

Zeitschrift



Merry Christmas to all our members !

December 2010

IN THIS BUMPER XMAS ISSUE:

Flat 4 Cruise to the Dam

Canberra Marques in Park

Driving the Golf GTI

Herbie Xmas Quiz

Newcastle German Day

Buying a Kombi

VW flat four engine

Plus lots more...



Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2010-11.

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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 Sydney meetings are held at the Greyhound Social Club Ltd., 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 or Club VeeDub (Secretary)
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Parramatta NSW 2124 Grassmere NSW 2570
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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.

Views 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 are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

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

Please note that all coming events listed in the Zeitschrift Club Calendar, and on the Club VeeDub Sydney web page, are sanctioned by the Club and its Committee.

We thank our VW Nationals sponsors: 23 years.

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Club VeeDub
Canberra Chapter



www.canberravw.com



Club VeeDub - Canberra Chapter

Members'

Christmas lights cruise

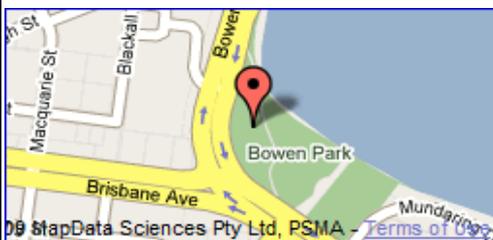
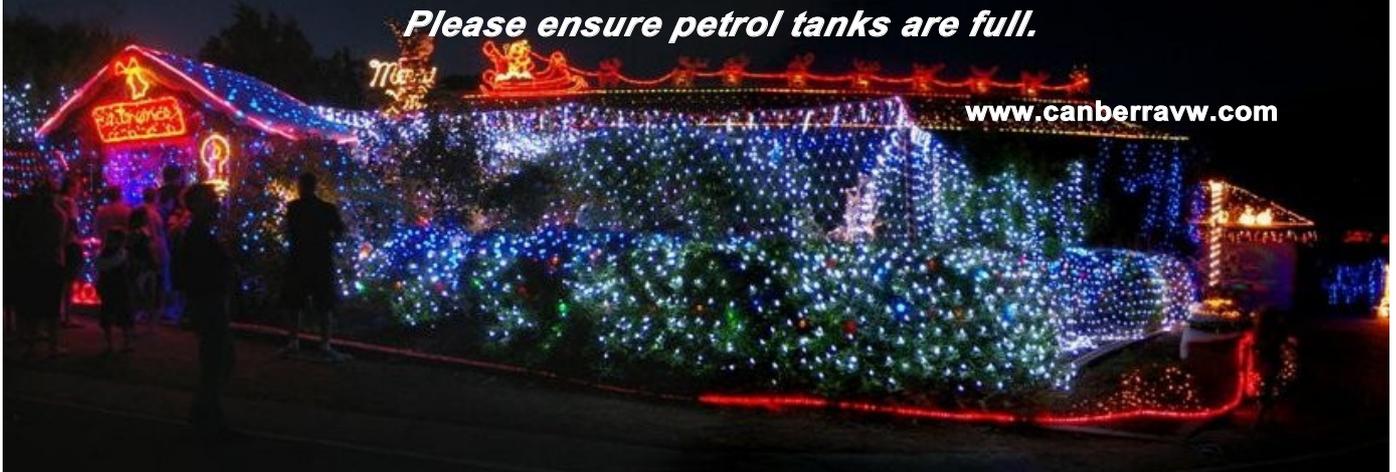
Saturday, 18 December 2010

Members to meet at 6pm at the Brodburger van
Bowen Park carpark, Wentworth Ave, Barton,
for a bite to eat: their hamburgers are legendary!

We then set off at 8.30pm, as the sun sets, for
a tour through Canberra's suburbs
to find those festive bright lights.

Please ensure petrol tanks are full.

www.canberravw.com





VW Watercooled Summer Cruise 2011

Sunday January 23

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am to start the cruise at 10:30am finishing at Stanwell Park by around 12:30pm. Or you can just meet us at Stanwell Park if you prefer.

There are BBQs available, or just bring your own picnic basket and Esky. The local kiosk is also recommended. Families & kids are welcome, as the beach area has playground equipment and plenty of space to run!

Aaron - 0413 003 998

NRMA MOTORFEST® 2011



Celebrating 26 Years

In 2011 NRMA Motorfest® celebrates twenty-six years of showcasing Australia's love for all things automotive.

From its start in The Rocks in 1986, NRMA Motorfest® has grown to be one of the largest annual motoring displays staged in the Southern Hemisphere with over 1,000 veteran, vintage and classic cars, commercial and military vehicles plus motorcycles and other vehicles on display in Sydney on **Australia Day (Wednesday 26 January 2011)**.

NRMA Motorfest® 2011 Registration

To be eligible to participate in NRMA Motorfest® 2010, your vehicle needs to be at least 20 years old, meaning it must have been built before 31 December 1990.

If your registration is accepted you will receive a letter confirming arrival times and set-up details in December.

Entry will be accepted on a first-in basis, depending on the number and variety of vehicles. Applications have already closed (late October) but last year's entrants have already received their invitations.

To register, go to www.mynrma.com.au, select Community Partners, and NRMA Motorfest. Our club is **Club VeeDub**.

Set-up & pack-up

Assembly of vehicles will commence at the Domain Car Park from 6:00 am. Free breakfast will be provided at the Domain Car Park forecourt by the Rotary Club of Granville. Toilet facilities will be available.

Vehicles will travel in convoys from 7:00 am to their designated display positions. Club VeeDub is normally on St James Rd near the church.

NRMA Motorfest® marshals will assist drivers to position vehicles according to the space available. If marshals have to change the allocated position of a vehicle during set-up, drivers are requested to obey the marshals instructions at all times.

Entrants displaying flags or banners must affix them to their vehicles only and not to fences or buildings.

For crowd safety reasons vehicles must stay in their allocated position until 5:00pm.

Activities during NRMA Motorfest®

The Australia Day Council of NSW will provide a full program of entertainment throughout the day. There are lots of stalls, shows, activities and fun events all day for all the family.

Information about NRMA Motorfest® will be available from Australia Day and NRMA booths located throughout the precinct. Updated information for the day's activities will be available in December.

What you will receive prior to the event

An information kit and an NRMA Motorfest® sticker designating your location.

What you will receive on the day

A free BBQ breakfast at the assembly area, an NRMA Motorfest® map and an NRMA Motorfest® 2011 medallion.

Any vehicle accepted to display in NRMA Motorfest® and travelling to or from the event on Wednesday January 26 2011 will receive free roadside assistance.

What to bring

Your NRMA Motorfest sticker, without which you will not be allowed entry.

Sunscreen / Raincoats - NRMA Motorfest® goes on rain, hail or shine.



Participation in NRMA Motorfest® is FREE.

Registration is on a first in basis depending on the number and variety of vehicles. Last year's entrants will have already received their invitations. Late entries will not be accepted due to space limitations; please phone to confirm availability if you have not already registered.

Show enquires to John Flower 0403 442 046

Classic Volkswagens wanted !

THIRLMERE FESTIVAL OF STEAM

Sunday 6th March 2011

The 2011 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and speciality foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2010 at Thirlmere, NSW, on **Sunday 6th March 2010**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will be in the block of land next to the church and in Oak Road near the oval, so the earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:30am.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles to enter the parade and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email kmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerefestivalofsteam.com.au

Von dem Herrn Präsident.

Well, I've written this report a couple of weeks before the rescheduled Boris' Picnic Day took place, but it will have happened by the time you read this. The weather has looked pretty bad all this week, but hopefully it improved and all went off well.

Other than the club Christmas party at the Greyhound Club on Thursday 16th, there is nothing much happening event wise in December. We need to spend a little bit of time with our families!

All members are invited to our Xmas party members at the Greyhound Club on Thursday 16th. Snacks and nibbles will be provided. Please bring a wrapped present to the value of around \$5-\$10 for the raffle, and you'll get some free drinks tokens. You'll only get a present if you bring one! It should be a fun night, not much VW business and plenty of socialising.

Planning is well underway for next year's VW Nationals and we have some other events in the pipeline as well. Aaron has organised the VW Summer Run on Sunday 23rd January, which is a nice cruise from Liverpool to Stanwell Park and a picnic/BBQ. Families and kids are welcome as the beach has playground equipment and plenty of space to run around. All VWs welcome.

Those going to the NRMA Motorfest in Sydney on Australia Day will have already registered. We are all parking together at St James, at the top of Hyde Park – thanks to Ray Black for arranging this with the organisers. Lots of things to see and do in town on Australia Day so come by and say hello.

I've written a report elsewhere in this issue about the new RTA regulations being stopped, for now.

Don't forget if you have any suggestions or ideas on how we do things or any future events please contact a committee member, or come along to a meeting. We try to make them informal and good fun.

What are you getting your VW for Christmas? I'm getting mine new shoes and clothes.

The committee wish you and your family a safe & Merry Christmas and prosperous New Year.

See you at an event soon

Steve Carter



Kanberra Kapitelreport.

Happy December to you all, I can't believe it's here already. After a great trip to Boorowa recently, the Canberra Chapter had a few cars on show at Marques In The Park (21 November), have a look for some pictures in this magazine.

Coming up on 18 December we have our annual Christmas Lights Cruise, something we have run for a couple of years now and it is becoming a 'must-do' event. You'll find

a flyer in the magazine, we'd love to see as many locals as possible for the run around some awesome light displays. Some of our members dress their cars up for the occasion, it's truly a great sight to behold. Come and join us, bring your VW, a full tank of fuel, and see the lights in the best way possible - in a dub!

In January there is a chance for local dubs to be on display at Summernats for a day, if you are interested check out the club website for the form and further information. There are rules and requirements to follow but it can be a great day....see the website and go from there.

In late February we have a great event in the planning - as well as being our AGM, we're heading for Captains flat for a great meal, overnight accommodation, and some ghostly stories of the area! More info to come on this one in the next magazine, we're aiming for 26 February, the vicinity of \$70 per head, it'll be pre-bookings required, for a not-to-be-missed occasion! This will include our Canberra AGM and we'd love to see a big turn out for this one. More info coming next magazine, mark the calendars now!

A big thanks to our outgoing secretary - Megan - who has devoted a lot of time to the chapter. We appreciate your hard work, and would also like to thank Iven, for picking up the task and stepping in.

On behalf of the committee, we wish all readers a great festive season and a safe New Year on the roads. We look forward to seeing as many locals at these next few events as we can.

Bruce Walker



Motorsport report

As the end of another VW motor sport year draws to a close and club members' families gather to celebrate Xmas and the festive season, it is perhaps timely to reflect briefly on the year just passed.

January saw Carlos Sainz winning the Dakar Rally in South America driving a Volkswagen Race Touareg. It was Volkswagen's second win in a row in the world's longest and toughest motor race. I hope the VW team can produce a hat trick in 2011. SBS will bring us highlights of the event, which runs from 1st to 16th January, or you can follow the race at www.dakar.com

In June the famous Le Mans 24-hour race was won by a VW-group vehicle, the Audi R15 TDI. It was Audi's ninth win since 2000, tying with Ferrari on 9 victories and behind only Porsche with 16. While all five Peugeots retired, the winning Audi broke the long-standing distance record of 5,335 km set way back in 1971 by a Porsche 917. The Audi covered 5,410.7 km at an average of 225.2 km/h – not bad for a diesel! Audi finished 1-2-3.

Closer to home, Rudi Frank in his turbo VW weapon started off his year with a 5th place in round 1 of the NSW Supersprint Championship at Oran Park, but faded to 8th place by round 9. I am sure he can improve on that in 2011.

In May we had our second go at running our own Supersprint at Wakefield Park. Entries were up on the

previous year and a good day was had by all. Well almost; Greg Mackie and his car are sure to return next year after both have recovered from their unfortunate accident, and I hope we see Wayne Penrose back also to defend his title of quickest VW.

September saw the VW rev heads gather at Raleigh Raceway for sprint racing and also to participate in the Valla Spectacular, again a well organised event.

September was also the month for our motorkhana at HMAS Nirimbah, ably directed by Cameron Hart. Once again it went off without a hitch.

October 2nd & 3rd saw Warwick come alive to the sounds & sights of 1/8 mile drag racing. From all reports it was a great event. Our Club is sponsoring the VWMA drag racing series in 2011 – read VW Magazine Australia for more info.

As you can see there has been no shortage of sporting events to either compete in or spectate at, and no doubt all the event organisers will be endeavouring to refine and improve their efforts for next year, thereby ensuring that the VW sporting enthusiasts will continue to have their “need for speed” requirements well catered for.

Don't forget, if you have any ideas or suggestions for VW motorsport events, or you would like to get involved, please contact me or the motorsport committee, or come along to a meeting.

On behalf of the sporting committee may I wish you all the best for the festive season and a safe & happy New Year.

Regards

Herbie Gutmann



VW Drag Racing report.

2010 was a good year for OZ VW drag racing, with healthy fields for both rounds of the series. 2011 also promises much with a number of new drag cars nearing completion. Peter Page took out the Most Driver Points for 2010 and his home state of Qld the VWMA Drag Racing Origin Trophy.

The first round in the series is again at Portland on the weekend February 19-20th. Registration and information about VW Portland is now available at www.vwma.net.au

The only change to pricing has been the catering, but as the food was spectacular at both Portland and Warwick this year, the package is good value for money (and it's two less meals to be organising).

The excellent dune buggy day is also on the programme on the Friday 18th. Registration for this day is made directly with the Portland Dune Buggy Club, and their contact details can be found via a link on the Portland Event Programme page.

Since the release of the last issue of VWMA, one change has been made to the new Top VW Shootout format. After much discussion with various parties, the Top VW Shootout will be dial-in for Portland rather than heads-up as

previously advertised. This change will give all drivers a chance to gradually become familiar with the new racing format. There is also talk of introducing a 36hp class to help as a shakedown for those competing in the salt racing in March. More on that later.

I am happy to announce that Mick Motors has resigned as major sponsor for the 2011 series. I also warmly welcome Westside Mufflers and Rod Penrose Performance as supporting sponsors for the series. And as an indication that drag racing is growing amongst the club members in Oz, Club VeeDub Sydney, The Volkswagen Club of Victoria, the VolksEnthusiasts Club of SA, and the VWDCQ in Qld have thrown their support behind next year's racing. Thank you to all.

See you on the track.

Craig Hughes
Editor VWMA



RTA scraps lowering laws ... for now.

Just to fill everyone in on the history of the scrapped NSW RTA proposed laws (VSI 50), which only affected NSW registered vehicles. I have mentioned the VSI 50 regulations in an earlier issue of Zeitschrift.

This is what it was all about.

It was only going to allow cars & 4WDs to be lowered or raised a maximum of 50 mm. It probably didn't affect too many people in our club, as the vast majority of our VWs are stock or only slightly lowered. But it sure did affect me with three of the cars that I own.

It was going to be very hard to get airbags, drop spindles, notched chassis and pretty much anything lowered or raised more than 50mm legally registered in the state of NSW. Even cars that were already engineered would maybe have to be re engineered.

Andrew Stoner, the leader of NSW National party and shadow roads minister seemed to be the only politician that took any interest in repealing these new laws.

I received this email from him after signing up for his newsletter some time ago.

“Dear Steve,

Thanks to your efforts, we have made the Keneally Labor Government scrap its plans to introduce harsh vehicle modification laws (VSI-50).

This is a win for all 4WDers and car enthusiasts.

I will keep you updated on any further ill-conceived Labor plans, but please contact me with any other NSW roads issues.

Thank you and please remember to drive safely as we approach the festive season.

Kind Regards, Andrew Stoner MP
Leader of The Nationals
Shadow Minister for Roads”

We will wait to see what happens next year.
Steve Cater

Klub Kalender.

December.

Thursday 16th:- CLUB VW MONTHLY MEETING and XMAS PARTY 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. This month is our club Xmas Party; snacks provided. Please bring a wrapped present (\$5-\$10) to receive a prize ticket and free drink. Lots of fun, all welcome. 8:00pm start.

Monday 27th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

January.

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

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

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

Sunday 23rd:- VW Summer Cruise. Meet at Uncle Leo's Roadhouse, Liverpool Crossroads, at 10:00am to start the cruise at 10:30am. Finish at Stanwell Park around 12:30pm. Or meet at Stanwell Park if you prefer. BBQs available, kiosk nearby, or bring your own picnic. Families and kids welcome. Phone Aaron on 0413 003998. All VWs welcome!

Wednesday 26th:- NRMA Motorfest 2011, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display - to join it, you need to register with the NRMA before the 23rd of October. Meet at Domain Parking Station at 6:00am for breakfast, then convoy to display position at 7:00am. Cars in place until 5pm. Heaps of Australia Day activities.

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

February.

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).

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.

Saturday 19th & Sunday 20th:- Portland VW Drags 2011 at Portland Raceway, VIC. Pre-entry for racing is mandatory. Entries close 11th Feb. Also street parade and show n shine.

Sunday 20th:- Sydney Super Swap at Hawkesbury Showground, Clarendon. Car parts and collectables, classic cars, hot rods, street machines. \$20 swappers, \$5 lookers.

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

March.

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

Sunday 6th:- Thirlmere Festival of Steam 2011 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. **Club VW convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure.** Arrive by 9:30, street parade at 1 pm.

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

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.



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Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

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).

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.

Monday 25th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

Saturday 21st and Sunday 22nd: VW NATIONALS 2011.

August.

Saturday 20th & Sunday 21st:- 2011 VW Winter Break at Sawtell call 1800 729835 to book your cabin or campsite. You must tell them that you are with the VW people.

Marktplatz.

All ads should be emailed to: info@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. 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.

Non-members please post us a cheque or money order for \$10.00, payable to: Club Veedub Sydney, c/-
14 Willoughby Cct, Grassmere NSW 2570.

Trades and services directory.



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For Sale:- 1979 Passat Diesel, station wagon, registered to 9th November 2012, number plate MY79VW, beige, manual, 140,500 km, logbook, bought a year ago, fully serviced, new front discs/ pads, good tyres, front end rebuild, with 4 new shocks, some spares, some history, very good original condition, very economical, drives very well, excellent mechanical condition, all rubbers in good condition, only minor surface rust, suit collector or will provide reliable and economical transport for many years. \$7750, or best offer, phone Helmut on 0427 122653

For Sale:- Karmann Ghia fuel tank, vintage unknown. Been the garage for 30 years. Good condition. Offers. Contact Max 0407878676. I am a club member who has been sidelined for 5 years with major hip surgery and have not been to club meets, although at 76 I am now doing OK. I have 25 years of

Zeitschriften if anyone is interested. I also own a 56 oval which I bought new, still in original condition [some kind of record I am told] now decked out with Herbie livery. Phone Max on (02) 9829 3811 or (040) 7878676.

For Sale:- 1967 split-window Kombi, semi-restored. All rust has been cut out, has been repainted. Now just needs to be put together again. All parts are still there, some will need to be replaced. Resto has been done by Indian Automotive. Reluctant sale but have run out of funds to complete. Kombi is located in the upper Blue Mountains. \$17,900 ONO. Please call Catherine on 0414 673 359.

For Sale:- 1975 Passat 2-door coupe in excellent condition, looking for an owner who would love and cherish it. I am the second owner and am retired. I cannot run the vehicle at the same time as my major vehicle. I bought a new VW Golf when I retired in 2004 for my transport needs, and no longer re-registered the Passat thereafter. The body is sound and has never been in an accident. The motor has registered 171,000 km but is in very good fettle and had always been serviced by VW service staff. There is notable damage to the plastics of the dash and around the column where the indicators and headlight levers are housed (on inquiry in Germany those

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parts are available new, but I never pursued the offer). There is some damage to the driver's seat leather as the previous owner suffered with a bad back and had a metal back support on the seat. Though unregistered, the vehicle has been and still is housed under cover and available for inspection. The vehicle has to be moved because of projected driveway and landscape constructions. I wonder if any of your members would be interested in the vehicle as it has some historical significance as it was the period of model change for VW and both the Golf and Passat played their part in developing a new platform for what became a big step towards the designs and developments of the models by VW which we see on the road today. Enquiries please email Paul Christmann at paul.christmann1@three.com.au

For Sale: - 1962-63 VW 1200 Beetle. One owner from new with original registration plate number. Mechanically good, runs very well and low mileage for age. Body has rust and needs attention. Registered until Jan 2011. Suitable for spares or restoration project. Phone (02) 9151 9059 (BH) or (02) 9869 4486 \$2,000 ONO.

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For Sale:- VW Golf Mk5 2005, Comfortline. 2.0-litre FSI, as new. Metallic blue paintwork. Auto trans, alloy wheels. Rego expires 02/11. \$16,980 ONO. For inspections phone 0401418009.

For Sale:- VW Beetle, 1969. Rego until 3/11. Very good 1600cc motor and gearbox. A little beauty, an excellent car! Suit VW enthusiast. \$5500 ONO. Phone 4994 5293.

For Sale:- VW Golf 1.6 Mk4 2002 model, 5-door hatchback. 4-speed automatic, dark green, 78,000 km, air-con, CD, dual airbags, ABS, power steering, central locking, power windows, alloys. Great condition. Rego til 5/11. \$10,000 ONO. Phone (02) 87194600.

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Transporter Single-cab.

The much-loved Volkswagen Transporter Single Cab pickup has been reintroduced to Australia, offering transportation solutions for large volume and heavy loads as well as versatility for a broad range of business needs. It is the first VW single-cab pickup on our market since the rear-engined T3 model was discontinued back in 1991, although the T4 was available here as a single-cab chassis (with no pickup bed) until 2003.



This latest addition to the Transporter range comes as the long-wheelbase 2.0 TDI 103 kW 6-speed manual, but this can be optioned with Volkswagen's 7-speed DSG gearbox.

The Volkswagen Transporter Single Cab also offers the extensive list of standard safety features, including ESP (Electronic Stabilisation Programme), ABS (Anti-Lock Brake System), ASR (Anti Slip Regulation), MSR (Engine Drag Torque Control), EDL (Electronic Differential Lock) and Hill Holder. The Single Cab is equipped with a double bench seat and separate driver seat as standard, allowing for 3 people in the cabin.

The manual Single Cab offers combined fuel consumption of 8.1 litres/100 km and CO2 emissions of 214 g/km. The DSG variant returns combined fuel consumption figures of 8.5 litres/100 km and CO2 emissions of 224 g/km.

The new Volkswagen Transporter Single Cab is on sale now in Australia with manufacturer's list prices* (MLP*) as outlined below. See your Volkswagen dealer for more information.

Single Cab 2.0 TDI 6-speed manual	\$40,990*
Single Cab 2.0 TDI 7-speed DSG	\$43,990*

NOTE:* Manufacturer's List Prices (MLP) exclude dealer delivery fees and the various statutory charges.

Golf Blue-E-Motion.

You're looking at the Volkswagen Golf Blue-E-Motion. It looks most like any other Golf, except this one is a fully electric creation. VW say it will commence sales in late 2013; Australian buyers will have to wait until 2014.

The front-wheel drive Golf Blue-E-Motion has an electric motor under the bonnet in the traditional position. Like all electric motors, the one in the Golf also delivers a very high maximum torque from a stop (270 Nm). The result: more fun in zero-emissions driving. The electricity for



powering the electric motor is stored in a lithium-ion battery bank, with an energy capacity of 26.5 kilowatt-hours.

Three driving profiles are offered: Normal, Comfort+ and Range+. Each setting alters peak power and top speed accordingly. You'll need Comfort+ for all the herbs, which gives you 85 kW and a maximum speed of 135 km/h. Normal mode reduces power to 65 kW and the top speed is 115 km/h. Using the Range+ setting deactivates the air conditioning system and cuts power to 50 kW, offering a top speed of 105km/h. In all modes, acceleration from 0-100 km is a reasonable 11.8 sec.

A driving ranges of up to 150 kilometres can be realised, with the specific range depending on driving style and other factors (such as use of the air conditioning and heating system). Volkswagen will announce final driving range data of the production version at launch, which is expected to be significantly improved with the battery technology used by then. But a range of 150 km already meets the needs of many commuters. According to the German Federal Statistical Office, 6 of every 10 people in the workforce commute by car. On average 45.8 percent drive less than 10 km (one-way commute); another 28.1 percent between 10 and 25 km, and 16.2 percent over 25 km.

In short-distance driving, the zero-emissions Golf represents a sustainable solution for private users, as well as many professional service providers.

Polo GTI.

The new Volkswagen Polo GTI is coming to Australia this month, and as shown at the Sydney Motor Show recently, will make a powerful 132 kW upgrade. The new Polo GTI is sure to live up to its legendary name, with superior handling properties combined with uncompromising engine responsiveness and impressive safety and economy figures.

Never before has such a powerful Polo come even close to its fuel efficiency. Thanks to clever downsizing of the twin-charged 1.4-litre TSI engine (turbo plus supercharging) and the efficient 7-speed dual clutch gearbox (DSG) as standard equipment, the GTI development team was able to reduce combined fuel consumption to 6.1 litres/100 km, and CO2 emissions to 142 g/km. By comparison, the outgoing Polo GTI with a 1.8-litre turbo engine consumed 8.0 L/100 km and emitted 190 g/km CO2. This means that the new Polo GTI is 24 per cent more fuel efficient.

Yet, this economy contrasts with highly dynamic driving performance: The light 1,189 kilogram Volkswagen accelerates to 100 km/h in just 6.9 seconds. These figures, 6.9 seconds and 6.1 litres are sports car performance parameters of an efficient and sustainable kind.

Power is transferred to the front wheels via DSG as standard equipment. An electronic transverse differential lock (XDL) reduces the tendency to understeer and improves handling especially in quick driving through curves.

Like all versions of the model series, the Polo GTI also comes equipped with the standard ESP electronic stabilisation programme including Hill Start Assist. In addition, the car's extensive safety features consist of a highly effective airbag network, including front, front side and curtain airbags, belt tensioners, belt tension limiters plus belt warning, head restraints designed to avoid whiplash trauma (each in front) and three rear head restraints.



In addition, convenience features include electro-hydraulic power steering, electric windows, remote central locking, boot space lighting and tie-down eyes, driver seat height adjustment, make-up mirror in the sun visors and green tinted insulated glass. The GTI will be the first Polo to be available with bi-xenon headlights with cornering lights, LED daytime running lights and corner marker lights. Naturally, GTI-specific features are always standard too, such as the sport seat system and 17-inch alloy wheels.

Full specifications and pricing of the VW Polo GTI will be released at its local launch this month, but the 3-door is likely to be around \$27,000 and the 5-door \$1000 more.

Green light for mid-engined VW.

Word has emerged that the Volkswagen Group's mid-engined 'mittelmotor' (MiMo) sports car platform has been approved. Volkswagen would make use of the MiMo architecture by turning their stunning Concept BlueSport into a production reality.

A similarly mid-engined Audi R5 version could also be a reality by 2014. Porsche, though, is likely to get first dibs on the platform as they will likely play a lead development role. This is something that can only benefit VW and Audi, as Porsche's mid-engined expertise is formidable.



The VW roadster would likely continue with the high-tech TDI drivetrain seen in the Concept BlueSport, although a twin-charger TSI petrol engine would also be an option. A GTI version, or even an 'R' model, is possible. The mid-engined Audi R5 version would sit in between the TT and the R8 in Audi's model lineup. While a number of engine configurations will be available, including a few electric gizmos, it's expected the hero R5 will be powered by the 2.5-litre five found in the TT RS.

The MiMo Porsche, complete with the internal codename 356 (!), would be positioned below the Boxster, making it the most affordable way into Porsche ownership.

The Volkswagen mittelmotor, then, is set to bring the motoring world some very tasty metal. With Porsche's involvement, it is sure to be a fantastic drive as well.

Caddy 4Motion DSG.

Joining the existing 4Motion 6-speed manual Caddy, the combination of VW 4Motion 4WD and dual clutch gearbox (DSG), is now available for the Caddy and Caddy Maxi in Europe. This match of maximum traction with absolute shifting comfort – without loss of power – in the compact van and urban delivery van segment puts the versatile Caddy at the top of its class in terms of meeting and exceeding the challenges posed by difficult driving conditions and special transport requirements.

Driven by the most powerful TDI engine, this multi-functional Caddy can hardly be stopped – its 4Motion all-wheel drive and dual clutch gearbox, in combination with the most powerful diesel engine torque, ensure outstanding



driving safety, traction and handling even in severe weather conditions and mountainous terrain. The 2.0 litre four-valve turbo diesel engine generates 103 kW and develops its maximum torque of 320 Nm between 1,500 and 2,500 rpm. This Caddy accelerates from 0 to 100 km/h in just 10.5 seconds and boasts a maximum speed of 183 km/h.

The Caddy, which is renowned for combining this powerful, high-torque engine with the 6-speed DSG gearbox, has now been enhanced by permanent 4Motion all-wheel drive. The fourth-generation, electronically controlled Haldex coupling ensures reliably sure traction for all four wheels – regardless of whether you are transporting cargo weighing as much as 700 kg to remote locations or have to tow a trailer through wet fields or other difficult off-road areas, to name just a few examples.

The Caddy 4Motion with DSG is available in a commercial panel van or Kombi (combined passenger/cargo van), as well as in the higher end Caddy versions of Trendline, Comfortline, and the premium Comfortline Edition. There is a sure-footed, dynamic and spacious version of the Caddy available for every transport need and for all weather conditions. All versions of the Caddy 4Motion include ESP and Hill Hold Assist as standard equipment.

Following the initial introduction of all-wheel drive in the Caddy two years ago, the Caddy 4Motion has become established on the European market – particularly in the alpine regions. For example, every fourth Caddy sold in Austria is a Caddy 4Motion. The Caddy is the only compact van, or urban delivery van, that can be ordered with all-wheel drive from the factory.

While the Caddy is the top-selling small van in Australia, there are no plans at this stage to add the 4Motion 4WD version to the local lineup.

Golf Cabrio in 2011.

David McAllister, Lower Saxony's Chief Minister and member of the VW Supervisory Board, visited the new Volkswagen plant in Osnabrück last week. Prof. Dr. Martin Winterkorn, Volkswagen Chairman, updated McAllister on preparations for the start of production of the Golf Cabrio in mid-2011.

“Over the decades, some of the most beautiful models in the automobile world have left the assembly line in Osnabrück. We will be carrying on this tradition from 2011 with the new Golf Cabrio,” Winterkorn said during the tour of the site. “The capacities and specialist skills available here are very valuable for our Group. We will be creating a total of



1,800 jobs at Volkswagen Osnabrück by the end of 2011. Osnabrück will therefore remain a high-performance automobile location in our Group alliance going forward.”

The management board of Volkswagen Osnabrück informed the guests about present activities at the site. Apart from a tour of the Golf Cabrio body shop and assembly hall, the delegation also paid a visit to the training workshop, where 75 apprentices are currently undertaking their vocational training. A guided tour of Osnabrück's collection of unique VW Group models, rich in history and tradition, rounded off the programme.

David McAllister underscored the particular efforts of former Chief Minister Christian Wulff, to support Osnabrück as an automobile location. “Many people dreamt of the Beetle Cabrio, the Karmann Ghia or the Scirocco. It is wonderful to see this tradition being continued now, and to know that automobile production in Osnabrück has a future. The new Golf Cabrio will be a great car. The extensive expertise in cabriolet construction that is available here is being harnessed.”

Volkswagen Osnabrück was set up in early 2010 on the former site of the Karmann holding company. Volkswagen Osnabrück had already announced it would be integrating the technical development and metal units of the insolvent Wilhelm Karmann GmbH, which went out of business in 2009.

The Osnabrück plant with its workforce of over 1,000 will commence production of the new Volkswagen Golf Cabrio in March 2011.

No Formula 1 for VW.

According to a report in the German newspaper Frankfurter Allgemeine Zeitung, Volkswagen Board Chairman Ferdinand Piech has decided against entering VW into Formula One. Such a move was previously intimated by a number of sources, including brand ambassador Hans Stuck.



Volkswagen has provided engines for Formula 3 in Europe since 2007. Young Australian driver Daniel Ricciardo won the 2009 British F3 title in his Red Bull sponsored Carlin Motorsport machine, powered by a 2-litre VW GTI engine. Fellow Carlin Motorsport driver Jean-Eric Vergne won in 2010, in a similar VW F3 car. A Volkswagen F3 car from the Signature team won the prestigious Formula 3 Euro Series in 2010. Australian F3 cars still use Mercedes engines, as VW Group Australia has not yet entered local motor sport.

It was understood that new engine rules would be introduced for F1 in 2012, and these would provide an ideal opportunity for VW to move into motorsport's premier category as an engine supplier. Reportedly there was interest from Red Bull Racing, and even McLaren to partner with VW.

However the astronomical costs scared the VW board, and it now appears the Volkswagen Group may focus its motorsport endeavours instead on the WRC and Le Mans 24 hour race through its Audi and Porsche brands, as well as continue with the Dakar series with the Race Touareg, and with Formula 3.

VW Microbus back?

It's been a couple of years since there was a decent rumour suggesting the Volkswagen Microbus concept from 2001 was on the way back. But, thanks to AutoExpress magazine we can, once again, start to think about whether we would buy one.



We probably won't see anything new until 2013, or even later, but Klaus Bischoff, Head of Volkswagen Design in Germany said, "I would not be doing my job at Volkswagen properly if I was not thinking of bringing back the (Microbus) Camper."

Elaborating further Bischoff went on to say, "The key question is 'what sort of car should we build?' It could be a traditional MPV, with a conventional interior, or we could be much bolder, designing a more flexible, versatile machine - perhaps one that is closer in spirit to the original model. It is not yet decided."

The original 2001 concept still looks as good today as it did back then, and was much larger in the flesh than it appeared in photos. It was displayed at the Sydney Motor Show in 2004, but the high suggested selling price (\$80,000+) killed any interest.

The Microbus concept was originally designed for the US market, as expensive import duties on the T5 Transporter range prevent that model from being sold in the US. However it was soon realised that the Microbus would be just as expensive as the existing T5, and probably much more so. Plans were cancelled in 2005. Instead, VW of America commissioned Chrysler to produce its minivan with VW badges for the US market. The VW Routan was the result, but it has been a complete sales failure in the USA.

Now perhaps, the Microbus concept vehicle may be under consideration again.

Oprah reveals Mk2 New Beetle silhouette.

The 1998 New Beetle has already ended production in Mexico, and VW is close to releasing the redesigned 'Mk2' version, based on the larger Mk6 Golf platform. Numerous 'spy shots' have surfaced as the car completes its testing, but VW has not yet released any official photos. Nonetheless, Oprah Winfrey has revealed the profile of Volkswagen's new New Beetle on her US TV show.



The stunt is all part of Oprah's 'goodbye tour', in which she will be giving a fleet of 275 Beetles away to audience members. Due for release in late 2011, the New Beetle is scheduled for production at Puebla, Mexico from around May next year.

There has been previous speculation that VW will reveal their new "icon" at the Detroit Auto Show in January. However, this rumour was quashed by Volkswagen of America boss, Jonathon Browning, when he confirmed that Oprah had been granted an early preview of the Mk2 New Beetle. He went on to say that the public wouldn't get to see the car until the US Spring 2011 (next Autumn in Australia). If the car comes to Australia, it won't appear until 2012 at the earliest.

The Mk2 New Beetle is a more substantial and serious vehicle than the 'cutesy' Mk1 Beetle first produced in 1998, and released in Australia in 2000. The New Beetle has been a success in the nostalgia-driven US market and the one-millionth New Beetle was made in 2008. However the car has been a failure elsewhere in the world, especially in Europe. In Australia barely 8,100 have been sold in ten years. The profile of the Mk2 looks significantly roomier, as well as more closely resembling the original rear-engined Beetle.



VW to invest \$A70 billion over five years.

The Volkswagen Group will invest around 51.6 billion Euro (\$70 billion Australian) in its Automotive Division over the coming five years. Investments in property, plant and equipment will account for 41.3 billion Euro. More than half of this (57 percent) will be invested in Germany alone. Besides investments in property, plant and equipment, this total amount includes additions to capitalized development costs of 10.3 billion Euro. This is the result of the Group's investment planning for 2011 to 2015, which the Supervisory Board of Volkswagen AG discussed at its meeting last month.

"The Volkswagen Group will help shape the technological turning point in key areas of the automotive industry, and to do this, will continue investing in environmentally friendly technologies, efficient drives and new models. We are systematically pursuing the goals of our Strategy 2018 to further increase our profitability and to make Volkswagen the world's most future-proof automotive group. The investment program we have now resolved will play a significant role in this", said Prof. Dr. Martin Winterkorn, Chairman of Volkswagen AG.



Bernd Osterloh, Chairman of Volkswagen's Group Works Council, said "These investments underline Volkswagen's goal of becoming the leading automobile manufacturer for its customers, employees and shareholders, because our investments are aimed precisely at these three groups. New, attractive and high-quality models for our customers as well as investments in our locations safeguard our colleagues' jobs. Our shareholders also profit from this, not least because at Volkswagen we all agree that every investment must pay off."

At 27.7 billion Euro, the Group will spend most of the property, plant and equipment investments on modernizing and extending the product range of all its brands. The main focus will be on new vehicles, successor models and derivatives in almost all vehicle classes, based on modular technology. This will allow the Volkswagen Group to systematically continue its model rollout with a view to tapping new markets and segments. In powertrain production, new generations of engines will be launched with enhanced performance, fuel consumption and emission levels.

The Group will continue driving forward the development of hybrid and electric motors in particular.

In addition, Volkswagen will make cross-product investments of 13.6 billion Euro over the next five years. The Group's demanding quality targets and the continuous improvement in its production processes mean that the new products also require changes to be made in the press shops, paint shops and assembly facilities. The new plant in Tennessee in North America will begin operating in 2011. Beyond production, investments are planned mainly in the areas of development, quality assurance, genuine parts supply and information technology.

Scirocco for Australia?

Volkswagen Australia Managing Director, Anke Koeckler, has recently lifted the hopes of local Scirocco fans by virtually confirming the car could be a surprise arrival in 2011 or 2012.

The original Mk1 Scirocco was shown at the 1976 Sydney Motor Show, but never went on sale in Australia. Neither did the Mk2 Scirocco, which appeared in 1982. Numerous examples have been privately imported, but the Scirocco has never been part of the Australian VW range. And since the current Mk3 appeared in 2008, it has been discussed but never confirmed for Australia.

Speaking to media at the launch of the Polo GTI last month, Koeckler was asked about the Scirocco and why it has never been imported so far. She unexpectedly said, "Yes, it's an amazing car, and I love this car as well—that's why I'm working on that."

"It's probably more a matter of when (rather than if) it arrives."

It's likely the Scirocco would be imported to Australia in R specification only, which means a front-wheel drive 195kW/350Nm engine spec, as sold in Europe. This outstrips the Australian spec Golf R by 7kW/20Nm, as our Golf Rs have a slightly detuned engine for local conditions. However the Scirocco R is front-drive only, unlike the all-wheel-drive Golf R.



The Scirocco has actually been available in Australia for some time now, but only as a non-factory import via a specialist importer. Several of them have already been imported by wealthy enthusiasts.



Flat Four Cruise to the Dam. Sunday 14 November.

It was great to catch up with our friends from the Flat Four club on Sunday 14th November, when they organized the second of their 'Cruises to the Dam.'

The day dawned warm and sunny, so they were lucky with the weather, and in fact by lunchtime it was quite hot. It was good day to drive an air-conditioned Golf. The meeting place to start was the Plough and Harrow Park, off Elizabeth Drive at Cecil Hills, and the VWs began turning up from 11:00am.

Flat Four had already set up their marquees to make a bit of shade, and for a couple of hours the VW fans sat in the cool and talked cars. There were also cool drinks and a selection of yummy cakes to try. It was \$10 to register in the cruise and you got a nice sticker to put on your VW's windscreen.



It was good to see at least eight or nine VWs from our club this time, especially Ray and Shirley who always support these events. Last time we only had three VWs from our club turn up, which was disappointing for Flat Four as they always support our VW Nationals and Boris' Picnic Day. This time we had a good turnout and everyone was happy.

Just after 12:30, the drivers were called together for a quick briefing. There would be a lead Kombi to follow, with a number of 'official' VWs spaced in the line and at the end.

Take it easy; it was a pleasure drive not a race, and there would be time to wander around and look at the dam.

The VWs started up and headed out from the Plough and Harrow Park, and turned right onto Elizabeth Drive. We make our way westwards through Badgery's Creek and Luddenham in a nice long line, although there were a few gaps caused by the busy traffic. We turned left at the end onto The Northern Road and headed south.



At Bringelly we turned right onto Greendale Rd, the same quiet country lane we drove last time. Without all the traffic the VWs were able to group together and cruise on one long line – very enjoyable.

Greendale Rd twists and turns, up and down, past large leafy country residences and green properties. The area was first settled in 1811 and for 50 years after it was a prosperous wheat farming area. After 1863 it was ruined by a series of wheat rust outbreaks, and then destroyed by bushfires. The post office closed in 1915, and the school in 1925. The only easily spotted evidence of colonial times is the St Francis Xavier cemetery, which passed on our left along Greendale Rd, and a monument a little further on.

Greendale Rd comes out at Wallacia, and we turned left at the roundabout onto Silverdale Rd. This climbs up the escarpment and heads towards the dam and Warragamba village. This town was originally built as a workers' settlement for construction of the dam in the 1940s, and the town hall on Weir St has been restored to its period look. Warragamba is unusual for Australian towns, as most of its streets don't have the usual names but are numbered instead – First, Second, Fifth, Tenth, up to Nineteenth.

After years of closure, the parklands beside the dam have been thoroughly rebuilt and relandscaped and are open





to visitors once again. The Flat Four lead Kombi drove us in via Farnsworth Ave and we parked together in the first bay, but we soon realized we were in the wrong spot. We started up again and drove out, turned right onto Warrdale Rd, and right again onto Production Ave. This took us past the sports oval, and the old gates of the African Lion Safari, to the new Havilland Park visitor entrance.

This time we parked together in the 'workshop' car park, and Steve told us we had around 30 minutes to wander about before we would head back. A short flight of steps took us to Havilland Park's grassy areas and interesting historical relics of the dam's construction and upgrading that were placed about.

A glassy new visitors' centre has been built on the cliff top at the end of the park, overlooking the dam. It has a comprehensive museum of the dam's construction and its workings in Sydney's water supply. The dam is 350 metres wide and 142 m high, 8 metres thick at the top and 104 m thick (!) at the bottom. In recent years a new dam top and emergency spillway have been added. Lake Burragorang behind the dam is 52 km long and up to 100m deep, and holds over 2 million megalitres.

You can't get down onto the dam itself as it's still closed off, but the visitor centre offers pretty good views. The dam level has varied a lot over the years. It was less than half full in the mid 1980s, but torrential rains filled it to 100% in 1997 when the spill gates were last opened. The level steadily dropped to an all-time low of just 32% in 2007, but since then it has recovered and was 58% full when we visited.

The half hour passed very quickly and the VWs were already starting up and heading off as I walked back to the



carpark. However I didn't follow everyone else back to the Plough and Harrow; instead I drove out of the dam grounds and pulled up outside the African Lion Safari gates on Production Rd.

This fondly remembered family entertainment venue was opened in the 1960s by the Bullen family (yes they also ran Bullen's Animal World at Wallacia). For years visitors could drive through the double gates into an African veldt, watching lions, tigers and bears being fed from the safety of their cars. Over the years the park included fun rides, water slides, a dolphinarium, reptile zoo, educational centre and mini train rides. It closed down in 1991.



Today most of the facilities have been bulldozed, and all that's left among the undergrowth are the crumbling tarmac roads through the grounds, the decaying tall wire fences and a few burned-out buildings. It seems that all the old 1970s fun parks have closed – Adventureland, Wonderland, Paradise Gardens, Magic Kingdom, Bullens Animal World – only Luna Park and Jamberoo are still going.



I drove back to the Plough and Harrow, and regathered for more VW socialising before the trophy presentations. A few of our members got 'people's choice' trophies, including Steve driving David's Superbug.

A very enjoyable day. Flat Four will be putting on another cruise in the new year, so keep an eye on the calendar and come along for a relaxing and pleasant cruise!



All German Day at Newcastle. Sunday 21 Nov.

Sunday dawned bright and sunny when I left for the All German Day on the foreshore on Newcastle Harbour. The



show was put on by the Mercedes Benz Club of NSW, we had been handed a flyer at the Bowral Motorfest last month.

On arrival there were Mercedes, Porsches, BMWs, 20 Kombis, 9 Beetles, 2 Karmann Ghias, and 3 Type 3s.

Club Veedub was well represented by myself, Ian and Rose with 2 cars, Glenn with his KG and a Type 3 wagon.



After about 6 hours checking out the cars and talking to people I've met over the years at the Canberra Autofests, I'd decided to head home when a photographer from the Newcastle Herald asked if he could take some photos of my car!



We borrowed two little kids, and put them in the boot. This photo was featured in the Newcastle Herald on 22nd November. Luckily Shirley and I have friends up there and they sent the article down to us.

All in all it was a great day, good venue and a good run for my VW.

Ray Pleydon



Germany's best comes to the fore

FEATS of German engineering took centre stage at The Foreshore in Newcastle yesterday as part of an All German Cars Show and Shine. Held by the Newcastle Mercedes-Benz Classic Car Club, the annual event attracted about 120 cars spanning six decades.

Club secretary Jack Kyte said the event featured a broad range of brands including a strong representation of Mercedes-Benz and Porsches. "They were superbly built," he said.

The event was held to support the Lions Club Children's Mobility Foundation.

SWEET RIDE: Maya Lavercombe, 3, her brother Darcy, 5, and a 1959 Volkswagen Beetle. - Picture by Jonathan Carroll



Canberra Marques In The Park 2010. Sunday 21 Nov.

Sunday 21 November was the annual Marques In The Park car show, here in sunny Canberra. Traditionally all car clubs affiliated with the Council are invited to attend the show, with many hundreds of cars of all marques on display to the public. Some clubs use it as a Trophy presentation day, others as a good excuse to clean the dust off the cars and drive them, for our club it is a great chance to show the cars off to the public and hopefully foster more interest in the club.



Although we only had 5 cars on show, the types were varied and displayed a great cross-section of VW vehicles. Thanks to everyone who came along, it was a bit warm, but a great event.

Bruce Walker





The Toy Department.

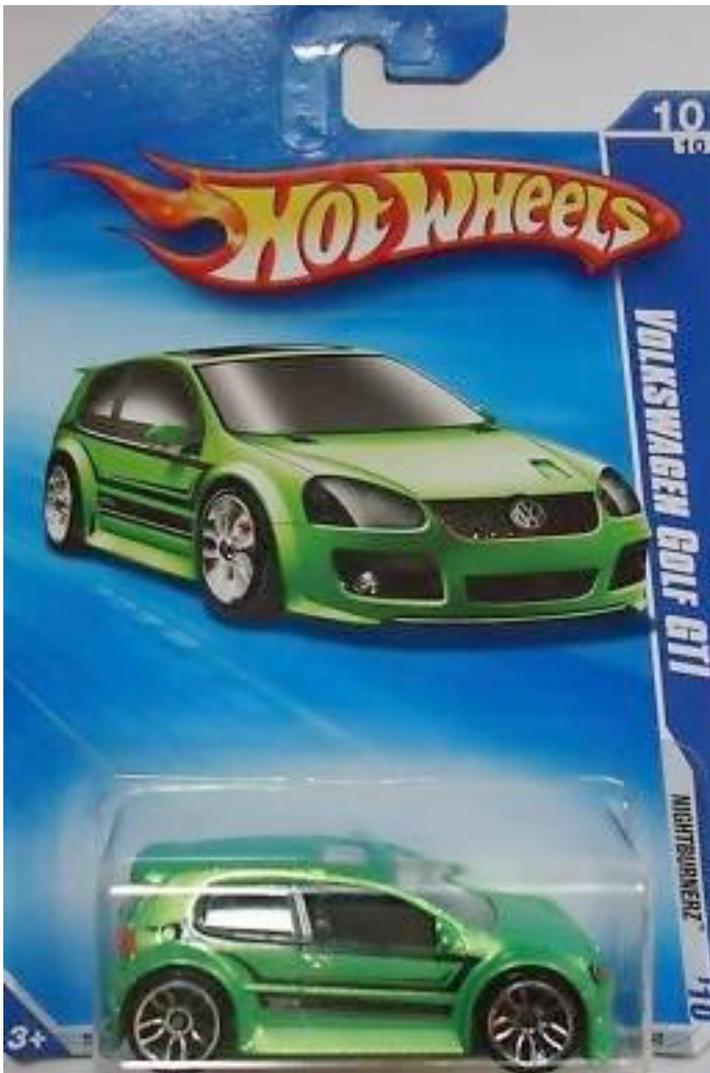
Welcome to another toy department edition!

With Christmas fast approaching, stocking fillers of the VW model variety come to mind!

Recently on the pegs and down the shops we have some new model VW releases.

Firstly Hot Wheels have released a metallic green Golf GTI with a mad body kit, and also a new Baja, a racing VW Scirocco and Manx buggy.

On the horizon look out for another Matchbox '68-'72 'low light bay window' Kombi in green. This is currently only available in Brazil, but hope fully should make it to our shores sometime in the New Year.



Finally and just in time for Christmas Schuco have released there 8th limited edition 1/18 bay window low light kombi, this time a panel van similar to the red Porsche variation .



Keep an eye out for it on line or visit the Schuco site,
www.schuco.de.

Have a Safe & Merry Christmas

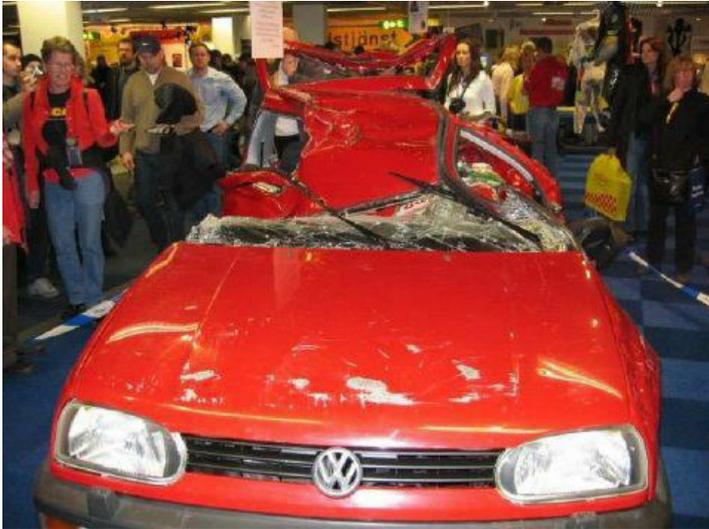
Tony Bezzina
kbezzina@bigpond.com

Her last call was from a mobile phone.

And people keep on thinking, it won't happen to me.
How wrong can you be?

Many reports have been published about the dangers of using a mobile phone while driving. We hear it on the news all the time. But who is listening? Sometimes it takes photos to really get our attention.

Her last call was from a brand new mobile phone. Do you see the motorcycle?



Now do you see it?



The Honda crotch rocket rider was travelling at approximately 90 km/h. The VW Golf driver was talking on a mobile phone when she pulled out from a side street, apparently not seeing the motorcycle. The rider's reaction time was not sufficient enough to avoid this accident.



The car had two passengers and the bike rider was found INSIDE the car with them.

The Volkswagen actually flipped over from the force of impact, and landed six metres from where the collision took place.

All three involved (two in the car and the bike rider) were killed instantly. This graphic demonstration was placed at the Motorcycle Fair by the Police and Road Safety Department.



Pass this message on to car drivers, or soon to be new drivers, or new motorcycle owners. Especially everyone you know who has a mobile phone!

Save a life. Stop talking on mobile phones, and especially texting while trying to drive. And remember to drive safely this holiday period.

The life you save may be your own - or mine.

Mick Hooker

Driving the Golf GTI.

The definition of perfect is: exactly fitting the need in a certain situation or for a certain purpose, entirely without any flaws at all.

Perfect is the word you would use to describe the old Mk5 Volkswagen Golf GTI. Everything about it was sound, and exactly as it should be. Like most other motoring enthusiasts I was left scratching my head, wondering how Volkswagen could possibly improve on it.

Enter stage left, the 2010 Mk6 Volkswagen Golf GTI.

Any motoring tragic worth his name would give up his Peter Brock Polariser for a drive of the new GTI, and I certainly wasn't an exception. Everything about the exterior makes the heart flutter. The sweeping headlights and characteristic GTI red stripes add to the emotion of the package.



New optional 18-inch wheels differentiate the GTI from the rest of the Golf range, but the standard 17-inch wheels fitted to the test vehicle are almost identical in design to the outgoing GTI.

At the rear a distinctive set of sizeable twin exhaust pipes and GTI insignia are the only distinctive characteristics of the GTI moniker.

Inside the cabin you begin to appreciate what the GTI is all about. The sculpted sport steering wheel sits comfortably in the hand, while the body hugging seats ensure you don't move an inch when hurtling through corners at great – but legal – rates of speed.

The three-door version tested has big, wide opening doors but surprisingly they're not heavy and open with a narrow angle, making entry and egress in tight parking spaces easier.

Interior fit and finish is second to none. All panels and materials used throughout the cabin are solid and feel a step ahead of the Mk5. Rear leg room at first seems limited to children and dismembered adults, but this is an illusion as the three-door has the same wheelbase as the five-door, and has the same generous rear room.

The interior could be made of chalk and the Golf GTI would still be the best handling hot hatch this side of a go-kart. Power from the 2.0-litre four-cylinder turbo engine has increased from 147kW to 155kW, while peak torque remains the same at 280Nm, the only difference being that peak torque now comes in 100rpm earlier at 1700rpm.



Our test vehicle was fitted with an 'old-fashioned' six-speed manual gearbox. The slick shifting six-speed cog box is mated to a light and sharp clutch with short travel. The pedals are perfectly spaced for heel-and-toeing, but the touchy brake pedal takes a bit of time to get used to.

The ride is firm, but not firm enough to kick up a stink. It takes bumps with a sharpish jab but won't leave you with back pain after ten minutes of driving. It's the perfect compromise between comfort and sportiness.

From the moment you start the GTI and first get a hint of that four-banger burble, you know it means business.

Under load the GTI emits a hefty and deep bark throughout the rev range. The audio note inside and outside the cabin assaults the ears to a perfect degree. It's not overdone, but on the same token it can be heard when you begin getting stuck into the GTI.

As you hit your first corner, the heavily weighted steering wheel will be the first smile the car attracts. It's heavy enough to make cornering feel go-kart like, but light enough to make parking and city maneuvers effortless.

The next thing that will certainly heighten your senses and increase the smile is the manic acceleration. Under full throttle the GTI steers dead straight. Torque steer is a refreshing non-event and makes driving the GTI even more desirable.

During cornering, it's hard not to question the physics behind the GTI setup. By any stretch Volkswagen have rewritten Newton's laws of motion and done away with laws of friction. Anyone unknowingly thrown behind the wheel of the GTI and asked to nail it through some corners will almost certainly be convinced they are driving a vehicle that sends torque through all four wheels.

Volkswagen's latest trick is its electronic transverse differential lock (or XDS for short). The electronic front differential reshapes what most people would consider typical front wheel drive behaviour.

Understeer is quelled courtesy of the intelligent XDS setup. XDS allows the front differential to actively shift torque between the front wheels, constantly adjusting torque delivery to the wheel with the most traction under load.

In most normal circumstances a front wheel drive vehicle (especially one with forced induction) will send all torque to the wheel that's under least load. This causes wheel spin and inevitably causes understeer. XDS not only shifts torque to the wheel with the most traction, it will also cut torque and even brake the least laden wheel if it begins spinning.



The touchy brakes are the first port of call before a corner. The brakes attached to the GTI bite with ferocity and slow the GTI in commendable fashion. Initial turn in is then taken care of with a short, sharp twist of the steering wheel. The somewhat heavy wheel retards the turn beautifully and communicates all facets of the road directly to the driver.

The front end points exactly the way you would expect it to and remains flat and tight throughout the corner. Body roll is non-existent and goes to show just how complete this package is.

While powering out of the corner, it's almost impossible to make the GTI understeer. No matter how much throttle you pile on, the GTI steers exactly where you want it to go with minimal intervention from the traction control. XDS has totally transformed the GTI, turning it from a hot hatch that rivals all other front wheel drive hot hatches, into a hot hatch that rivals ALL other hot hatches.

Unfortunately the brakes on our test vehicle weren't up to the task. The first section of the test loop includes a considerably twisty downhill stretch. Although the brakes bit hard at the beginning, they started to fade by the bottom of the stretch. The same problem occurred when the car was pushed through numerous corners on the second flat stretch of the test loop.



Fellow road tester Matt Brogan also drove the DSG GTI and claims the brakes were far better on his vehicle. Our manual test vehicle was recently loaned to a car magazine (and is currently on their front cover), which could explain the brake anomaly.

The Golf GTI comes from the factory with a selection of tyres. They include the Pirelli Pzero Rosso, Michelin

Primacy, Bridgestone Potenza RE040, Bridgestone Potenza RE050, Dunlop Sp Sport 01A, Michelin Exalto 2, Continental Sport Contact 2 and Dunlop Sport Maxx. Our two test vehicles were fitted with Bridgestone Potenza tyres and were a perfect match for the car.

Fuel consumption doesn't suffer with the power rise either. Even after being spanked around our test loop and with over 60% city driving, the GTI returned a combined fuel consumption of 7.2L/100km, bettering the ADR figure of 7.7L/100km.

Prices start at \$38,990 for the three-door six-speed manual tested and finish at \$42,990 for the five-door six-speed dual-clutch variant. While it sounds cheap, you won't get out of the dealership without ticking some of the expensive option boxes. Metallic paint is \$700, navigation is priced at \$2,500 and leather seats hit the wallet at \$3,300.

Despite the pricey options, the Mark VI Volkswagen Golf GTI manages to exceed expectations and raise the impossible bar set by the Mark V GTI.

If you have ever wanted to buy a hot hatch, you cannot look beyond the Golf GTI. It is the ultimate hot hatch, the Jennifer Hawkins of girls and the Brad Pitt of guys. Perfection has a new name – Mark VI Golf GTI.

Paul Maric



Specifications:

Engine: 1984cc turbo charged four-cylinder
Power: 155kW @ 5300rpm
Torque: 280Nm @ 1700rpm
Transmission: Six-speed manual
Driven Wheels: Front wheel drive
Brakes: Four wheel discs
Top Speed: 235km/h
0-100km/h: 6.9s
CO2 Emissions: 180g/km
Fuel Consumption: 7.3L/100km
Fuel Tank Capacity: 55 litres
Fuel Type: 98RON PULP
ANCAP Rating: 5 star
Airbags: Six
Safety: ABS brakes with EBD, BA. ESP.
Spare Wheel: Space saver
Tow Capacity: 1300kg
Warranty: 3-years/100,000km
Wheels: 225/45R17



The VW flat four.

Look after a Vee Dub flat-four engine and it could last forever. But neglect one and it will soon lose its cool.

In Woody Allen's 1973 film, *Sleeper*, he climbs into a Beetle that has stood for 200 years, cranks the starter and it fires up first time. These tough little cars have earned a deserved reputation for reliability and durability, but only if looked after.

Bernie Smith of UK-based VW engine and transmission specialist, Wagonmaster, reckons that the air-cooled flat four only gives problems when neglected or abused. "It's totally over-engineered," enthuses Bernie, "with a fully-machined forged crankshaft and conrods."

A well-maintained engine should easily cover over 100,000 km without any major work, and there are examples of 300,000- to 400,000-km cars running on the original engine. The problems stem from a misunderstanding of the engine's needs. It was designed in the 1930s, when a 5,000 km service interval was normal. These days it's often neglected. Although the engine evolved throughout its life, growing from 1131cc to 1584cc in the Beetle, the basic design remained the same. A four-bearing crankshaft runs in shell bearings in a magnesium two-piece crankcase. Four cylinder barrels are mounted in horizontally opposed pairs, and held in place by a pair of aluminium cylinder heads. The most notable development came in 1971 with the change from a single inlet port on each cylinder bank to a pair.

Valve clearances are critical to avoid overheating, and should be checked and reset every 5,000 km. Clearances, set when cold, are 0.1 mm (0.004") on pre-1965 engines, and 0.15 mm (0.006") from then on. If they close up, the valves will soon burn out.

One of the most common causes of total engine failure is build-up of carbon on the exhaust valves. As well as causing guide wear, the engine will run hotter and the mass of carbon will eventually cause the valve to shake its head off and destroy the engine. Replace the valves if the tip of the stem has worn even slightly concave, or if the adjuster is worn at an angle. Either would prevent you setting the clearances accurately.

Rocker shaft wear is unusual because it is oil-fed via each of the hollow push-rods, but it's worth prising the spring clips off and sliding the rockers aside to check. Make sure the spring

washers either side of each rocker aren't broken.

Heads are unlikely to warp unless the engine has been badly overheated, but cracks are more common. Don't worry if they are between valves, but cracks between the exhaust valve and spark plug hole, usually caused by excess heat from incorrect ignition timing, mean the head is scrap. Stripped spark plug threads must be reclaimed by removing the head and fitting new steel inserts, but if the head is cracked here, again it's scrap.

The original phosphor-bronze valve guides wear after 65,000 km, but don't usually need replacing until double that. Lift the valve head 15mm. If there's more than 0.125-0.15 mm (0.005-0.006") side-to-side rock, replace them.

If any of the exhaust manifold studs have deteriorated, warm the head with a gas torch, apply penetrating oil and strike the head of the studs with a hammer before trying to undo them.

The cylinder barrels are a machine fit with the cylinder heads - there's no gasket.

You can ensure a good seal by applying very fine grinding paste to the mating surfaces and rotating each barrel under its own weight. Be sure to clean away all paste thoroughly afterwards.

The pushrod tubes are clamped between the cylinder heads and crankcase when you tighten the head bolts. Use quality seals included in a German Elring gasket set.

Tighten head bolts down slowly to 10 ft-lbs, working progressively from the inners outwards. Do both heads at the same time, not one side at a time. Follow the tightening pattern in your VW workshop manual. Then tighten in 5 ft-



Rocker gear is over-engineered and well lubricated, so should last well. Check spring washers: they can snap.



Cracks between valves are alright, but the head is scrap if cracked between the spark plug hole and exhaust valve.



There's no gasket between cylinders and heads. Apply grinding paste and rotate cylinder under its own weight.

lbs increments to 25 ft-lbs (10mm bolts) or 18 ft-lbs (8mm bolts). Check that pushrod seals are pulled down evenly.

All engines from 1966-on can run on premium unleaded fuel (ie 95-RON), but earlier cars need hardened exhaust seats and valves. Never use E10 ethanol fuel.

New cast iron VW cylinders are so cheap, it's not worth trying to rebore or recondition the originals. Throw them away and buy new ones. Crankshaft bearings aren't prone to premature wear, but when they do go, it's the centre main shell and adjacent big end shells that suffer first. The rod bearings usually wear before the main bearings.

Before dismantling the engine, you can check for excessive crank end-float by grasping the flywheel and trying to rock it. Slight movement of 0.1 mm (0.004") that you can hear, rather than feel, is normal. Anything beyond 0.15 mm (0.006") means rear bearing or crankcase wear.

The main bearing shells are one piece except the centre one, which is split. You need a special pulling tool to remove the camshaft drive gear before the second bearing can be slid off the crank. A VW specialist should be able to do this for you. You can refit it yourself by warming the gear with a blow torch, but don't forget to fit the new bearing shell first with the locating peg hole furthest from the gear.

The rear bearing has shoulders that fit over the crankcase and shims are fitted to adjust end-float to 0.1-0.15 mm (0.004-0.006"). Always fit three shims, which are available in 0.20-0.40 mm sizes. If



Collar on shell bearing takes up crankshaft thrust. Check there is no play between bearing and journal.

a new bearing isn't a snug fit in the crankcase, the case needs spot-facing to accept an oversize bearing.

Bernie finds that 80% of old crankcases need line-boring, so look for wear in the crankcase journal and feel for wear with your thumbnail. When rebuilding, fit the bearings to the crank first, then lower it into the crankcase, making sure that the bearing locating pins engage with the holes in the back of the shells properly before bolting the case halves together.

Most heat and wear-related problems afflict components associated with number three cylinder first because it is furthest forward in the engine bay (on the nearside), where airflow is poorest.

Cam lobes wear, but new camshafts are only \$150, and follower sets \$90. Followers should be slightly concave so that they rotate during operation. Avoid reconditioned ones, which are usually machined flat. The oil pump is dog-driven off a slot in the end of the camshaft. If the pump or dog is worn, fit a new one.

Bernie recommends a thin smear of Blue Hylomar to seal the crankcase faces.

Don't forget to fit the cap that seals the back of the camshaft before putting the two halves of the crankcase together. You can improve the original external flywheel seal by fitting a silicone replacement. Remember to replace the internal O-ring.

The metal shrouds are essential to allow the turbine fan to cool the engine. Apart from the large upright fan shroud, there are numerous smaller pieces that fit tightly together around the engine. Make sure they fit well and that none are missing, particularly the small plates that fit below each cylinder pair. Never leave out the thermostat flaps. Spend some time carefully fitting the factory system and making sure it works.

Check that the carburettor accelerator pump lever moves with the throttle lever. If not, you can slacken the adjuster screw and move the linkage. Look down the choke body to see if the U-shaped pump jet has fallen out; sometimes it passes through the engine without damage.



Ensure pegs sit correctly in crankcase holes, and that they locate in bearing shells when you lower the crank.

Owners often want to modify the VW engine to produce more power. People new to VWs are recommended to pay a professional VW workshop for this, as it is best to learn how to service and tune the VW normally first. Often a VW down on performance can be remedied with a proper tune-up first.

Before doing anything else to improve the engine, it's worth fitting a remote filter head and a VW Golf oil filter. As well as being more effective, it doubles the oil and filter change interval.

The first step to releasing more power is to replace the original carburettor and manifold set-up with a pair of single-choke 34mm Weber ICTs or Dellorto equivalents. Fit a four-into-one exhaust manifold and replace the distributor with a Bosch 009 mechanical advance distributor. That will give 25% more power but will increase your fuel consumption by a litre or so over 100 km.

Staying with that set-up, a kit of 90.5mm diameter pistons and barrels to take capacity to 1776cc will give an extra 15-20% torque, but you will need to have the crankcase and heads machined to match, and also improve the cooling. These engines are 40% oil-cooled, so the answer is to drill and tap the crankcase so you can plumb in an additional oil cooler. Position it in the airflow under a rear wheel arch. The extra cooler, plus the oil filter mentioned earlier, give a useful increase in oil capacity. Avoid bolt-on deep sumps as they do not help cooling at all, and can easily be ripped off by hitting something. You have now reached 'fast road' spec.

If that's not enough, you can buy a kit containing a pair of twin-choke 44IDF Webers or 45 DRLA Dellortos, then have the heads ported to match the manifolds. This gives a very driveable 85-90bhp. However there is lots of specialist engineering work required and the whole engine needs to be designed as a complete unit, with all the components designed for each other. This advanced level of modification is best left to a quality Volkswagen tuning workshop.

Nigel Sanders

Buying a VW Type 2. 1950-1979.

Thinking of buying one of the most characterful vans ever built? Here's all you need to know.

If you thought the people-carrier was a modern invention, take a look at the pictures on these pages - it's now sixty years since the Volkswagen van made its debut. Another thing the pictures show is that a people-carrier doesn't have to be a box on wheels, it can have style too.



But it's not until you try out a Type 2 that you see what the fuss is about. You would think it'd be slow and uncomfortable, and while you don't buy a Type 2 for its speed, it's amazing how smooth the ride is. It's spacious too, with room to eat, sleep or even throw a (very) small party.

In November 1949 the VW Type 2 prototype was first shown to the press. The first designs had used a Beetle floorpan, but these proved too weak and a new, unitary body design was prepared. The new model went on sale in Germany in March 1950, first as a plain delivery van (Type 21), and in May the Kombi (Type 23) appeared, with two bench seats and windows. The Microbus (Type 22) followed in June 1950, and by the end of the first year VW was making 60 per day in Wolfsburg. The Deluxe Microbus (Type 24), sometimes called the 'Samba', debuted in June 1951. Further versions followed - the Ambulance (Type 27) in December 1951; the Single-Cab Pickup (Type 26) in August 1952, and the Double-Cab Pickup in November 1958.

The first Transporters were imported to Australia in 1954, and by 1956 were being assembled in VW's factory in Clayton, Melbourne. These used CKD kits sourced from Wolfsburg, and were also assembled in South Africa, Brazil and Mexico. By 1956 the Wolfsburg factory was flat out and could not meet demand, so a new factory was opened in Hanover just for the Transporter.

1954 Transporters were the first to get the new 1192cc 30 DIN hp (36 bhp SAE) engine, with flat-top piston for a 6.6:1 compression ratio, and were the last of the 'barn door' bodies. A number of improvements were made in 1955, such as a taller windscreen and overhanging roof, larger rear window and door, engine cover lowered by 30cm, spare moved to the front, and a full-width dashboard.

The next major change was in 1959, when a redesigned 1200 engine appeared (still 30 DIN hp), together with an all-

synchronmesh gearbox. This engine was boosted to 34 DIN hp (40 bhp SAE) in 1961 by a compression increase to 7.1:1, and a new 28-PICT carburettor. Other improvements to the brakes, suspension and electrics were also made. For 1963 the engine was increased to 1500cc and 42 DIN hp (50 bhp SAE), with a taller final drive ratio. It could now carry 1,000kg, up from 800 kg for the 1200.

A sliding door was available as an option from May 1963, and US-style flat front turn signals replaced the earlier pointy ones (semaphores had ended in 1960). The last major body change for this model was in 1964, when the rear hatch was enlarged and the rear corner windows were deleted. The brakes were enlarged again and the gearbox further improved. Over the next few years there were only detail changes, such as new switchgear, improved wipers and interior trim.

These changes were minor compared with those of late 1967 for the 1968 model year, when the old 'split-window' body shell was completely redesigned. This new second-generation Transporter has since become known as the 'T2'. Even more recently the English have called the T2 the 'bay window'; a strange name, as architecturally the T2 does not have a 'bay window' at all (which are mullioned, four-paned and multi-sashed). It's really more a 'panoramic' window but that name is not as snappy. Unfortunately the term 'bay window' has caught on, even in places like Australia and the US where that name was never used by anyone before about 1998.



The new 1968 model was longer and wider than before, and there was virtually no parts interchangeability with the previous model (other than engine and wheels). There was now a standard sliding door in place of the conventionally-hinged items, plus dual-circuit brakes, ball-joint front suspension and expensive Porsche-style double-joint semi-trailing link rear, redesigned gearbox and a more powerful 1600cc engine that developed 47 DIN hp (54 bhp SAE). There were a host of other improvements too, such as larger windows all round, bigger fuel tank, new heater and ventilation system, new dashboard, and wind-up door windows.

Development of the T2 continued, especially safety-wise. A collapsible steering column and front deformation elements were added in 1969, together with strengthening of the front suspension and frame, and front disc brakes. In 1970 the 1600 engine was upgraded with twin-port heads, a new

manifold and carburettor, and it now produced 50 DIN hp (59 bhp SAE). In 1972 the option of the twin-carb 1700 engine (from the VW 411) was added, detuned to 66 DIN hp (77 bhp SAE). A brake booster and radial tyres were added. The taillights and rear air intakes were enlarged, and the rear bumper raised and strengthened. In 1973 a 3-speed automatic was available for the first time. The front was redesigned with improved crash protection and stronger bumpers, and the blinkers moved up level with the fresh air grille.

For 1974 a big bore twin-carb 1800cc engine (from the VW 412) was available, producing 68 DIN hp (80 bhp SAE). The fuel cap flap was deleted; seat belts were fitted as standard. In 1975 the four millionth VW Transporter was built. For 1976 there was a new 2000cc engine, a bored and stroked version of the 1800 with fuel injection that now produced 70 DIN hp (82 bhp SAE). The gearbox was improved and the ratios adjusted, the front seats improved and the driver's stalks were redesigned.

Australian assembly ceased at the end of 1976 and all Kombis were henceforth fully imported from Germany. 1977 German Kombis went back to twin carburettors, and dropped the bulkhead behind the front seats. This allowed camper conversions to have rear-swivelling seats. German Microbuses had chrome bumpers, and opening vent windows in the front doors. The 1978 Kombis had improved controls and a new steering wheel, and better seat belts. The last T2s were made in 1979, and were also the last models imported into Australia.

In Europe the new T3 Transporter replaced the T2 in late 1979, but Australia did not see this new model until 1982.



Both T1 and T2 Kombis are very collectable today and are experiencing a new wave of nostalgic popularity. Prices for T1s in recent years have been astronomical. The trend had even been for UK enthusiasts to come to Australia and buy local T1s (and recently T2s too) and ship them back to the UK. Australia's warm, dry climate means that more old cars survive here.

Traditionally it has been the 'split screen' Type 2 that was more sought after, reflecting in the exorbitant prices charged. But with the T2 Kombis now more than 30 years old and good ones becoming scarce, prices are creeping up for these later examples too. Act quickly and you can buy one for an affordable price.

Some localised areas of the Type 2's bodywork rot profusely, but overall the metal is fairly durable. If any panels need TLC, no problem: all panels are available, complete or as repair items, and they're made to a high standard, so little fettling will be required.

If major repairs have been made to the outer panels you should be able to spot them, unless complete panels have been replaced. The panels are large and flat, so there's a lot of work involved in keeping the original profile. But it's unlikely that anything other than the lower parts of the bodywork, and the nose, will have needed attention, due to a combination of blocked drain holes and road debris. The sills, wheel arches and door bottoms may all be showing signs of corrosion, with cover sills often being fitted to mask problems beneath.

The area in which you're most likely to find rotten metalwork is the front valance, which is hidden by the bumper. It gets bombarded with crud and is often overlooked at cleaning time so it gradually dissolves to the point where it needs replacing.

It's essential you get underneath and have a good look at the floorpans, especially towards the front where there'll be lots of mud but no leaked engine oil to protect the metal. Also lift the engine cover and see what state the inner wheel arches are in (the battery often leaks acid and dissolves its tray and the surrounding metalwork).

Although there was just one battery as standard, many vans have had another fitted to power extra interior lighting and fridges. You'll need to make sure the metal surrounding a second battery is also intact.

The leading edge of the roof suffers from corrosion too, while the metal immediately below the windscreen is prone to rot. The result is water getting into the cabin, so have a good look in the footwells to check for dampness.

While all this might make it sound as though the Type 2 is rot-prone, the reality is that few vans are heavily corroded. What's more likely to consign a Type 2 to the scrap yard is a rotten chassis, although this is also unusual. The Type 2's chassis consists of a pair of girders, to which outriggers are attached. Replacing the outriggers is no big deal and it's very rare for the main rails to have rusted significantly.

No Type 2 has much power and they're not exactly lightweights. As a result, the engines get worked pretty hard so look for the usual signs of wear. The most important is blue smoke as the van accelerates, which indicates that oil is being burned because of worn piston rings or cylinder bores. If the engine has worn out, the cheapest option is to fit a used unit, which can be bought for around \$600. But the chances are it won't have much life left in it because the lifespan of these engines is necessarily limited - so it's best to go for a rebuilt engine, which will cost closer to \$4,000.

Next, check for excessive crankshaft-end float by pulling on the fan-belt pulley. If there's any detectable movement, the main bearings need replacing, which means stripping down the engine. Check the colour and level of the oil, which should have been changed every 5000 km. The oil in an air-cooled engine has to work harder than in a water-cooled one, because it acts as the coolant as well as the lubricant.

Engine accessibility isn't great, but if you're buying a project it's easy to remove the engine altogether. Servicing is simpler than you'd think, so there's no reason to suspect

neglect. On pre-1971 examples, the engine simply pulls out from the rear (after removing the bumper and valance). Later ones require the engine to be lowered, which really requires a hoist, and their motors are larger and more complicated. But plenty of enthusiast owners have done it in their garage or driveway.

Although there's no cooling system as such, that doesn't mean there are no checks to be made. The heat exchangers that make up the cabin's heating system can corrode and allow engine fumes into the interior. To make sure they're in good condition, run the engine with the heater on: if the exchangers are leaking you'll soon know about it. Replacing them is easy - they just bolt into place. Finding new ones at a reasonable price, or even good second-hand ones, is another matter.

Unless you're looking at buying a pre-1960 Type 2 with a 36-bhp 1192cc Beetle engine, anything you're likely to need to repair or maintain a Kombi powerplant is readily available. Parts to keep the really early engines going are not extinct, they're just harder to get (and expensive). The 1.6-litre engines tend to last no more than 100,000 km before needing a rebuild. A tired engine will be down on power and running hotter as a result. There's no temperature gauge, so grab the oil dipstick after a long run - if it's too hot to hold comfortably, the engine is getting too warm. A healthy engine can happily run at speed all day long without overheating.

Two different 'families' of engine were used. Powerplants within each family are interchangeable, but you can't swap between the two groups. The first group (1192cc, 1493cc, 1584cc) are Beetle-sourced, and plentiful. They have the 'upright' fan shroud and single central carburettor. The second group (1679cc, 1795cc, 1970cc) came from the VW 411/412 range, and were detuned with lower compression and output for the Transporter. The 1700 and 1800 engines are now quite rare in good second-hand condition, and new parts for reconditioning are also getting difficult to find - new heads, for example, are not available. The 1970cc unit was only ever used in the Type 2 and Porsche 914, but it was the newest version so they are still reasonably common, although not in good original used condition. However parts for rebuilding 2.0-litre engines are straightforward to find at VW shops, although more expensive than Type 1 parts.

The VW engine's weakest spot is the cotton-sheathed rubber hose used for the fuel lines, which run from the petrol tank above the rear axle to the front of the engine. This hardens and eventually perishes due to engine heat, but because it's covered in woven cotton you don't notice until it splits and leaks petrol over the top of the engine and exhaust. The hose should be replaced annually, and although some owners do this, they often fail to secure it properly. So check the hose has been replaced, is in good condition and is secured properly.

The Type 2's transmission has a fairly easy life thanks to the engine's low torque levels. As a result things tend to last for a very long time - but not forever. More likely than gearbox problems is a worn gear-linkage rubber coupling, which perishes and can lead to huge amounts of play in the gear change. It's easy to replace and cheap at just \$60.

Because the original Type 2 borrowed its (underpowered) engine and final drive from the Beetle, reduction gears had to be fitted to the rear wheel hubs so it could move off. Amazingly, these came from the WW2

Kübelwagen! These gears rarely give problems other than oil leaks. All parts are readily available at around \$320 per side, but it's a job that needs doing less frequently than every decade. Post-1968 vans didn't have these hub gears; they have double-joint axles with CV joints.

Make sure there are no tight spots as you turn the steering wheel. The VW's steering box is best left well alone - many drivers, unfamiliar with worm and peg steering, try to make it give rack-and-pinion precision by adjusting the peg and damaging the set-up beyond repair. A steering box rebuild kit for 1955-1963 vans is available from some VW specialists, which includes a new worm and peg, but costs nearly \$2,000.

If the steering feels vague you need to check for king-pin wear by jacking up the front of the van and supporting it on axle stands. Hold the wheel top and bottom and rock the tyre to feel for movement. If you can detect any play it could be the wheel bearing, which can be adjusted. Alternatively it could be the king pin. You can find out by getting someone to rock the wheel while you look at the hub from underneath. Nothing is terminal but a rebuild is expensive, with a kit costing around \$800 per side complete with all bushes, bearings, shims and seals.

The Type 2's suspension system is simple, with torsion bars all round. These give the van a supple ride but they have a tough job thanks to the weight of the vehicle. As well as losing some of their elasticity, you need to make sure the vehicle hasn't been lowered before being returned to normal spec. In the early 1990s there was a trend towards lowering Type 2s by cutting the torsion bars, twisting them on their splines and rewelding them. It can be done, but you need to make sure it's been done properly. It requires welding of the axle and suspension components to attach the necessary parts, so inspect any welds for cracks carefully.

The brake master cylinder often gets overlooked because it's beneath a hatch under the cab floor. Although the cylinder itself tends to be durable, it's worth having a look at the fluid level - if it's really low, there's a problem somewhere. This could stem from a perished hose, damaged pipe or worn wheel cylinder.

Drum brakes all round were fitted until 1971, and while they're up to the job, they don't feel especially strong. That's as long as they're in good condition - once the braking system starts to deteriorate, things can get alarming. The first thing to check for is fluid on the brake back plates, as leaking wheel cylinders aren't unusual. Fitting new cylinders is easy enough, but they're not necessarily cheap: 1955-63 front wheel cylinders are around \$200 each (with four per vehicle); 1963-1971 front wheel cylinders are \$40 each, while rear cylinders (two per vehicle) are around \$35 apiece.

Up to 1968 the electrics were a six-volt; only the last Euro 1967 split-screens were 12-volt from new (Australian 1967s were 6-volt). A six-volt system can be adequate but is prone to voltage drop caused by poor connections and bad earthing. Conversion to 12 volts can be easily achieved for around \$1,000 - most Type 2s of that age will have already been converted.

Twelve-volt split-screen wiper motors are very hard to find, as are fuel gauges, but otherwise there are few common electrical problems. Many campers have been personalised, so check the wiring and fitting of accessories, particularly second batteries, mains hook-ups and stereo systems. A chafing wire can soon lead to a short circuit and a fire.

Particularly check the wiring from the battery to the starter - it should be supported by rubber grommets where it passes through the engine bulkhead, and should not foul the bodywork anywhere.

When you think that some people travel around the world in these vehicles, living in them for months on end, it gives you an idea of how practical they are. But you don't have to drive around Africa to appreciate the Type 2.

With European production having ended 30 years ago, demand is outstripping supply, with the early (pre-1968) split-screen examples especially sought-after. But all Type 2s are desirable, and with prices edging up it's becoming viable to restore basket cases that would have been dismissed a few years ago. All the panels you'll need to restore a Kombi are available off the shelf from a VW specialist - and you needn't spend a fortune on them either. But remember that early vans are not only the most costly to buy - they're also the priciest to buy parts for. If you're a stickler for originality, you'll need to do your homework before buying a Type 2.

Kombi owners are typically enthusiasts who don't care too much about which bumpers or interior fittings are attached. As long as it keeps going, all is well with the world. And Kombi owners wave to one another on the road!

Herbie Xmas Quiz.

How much do you know about the Herbie the Love Bug questions? Have you seen the four original Herbie big-screen movies? Here are 53 Herbie questions, taken from the Trivial Pursuit board game, Disney DVD edition.

1. What is the title of the first Herbie movie?
2. What profession has Willoughby Whitfield newly qualified in?
3. Which cruise ship does Herbie travel on - and gets thrown overboard from?
4. What does Thorndyke pour in Herbie's fuel tank?
5. What state registration plates does Herbie carry?
6. What drink does Tennessee make for Thorndyke?
7. What colour is a Global Airlines stewardess' uniform?
8. What is Thorndyke's first name?
9. What is Willoughby Whitfield's relationship to Alonzo Hawk?
10. What stolen item is hidden in Herbie before the race to Monte Carlo?
11. What fruit is mentioned in a Herbie movie title?
12. What is Herbie's friend, old No. 22?
13. Who is the clumsy French police detective who wins in the end?
14. What sign does Paco paint onto Herbie's doors?
15. What is Herbie's racing number?
16. What does Herbie squirt on the shoes of people he doesn't like?
17. What sort of race car is driven by Bruno von Stickle?
18. Who says that he may have misjudged Thorndyke?
19. What do Jim and Tennessee keep in an old glass barber's sign?
20. What city is mentioned in a Herbie Movie title?
21. What bridge does Herbie cross with Willoughby Whitfield at the wheel?
22. What Italian landmark does Alonzo hawk want to turn into a shopping centre?



23. Which Herbie villain is played by British actor Roy Kinnear?
24. What does Tennessee use to heat the coffee pot?
25. Which city is the location of Alonzo Hawk's biggest building project?
26. What name does the little kid give to Herbie?
27. Who stars as Tennessee Steinmetz?
28. What colour is Herbie?
29. What race do Pete and D.J plan on competing in with Herbie?
30. Who plays the nasty baddie, Alonzo Hawk?
31. The Monte Carlo qualifying races were filmed at which race circuit?
32. Who is the little orphan pickpocket kid in the Bananas movie?
33. What occupation was Mrs Steinmetz' late husband?
34. Where was Herbie's first race?
35. What year model VW is Herbie?
36. What does Jim tell Tennessee is the only food they ever have in the house?
37. What sort of car does Jim buy to replace Herbie?
38. Which of the Herbie movies features Inspector Bouchet?
39. Which city sees the start of the race to Monte Carlo?
40. What is Jim's price range in Thorndyke's car showroom?
41. Which sea creature chases Herbie through the ocean?
42. What is the name of the romantic parking place where Herbie takes Jim and Carole?
43. After losing the bet, what company takes over Thorndyke's dealership?
44. What sport did Tennessee's uncle Herb compete in?
45. In which French port does Herbie have his passport stamped?
46. Which part of Ireland does Tennessee say his uncle came from?
47. What kind of car does Herbie fall in love with?
48. What building stands in the way of the planned Hawk Plaza?
49. What is Wheely's surname?
50. What does the diamond's name - L'Etoile de Joie - mean?
51. What is Herbie's licence plate?
52. How strong does Mr Wu think Herbie is?
53. Herbie silently rolls through the dining room of which hotel?

Answers on page 35.

21 Economic Models explained with cows.

SOCIALISM

You have 2 cows.
You give one to your neighbour.

COMMUNISM

You have 2 cows.
The State takes both and gives you some milk.

FASCISM

You have 2 cows.
The State takes both and sells you some milk.

NAZISM

You have 2 cows.
The State takes both and shoots you.

BUREAUCRATISM

You have 2 cows.
The State takes both, shoots one, milks the other, and then throws the milk away...

TRADITIONAL CAPITALISM

You have two cows.
You sell one and buy a bull.
Your herd multiplies, and the economy grows.
You sell them and retire on the income.



AN AMERICAN CORPORATION

You have two cows.
You sell one, and force the other to produce the milk of four cows.
Later, you hire a consultant to analyse why the cow has dropped dead.

ENRON VENTURE CAPITALISM

You have two cows.
You sell three of them to your publicly listed company, using letters of credit opened by your brother-in-law at the bank, then execute a debt/equity swap with an associated general



offer so that you get all four cows back, with a tax exemption for five cows.
The milk rights of the six cows are transferred via an intermediary to a Cayman Island Company secretly owned by the majority shareholder who sells the rights to all seven cows back to your listed company.
The annual report says the company owns eight cows, with an option on one more.
You sell one cow to buy a new president of the United States, leaving you with nine cows.
No balance sheet provided with the release.
The public then buys your bull.

SURREALISM

You have two giraffes.
The government requires you to take harmonica lessons

A FRENCH CORPORATION

You have two cows.
You go on strike, organise a riot, and block the roads, because you want three cows.

A JAPANESE CORPORATION

You have two cows.
You redesign them so they are one-tenth the size of an ordinary cow and produce twenty times the milk.
You then create a clever cow cartoon image called 'Cowkimon' and market it worldwide.

A GERMAN CORPORATION

You have two cows.
You re-engineer them so they live for 100 years, eat once a month, and milk themselves.

AN ITALIAN CORPORATION

You have two cows, but you don't know where they are.
You decide to have lunch.

A RUSSIAN CORPORATION

You have two cows.
You count them and learn you have five cows.
You count them again and learn you have 42 cows.
You count them again and learn you have 2 cows.
You stop counting cows and open another bottle of vodka.

A SWISS CORPORATION

You have 5000 cows. None of them belong to you.
You charge the owners for storing them.

A CHINESE CORPORATION

You have two cows.
You have 300 people milking them.
You claim that you have full employment, and high bovine productivity.
You arrest the newsman who reported the real situation.

AN INDIAN CORPORATION

You have two cows.
You worship them.

A BRITISH CORPORATION

You have two cows.
Both are mad.

AN IRAQI CORPORATION

Everyone thinks you have lots of cows.
You tell them that you have none.
No-one believes you, so they bomb you and invade your farm.
You still have no cows, but at least now you are a Democracy.

AN AUSTRALIAN CORPORATION

You have two cows.
Business seems pretty good.
You close the office and go to the pub for a few beers.

A NEW ZEALAND CORPORATION

You have two cows.
The one on the left looks very attractive.

Herbie Quiz answers

1. The Love Bug
2. Law
3. Sun Princess
4. Irish Coffee
5. California
6. Irish Coffee
7. Orange
8. Peter
9. He is Hawk's nephew
10. A diamond
11. Bananas
12. Cable car
13. Fontenoy
14. Taxi
15. 53
16. Oil
17. (Laser) 917
18. Tennessee
19. Fish
20. Monte Carlo
21. Golden Gate Bridge
22. The Coliseum
23. Quincy

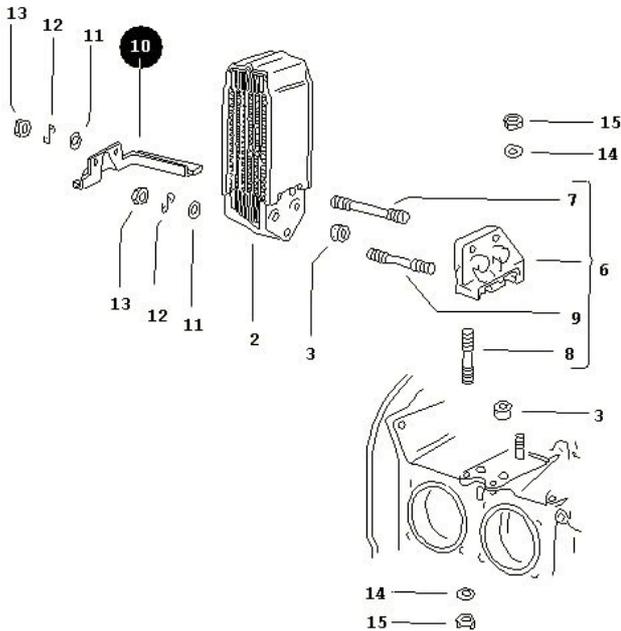
24. An oxy-acetylene welding torch
25. San Francisco
26. Ocho
27. Buddy Hackett
28. Pearl White (VW colour L87)
29. Brazil Gran Premio
30. Keenan Wynn
31. Laguna Seca
32. Paco
33. Fire Chief
34. Jack Rabbit springs
35. 1963
36. Parrot food
37. Lamborghini
38. Herbie Goes to Monte Carlo
39. Paris
40. About \$75
41. A shark
42. Seabreeze Point
43. Tang Wu Enterprises
44. Boxing
45. Le Havre
46. Coney Island
47. Lancia Scorpion
48. A Fire Station
49. Applegate
50. Star of Joy
51. OFP-857
52. The strength of forty horses
53. Sheraton-Palace



The Hoover Bit - that missing piece

I'm guilty of taking VW-specific magazines to task for the many errors and omissions in their articles. I'm not against VW-specific magazines . . . there is no 'hidden agenda' in my criticism. Indeed, I've urged people to buy the magazines for their ads and illustrations. But I've also told folks not to put much faith in their technical content since it was often incomplete, inaccurate or skewed to favour a device or service offered by one of the magazine's advertisers.

Over the years that I've been uploading articles to the internet my position with regard to the magazines and the poor job they do has earned me a lot of flack. Most of it comes from kids who simply don't know any better, some from older VW owners who should. I thank them for their opinion and that's usually the last I hear from them. But occasionally one of these misguided missiles will wave their lawyer at me. It's all horseshit of course, but it gets tiresome. The truth is, the technical content of the glossy VW-specific magazines is very low. Everyone associated with the magazines has a vested interest, either in their job with the magazine or some outside activity that is fostered by their relationship with the magazine. I don't. My opinion may not be correct but it's always my honest opinion, not dictated by fear, greed or financial interest. And while I may not always be correct, my opinion is based on first-hand experience . . . I'm the guy with the greasy fingernails . . . I spend more time at the workbench than the typewriter.



During the course of a recent thread having to do with the retro-fit of a late-model dog-house oil-cooler to an early engine, I mentioned a critically important piece of tin-ware, a small bracket that bolts to the cooler core, supporting the gasket(s) that serve as an air-dam for the cooler, and as a bolting bracket for the fan housing. It's the highlighted part 10 in the factory diagram above. Volkswagen's Part # for this is 113 117 321. The absence of this air-dam creates a substantial air leak, allowing air to by-pass the oil cooler. The bracket also serves to secure the fan shroud to the oil cooler. Without

the bracket and the critical fastener, the tin-ware around the oil cooler is blown out of position by the force of the cooling air, allowing as much air to go around the oil cooler as flows through it. The bottom line is that failure to install the bracket results in a profound reduction in the effectiveness of the oil cooler.

The bracket, which fastens to the two upper bolts securing the oil cooler to the adaptor, is missing on about half the engines I see. Ditto for the stamped steel air-dams under the cylinder heads. And on most of the engines I see, the usual complaint is overheating.



You don't have to remove the fastener to remove the fan shroud, just loosen it. The fastener is usually a slot head machine screw, as for the other tin-ware. (I like to use bolts instead of screws.) It should have the large diameter washer plus a warpy washer. It fits in the notch just beside where the air-vane return spring is fastened.

Normally, the screw and washer are loosely installed in the bracket, mating with the fan shroud when the assembly is lowered over the oil cooler. Without the bracket & fastener, at high rpms the tin flap over the fan shroud bulges out and most of the air escapes around the oil cooler instead of blowing through it. There's a little foam gasket on the oil cooler that's supposed to seal this leakage path but it's easily defeated when the flap is not secured. (Hint: Use a full-width foam seal. And the proper fastener.)

A Florida subscriber to the Type2 list read my comments about the benefits of the dog-house cooler and followed the recent thread, as well as asking a number of questions regarding air vanes and thermostats in private messages. He is new to Volkswagens, as were we all at one time and not especially confident of his skills as a mechanic, as were we all at one time.

He decided to tackle the job when an illustrated article on the modification appeared in the April 1997 issue of 'Dune Buggies and Hot VWs' magazine (page 54). But the article made no mention of the critical bracket and, never having seen one, he could not deduce its location from the illustrations, a copy of which he sent to me by surface mail.

He couldn't see it because it isn't there. The bracket is neither mentioned in the text nor shown in the illustrations. Whoever did the work left the bracket out and Bruce Simurda, the Editor and Associate Publisher of 'DB&HVW's', who wrote the article, obviously doesn't know enough about VW engines to realize the part was missing.

Without that critical little bracket you'll just be pissing away your money on the mod. Get the bracket. Do it right. Pour through the shop manuals until you see how it is installed . . . it only fits one way.

The article is the typical infomercial, touting SoCal Imports as one source of the components needed to do the mod. It would be interesting to hear their comments regarding the missing bracket.

Form follows function. The bracket is evidence of the critical attention to detail paid by Volkswagen to ensure maximum air-flow thru the cooler's core. Failure to include the bracket in their article or to stress the need for the wider fan, is just another of those 'little details' the magazines don't bother with. Unfortunately, attention to detail is the major difference between a good engine and a piece of crap.

Bob Hoover

VW oil cooler and tinware mods.

I was never able to duplicate Gene Berg's claimed results regarding engine temperatures and external oil coolers. Indeed, Gene never clearly defined what he was measuring. I believe I've already mentioned this situation in an article on external oil coolers.

My original interest was in learning how the Volkswagen engine was cooled so I could insure adequate cooling when the engine was installed in an aeroplane. Converted VW engines in aeroplanes being notorious for swallowing the rear-most exhaust valves.

I dismantled the fan shroud from a 40-hp engine (this was in the late 'sixties) and replaced it with a sheet of plexiglass. Running on the test stand, I could introduce smoke-streams and figure out what VW was trying to do. Later, I rigged the big squirrel-cage blower I used on my flow-bench to suck air down thru an engine with the fan shroud removed, using Temp-L-sticks, thermistors and the like to gain some understanding of the temperature change in the heads based on air-flow and engine speed.

I discovered the major emphasis in the original design was in providing the corners of the engine with air, with a very intricate series of air vanes and dams devoted to this purpose. Because of the obstruction of the oil cooler, the left head didn't flow very well and because of the offset of the cylinders, #3 got the least air of all.

Removing the upright oil cooler brought an immediate improvement in airflow although you had to do something about the 'hole'. I first tried various forms of air dam before realizing I was going at the problem backwards.

Adequate flow can only come when there is adequate pressure, and Volkswagen's method of sustaining adequate pressure using a pair of deflector plates and the tin-ware skirts across the ends of #2 & #4 cylinder didn't work very well. To maintain sufficient air pressure to ensure adequate flow to the 'corners,' you must improve the cowling of the underside of the cylinders, a step Volkswagen got around to a few years later.

There is also considerable improvement you can make in the heads, such as getting rid of any casting flash and

insuring maximum airflow down thru the fins around the exhaust stacks.

Getting back to external oil coolers, the dog-house cooler . . . and that of the Type 4 . . . is an external-type, in that air used to cool the oil is exhausted to the atmosphere and not used for engine cooling.

In one of my articles I described the auxiliary oil cooler I designed for my '65 Bus. I didn't give a lot of detail about the design process but it involved making a manometer from plastic tubing, plywood and coloured water to measure the air pressure inside the engine compartment. Addition of air scoops caused a significant increase in engine compartment air-pressure. While many still argue the merits of air-scoops on early buses one need only examine the cooling-air inlets of later model buses to see they too incorporate a scoop-type design.

Once I understood the problem I was able to come up with the design of an auxiliary oil cooler that worked, and very well too, as demonstrated on a run to Kansas City when I had to tow a Westy over South Pass (outside of Needles, California) in temperatures of over 100 degrees F (38 deg C).



A couple of closing points.

I don't want to get into a pissing contest with a dead man but I was never able to substantiate many of Gene Berg's claims. Indeed, in many cases I couldn't even get him to explain what he was measuring, where he was measuring it and how it was measured. I said as much years before his untimely death. Nothing has happened to change that.

The information I developed on auxiliary oil cooling applies mostly to my '65 Bus. The general principles may apply to later-model buses but the wiser course would be to run some tests before cutting metal.

I don't see any benefit in the idea of removing the oil cooler from a VW Type 4 to replace it with an after-market cooler. Should you need an auxiliary oil cooler there are convenient means of installing such without removing the stock oil cooler.

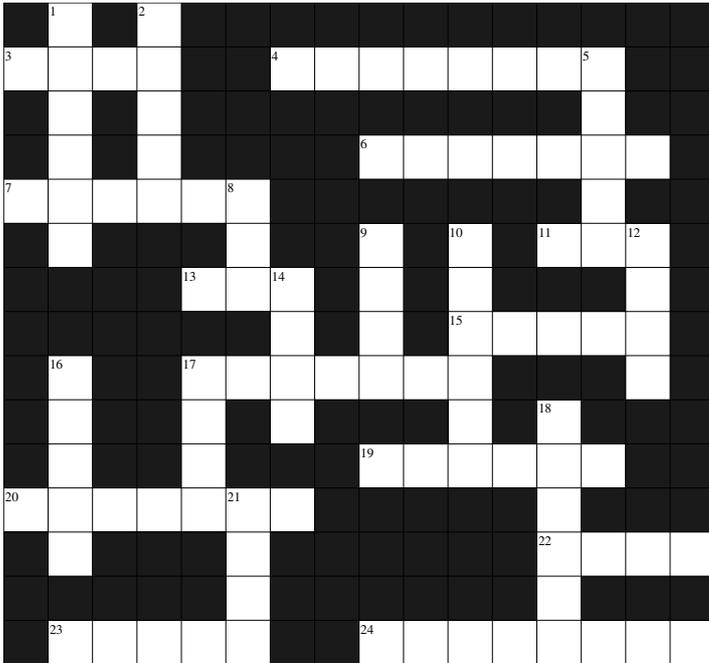
All of the Type 4s I've seen that were experiencing problems with overheating, the fault was due to poor maintenance, usually the result of missing air-seals or tin-ware.

Bob Hoover

Club Veedub Crossword.

Across:

3. The GTI version of this VW has just been released in Australia
4. You'll find these under the Xmas tree on Xmas morning
6. The cars on display at Newcastle in November all came from ...?
7. You might drive a VW but Santa drives a ...?
11. Flat Four's cruise went from the Plough and Harrow to the ...?
13. They have just postponed the 50mm (VSi 50) rule - for now
15. Many of the machines at Thirlmere are powered by ...?
17. Apart from Brian, he is the one with the red shiny nose
19. The famous VW with '53' on the sides
20. Where the VW drags are held in Queensland
22. VW's next cabriolet version will be based on the ...?
23. He is the reason for the season
24. The venue for the recent Marques in the Park



Down:

1. While driving you should not talk on your ...?
2. The Australian nickname for the VW Type 2
5. Hopefully he'll bring you some VW goodies for Xmas
8. The American alternative to Matchbox is ...? Wheels
9. At Xmas there are only 25 letters in the alphabet - because the angel said ...?
10. The only one of Santa's reindeer that shares his name with a VW
12. VW's in-house nickname for the upcoming mid-engined sports car
14. Their R15TDI won Le Mans this year
16. She revealed the New New Beetle shape - and heaven forbid she's coming to Australia
17. His ex-John Watt turbo Beetle came eighth in the

championship

18. The latest version of the VW Transporter is the ...? Cab
21. You can explain any economic scenario with these

Last month's crossword.



Chosen by Lily ☺



VW6877

£799, gift wrapped.

No extra charge for the gift wrapping. It's on Santa Claus.

So are the heater/demisters, four-speed synchromesh gear shift, baked enamel finish and automatic choke.

They're all built into the car, and into the price you pay for it.

£799, tax paid.

And so are lots of other VW extras!

The extra tyre life (most owners report

around 40,000 miles from a single set, without recapping).

The extra thousands of miles you get out of a VW, and the lower maintenance and repair costs you put into it.

But there's one extra that makes seven million VW owners feel like it's Christmas all the year; the way you feel when you drive one.

To get to be a Volkswagen, a car

needs more than unmatched reliability, economy and durability.

It needs a special kind of liveliness and 'kick-it-around' stamina that only one car can give you. Just one.

A Volkswagen.

And at £799, tax paid, it's a gift (even without the wrapping).



VW1200 £799. VW1200 Deluxe £899. VW 1200 Deluxe Sunroof £94 (State Capital City prices, incl. Sales tax).

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