convertible 73/74 model VW Country that she would like to sell as she has had hand surgery and can now only drive a car with power steering. The car has been in her possession, garaged for 16 years and she has spent roughly \$10,000 on it- she has all receipts. It needs rego but runs well, her name in Ann and her contact number is 0428 388 524, please contact her direct should you have any questions or be interested in the car, it is currently garaged in Claremont Meadows, Sydney. Thanks Peta

19/4/15 I have 1974 standard VW Beetle. I would like to know how often do I have to replace its fuel pump. Last week I was driving it in my home town when the engine quite. As it is air cooled and it is antique it was hard for me to find a mechanic to solve my problem. At last I had to tow it after locating one 100 miles away who diagnosed the pump problem. He did install one but forgot to grease the mechanical and its spring parts. My question is how often do I have to replace this pump so I don't go through that pain again. Thank you for your help and reply. PS: I live in Florida USA Jimmy

21/4/15 I have a 2.5TDI that starts and runs well at 800 Rpm, when it gets hot it may clank and the rpm is 780 rev to 1200 rpm and the tapping. clanking stops -is it the Lifter on the vacuum pump shaft or low idle/fuel pressure or a jammed altenator pulley I live in Melbourne Alex

23/4/15 I have bought a 1974 VW beetle that needs rust fixed up passangers side floor and drivers side front wheel arch, before I can register it. can you recommend someone. I live in moorebank. John

28/4/15 Hi there...are you still accepting trade stalls for the Fairfield event? I own a giftware business and we specialise in VW gifts and collectables, amongst other things. If so I'd be interested in some info on holding a stall please :) We have our own market traders public liability of \$20m. looking forward to hearing from you...Regards...Sharon

1/5/15 I have a 1969 VW Convertible and was wanting to know if there is a Newcastle Branch of your Club. If not, can you give me some information on how to join your Club. Cheers George

2/5/15 i have an old sportd steering wheel to suit 60's beetle for sale ,interested ? Ned

7/5/15 Hi, I am the editing manager of Zoom TV which airs nationally every Saturday on 7mate. I found your event online and would like to plug it on our next episode. What I will need for the plug is: Video (preferable) or photos that can be used while the presenter reads the 30 second script If you are interested in having your event plugged for free on the show, then please get back to me at your earliest convenience as the script will need to be written as soon as possible. Thanks Daniele

36 M Daily Mirror SATURDAY 30.04.2011

DMGT

PIT STOP Hammond family holiday



ALONG with a lot of other folk, the Hammond clan has just returned from a short Easter break. Which, in our case, was a week in a van.

I know, it's weird - I'm on the telly and everything and there wasn't a private jet or a five-room suite in sight.

Just my wife Mindy and I, our two daughters and a VW campervan touring Cornwall for seven days.

And it was, without doubt, one of our most successful holidays ever and quite possibly my favourite of all time.

Now it's pretty common knowledge

that old VW campervans, while tremendously evocative things to look at, tend not to work.

And even if they do, they won't go over about 5mph. This one worked perfectly and cruised at a steady 70mph.

MODERN

It's not a replica though, not some recreation of the evocative old Boogie Bus of the 60s and 70s - it's the real deal. But brand new.

The van is made at a VW factory in Brazil and imported to the UK by Danbury Motor Caravans, based in Bristol.

They turn it into a camper in much the

same way as companies have been doing since the 60s. Except of course, they have access to modern materials and equipment to turn a base van into a genuine home from home complete with cooker, fridge, TV and a double bed in the roof that means it can sleep four. So long as you're not complete strangers.

Best of all, the wheezy old air-cooled engine has been replaced with a modern 1.4-litre petrol unit from a Polo - not enough to trouble hot hatches but hence the healthier cruising speeds.

I idolised the Boogie Bus as an art student in the 80s when I considered

Happy camper

RICHARD HAMMOND'S IN VW HEAVEN

setting off on the open road in a flower-painted hippy wagon to be about the coolest thing it would be possible to do.

I never did it, of course, and so as we trundled out of the drive, girls sitting in the back clutching teddy bears, my soul was soaring at a teenage fantasy fulfilled.

You might expect the rose-tinted glasses to slip and the reality to be a story

► HOME FROM HOME Van has double bed in the roof



Unfashionable VWs.

Top Gear's What Not To Drive, 2004

Fashion cars create a very dangerous and seductive trap. These are cars that make a massive impact when they hit the streets, and everyone talks about them, then Sienna Miller pops up in Heat trying to park one and the next minute smug dealers are waving a year-long waiting list in your dejected face.

The main reason why fashion cars hit the spot with such comet-like ferocity is that they look so striking at birth - and that very issue is the nub of the problem. The clue is in the word - they're fashion items, and like fashion items, they age in half an hour. So two things can go wrong. You buy one immediately, but then everyone gets one and unless you have a sign on the top saying, 'I bought mine first,' you soon look



like a tosser. Or you buy one a bit later, at the same time as the herd, in which case you instantly look like a tosser.

How to Spot a Fashion Car

Most fashion cars are retro-themed. What this means, according to designers from car companies, is: 'Drawing on the styling heritage cues of a particularly iconic car or styling era to evoke the classic bloodline inherent in the marque.' Or you could call it 'bone idleness.'

The main culprits of this black polo-neck work shyness are the VW Beetle, the Chrysler PT Cruiser, and the Mini. But as with all matters fashion, there have been some poor adaptations that, in hindsight, you wonder what they were thinking.

VW New Beetle - BIN IT.

This had a massive impact, it has to be said, when it first came out in the mid 'nineties, but the impact was so colossal in the first five minutes of its life that buying one now is a humungous missing-of-the-boat moment, like going to the pub today dressed - without a fancy dress party to go on to later - as a member of Spandau Ballet.

Also, given that this car is about posing, it has to be said you do look a dick from side on at traffic lights, due to the comedy driving position. Worse still, from the front it looks like a simpleton smiling.

The convertible version of 2003 did pep things up briefly, but the folded roof at the back looks like you're taking a carpet to the tip.

Another problem: the car itself is a joke. It's not an original car, but simply an old Golf with a frock on, and a



zillion times more expensive. On that point though, it does at least evoke the heritage of its predecessor, the sixties Beetle, in that it too was a shit car. A million hippies may have bought one, but tell me, when did you last turn to a beatnik for advice on consumer goods?

VW Polo Harlequin – BIN IT.

VW released the special “Harlekin” or “Harlequin” model in 1995. It featured a multi-coloured body with each panel in a different colour: Flash red, Ginster yellow, Pistachio green and Chagall blue. It used the same engines as normal Polos; the colour of the panels was the only difference. Originally limited to 1,000, around 3,800 of this series were produced.

A close disciple of the art movement founded by St Wystan’s Nursery toddler playtime paint group. As regards whether you should be seen in one, you can probably work this one out for yourself.



Beetle Smeetle.

Top Gear’s Epic Failures – Motoring’s Greatest Cock-Ups

In the aftermath of the Second World War the British dispatched a young officer called Major Ivan Hirst to a bomb damaged factory in northern Germany, with a brief to salvage anything worth exporting and get the place closed down. Hirst found a vast plant in a poor state of repair and examples of what it once made: A strange, bulbous car with its engine at the back. These were the remains of Hitler’s doomed people’s car scheme and Major Hirst, seeing value in its remnants, set about reviving both factory and car.



At this point a British commission arrived to inspect the ravaged factory, headed by British car making magnate Sir William Rootes who told Hirst that he was a “bloody fool” if he thought cars would ever be made there again. Rootes then returned to the UK where he filed his commission’s report on the car itself stating, “The vehicle does not meet the technical requirements of a motor car. As regards performance and design it is quite unattractive to the average motor car buyer. It is too ugly and noisy - a car like this will remain popular for two or three years, if that. To build the car commercially would be a completely uneconomic enterprise.”

Despite the damning verdict of the Rootes commission, the car did enter production. It became known across the world as the Volkswagen Beetle and over a 57 year life span, 21.5 million examples were made, the largest-selling single design in history.

At the time of writing Volkswagen is rated by Forbes magazine as the most profitable car maker in the world. The Rootes Group no longer exists, taken over by Chrysler (UK)



in the 1960s. Chrysler (UK) was in turn broken up and sold off to Renault and Peugeot in the 1970s.

Golf Pants.

The original 1970s Golf GTI set the template for the hot hatchback with its performance, crisp handling and racy design details, all wrapped in a practical car you could use every day.



The second generation GTI added a little more space, a little more performance and, because it was now the 1980s, the option of a model with a fashionable 16-V engine, but otherwise preserved the formula of zesty fun in a sensible shell.

Then, in 1993, Volkswagen announced the third generation Golf and things went very wrong. The normal Golf 3 was a disappointing car. It looked fat, it was badly equipped and build quality wasn't up to usual VW standards. Owners were frequently reminded of this last problem by a glovebox lid that would fall open on its own accord, giving regular passengers a bruised medical condition known as 'mark three knee'. Italian-made electrical components such as power window modules, current supply relays and crank angle sensors regularly failed, sometimes stranding owners at the side of the road.

The flagship GTI suffered from all of these problems and didn't even have performance on its side because it had a measly 115 horsepower, just three more than its much lighter predecessor. The vim and vigour of the Golf GTI had gone. (The GTI version of the Golf 3 was never sold in Australia – Ed.)

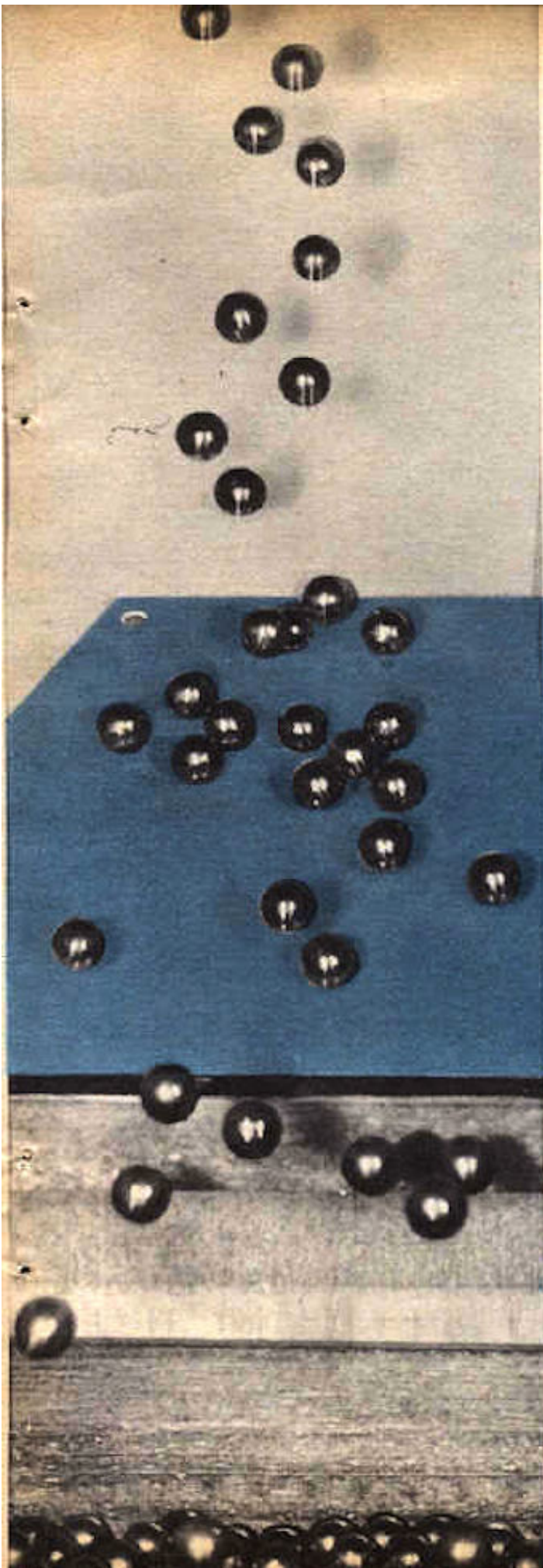
And it didn't come back for the following Mk4 version, despite the introduction of a grunter 150 horsepower turbocharged engine. Yes, it was reasonably brisk but the fourth generation GTI felt lumpen, like its tyres were full of water. The non-turbo version was even worse. In fact, in most countries this 115 horsepower dullard wasn't even called a GTI. The British importer insisted on it and the

cars arrived with the GTI badge wrapped in plastic in the glovebox. Some dealers didn't even bother to stick it on and then pretended going badgeless was 'good for security'. Where once Golf GTI stood for zing and excitement, this was a very undignified turn of events (only the 150-bhp version (110 kW) was called a GTI for Australia – Ed.)



Happily, in 2004 Volkswagen announced a fifth generation, 147 kW (198 bhp) GTI which brought back some of the joy and zest of the original. But for 11 long years it was definitely resting.

Richard Hammond



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