

Zeitschrift



The Australian J & S beach buggy.

April 2011

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Club VeeDub Sydney.
www.clubvw.org.au

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



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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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Bug-A-Bug	Nulon Products Australia
Canberra VW Centre	Volkommen Art
Classic Vee Dub	Wolfsburg Automotive (VIC)

Newcastle Vee Dub Pit Stop Cruise Sun 1st May 2011

Cruising up to the Historical town of Morpeth and on the way there stopping at our Mechanical workshop at Unit3/30 Shipley Dr, Rutherford. We have a lot more parking spaces. With the workshop open so that any VW enthusiast can have a look over their car on the hoist and even give their VW a grease.



Free sausage sizzle & soft drinks.
Then cruise over to Morpeth
for a coffee.

Meeting about 9.30am and heading
off for the workshop around 10.00am

New meeting spot for Newcastle VW folks to meet at Stockland Wallsend Shopping Centre car park at Cnr Cowper & Kokera Street, Wallsend. As last year we had to many VWs which is a good thing.

Then picking up any others at end of HWY at Beresfield, having BBQ around 11.30–12.30 then heading over to Morpeth about 1.00pm or 2.00pm for coffee or what ever browse shops at your own leisure.

Then you can head home when they please.

Contact Rose for more info

Mobile: 0427 550 203

Email: avwnut@bigpond.com

Please note that times may vary depending on number of cars that show up.

SHOALHAVEN VOLKSWAGEN CLUB

— BLAST FROM — — THE PAST —



SHOALHAVEN VOLKSWAGEN CLUB PRESENTS A
DISPLAY OF CLASSIC VWs TO BE HELD ON THE:

- 1st MAY 2011
- AT THE BERRY SHOWGROUND
- GATES OPEN AT 9.00 AM
- \$15 ENTRY FOR CAR ADMITTANCE, AND
RECEIVE A BLAST FROM THE PAST EVENT
PLAQUE
- GOLD COIN DONATION FOR A LOOK AROUND
- ALL FUNDS RAISED WILL BE DONATED TO
THE SHOALHAVEN CANCER COUNCIL





Welcome another Legend into your family.

VW Nationals 2011

Join us for the 24th great year of Australia's original Volkswagen experience.

For more information contact David Birchall on (02) 9534-4825 or david@clubvw.org.au

Super Sprint

Saturday May 21

Wakefield Park Raceway
Braidwood Rd, Goulburn
NSW Australia

Show & Shine

Sunday May 22

Fairfield City Showgrounds
Smithfield Rd, Prairiewood
NSW Australia



Proudly supported by Volkswagen Group Australia.
Visit clubvw.org.au



FISH & CHIPS Run for charity.

**Sunday
26 June**

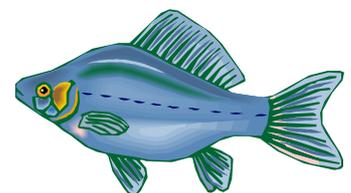


- To the Gerringong Bowling Club, in aid of the Mathew Talbot Lodge
- Please donate a clean warm item of clothing for the homeless
- 10:00am meet at the Nan Tien Buddhist Temple coffee shop, 180 Berkley Rd. Berkley (off the Princes Hwy)
- 11:00am leave for Geringoing Bowling Club for lunch
- Peer-judged trophies for Best Air-cooled and Best Water-cooled Volkswagens
- Lucky door prizes

This event is for ALL Volkswagens - Air and Water-cooled!

Enquires Norm Robertson (02) 625 05

nrobertson 6@optusnet.com.au



Von dem Herrn Präsident.

The 2011 VW Nationals is nearly upon us! We need helpers on both days, at Wakefield Park on the Saturday, and we also need help on Saturday night with setting up the venue at Fairfield and again on Sunday at the show.

We need to know of your willingness to help before the events, so that you can be allocated a job. Please contact Herb to help out at Wakefield Park, and David Birchall to help on Saturday night or Sunday at Fairfield Showground. Their phone numbers are listed on the committee page on page 2 of this issue.

There will be another Motorsport committee meeting on Thursday 5th May, which will be held at the Greyhound Social club. If you're interested in the motorsport side of things, please come along.

I'm working on the VW Nationals program now. As usual, it will also be the special May issue of Zeitschrift. We will putting this issue into envelopes at the committee meeting on Thursday 12th May, and there will be many more posted out than usual. If you can lend us a hand with it, it would be very much appreciated.

Last month we had the Rodstock cruise to the Hubertus Club at Luddenham, and by the time you read this we will also have been to the Old Car Social Club display at Flower Power, Moorebank. I hope the weather was good for these events.

There are just a couple of events coming up before the VW Nationals. Ian and Rose's Newcastle Pitstop Cruise is on Sunday 1st May, the same day as the Blast from the Past show in Berry. Both are great days out, so take your pick!

I've been talking to the Gibbs Products people about their range of products – lubricants, degreasers, penetrants and cleaners. The fellow I spoke to sounded willing to come along and give a talk at the meeting, so hopefully we'll see him there on 21st.

Otherwise we'll have either a VW quiz or a film as usual. If you have any other suggestions to make our monthly meetings more interesting, please let us know.

I hope to see you at an event soon.

Steve Carter



Motorrennen.

By Krikey time flies, it's already April and the VW Nationals in May is fast approaching. Just 7 weeks to go, and that means its Supersprint Time at Wakefield Park on Saturday the 21st.

By the time you read this article the VW Motorsport Committee will have had its second meeting in 4 weeks to make sure all is in readiness for the big day.

The Supplementary Regulations will have been approved by C.A.M.S., key officials will have been appointed both from within and outside of the club, but that is not to

suggest that more help is not needed. If you are at all interested in getting involved please give me a call. My number is on the inside cover of our magazine.

Chris Fraser (Secretary for the event) will be as anxious as ever to see if we can attract even more entries this year to make the event a success. You will find his educational and constructive comments else where in the magazine relating to car and personnel preparation.

I am hoping Mother Nature will be kind to the VW fraternity for the Nationals. I believe we have had enough natural disasters of late and could really use a break for a while.

No doubt all the die-hard competitors are gearing up and preparing their weapons of choice for our event. Rudi is as keen as ever to make amends for last year's performance and no doubt the Penrose boys will field some quality machines again.

John Ladamatos has traded in his flag marshal duties and has decided to compete instead, so we wish him well. Greg Mackie is rumoured to be competing also; I trust he has fitted a roll cage to his rebuilt racer.

To all those considering the opportunity to compete or just observe, don't hesitate, just do it.

Yours in sporting,

Herbert Gutmann



Kanberra Kapitelreport.

Wow, April already, those temperatures are dropping and we are just around the corner from the VW Nationals - time flies so quickly!

In March we had the Shannons Wheels carshow on the lawns of Old Parliament House, a great turnout and excellent weather. There should be a report in this magazine but I'd like to thank everyone who came along. This year we had a sponsor for our display - Gerald Slaven VW Belconnen, who also had cars on display and were able to assist with any information that the public was after. A huge thanks to them for their commitment to our club via sponsorship.

By the time this goes to print we will have had our 'Car Care' presentation by Meguiars, which will have been on Thursday 07 Apr. We didn't fill our quota of positions and we felt we should have had a heap of people interested in learning how to care for their vehicle. Mark has put a lot of effort into the organization for this night, we should have a report in coming months as to how it went.

Of course we should all be geared up soon for the Nationals, held in Sydney in May (details will be in this magazine). As per previous years we will be running a convoy to Sydney and would love to have as many dubbars as possible along for the ride. You can check our website in coming weeks for details of the convoy, or contact the committee for info. Don't forget that we have arranged a club rate at a local Sydney motel. These details went out to members via email recently, but if you need it again contact

us. Come along with us and meet new people, bring your car, and certainly take in everything that is 'Nationals' - cars, displays, stalls, the list goes on. Plan now to go as by next month you may have booked something else for the weekend. This is the main event for Sydney each year and we need everyone's support.

Enough babbling, time to rug up as those breezes will be knocking at the door very soon. We hope to see as many locals as we can on the trip to the Nationals.

Bruce Walker



Klub Kalender.

April.

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.

Sunday 1st:- Newcastle Veedub Pitstop Cruise. Meet at twin Shell servos at Wallsend at 9:30am, cruise to Beresford and to Ian's workshop at Unit 3/30 Shipley Dr, Rutherford. Free sausage sizzle and drinks. Then cruise to historic Morpeth for coffee. Phone Rose on 0427 550203 for info.

Sunday 1st:- Berry Blast from the Past show at Berry Showgrounds. Gates open 9am, \$15 car entry. Hosted by Shoalhaven VW Club.

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

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

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

Saturday 21st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Phone Herb Gutmann on (02) 9428 4099 for more info.

Sunday 22nd: VW NATIONALS 2011 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, entertainment all day.

Monday 23rd:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

June.

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

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

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

Sunday 26th:- Norm's Fish and Chips Run. VW family cruise to Geringong Bowling Club for lunch. All proceeds to charity. Meet at the Nan Tien Buddhist Temple coffee shop at 10:00am. Phone Norm on (02) 4625 7057 for more info.

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

July.

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.

Friday 22nd:- Winter Dinner and Movie Night at the Huberus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons and Herbie Rides Again (1974) on the big movie screen. A great family night out! Contact Raymond on 0408 8207228 for more info.

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

August.

Wanted:

VW Kombi Pickups wanted, to join me at the famous Deniliquin Ute Muster this year Friday 30th September to 1st October 2011.



**Event info & tickets at:
www.deniutemuster.com.au
Interested people please contact me at wlyarrum@hotmail.com**

For Sale:- 1990 2.1-litre Syncro engine, new clutch, new water pump, serviced injectors, complete with aircon pump, power steer pump and exhaust system. Asking \$1,800 ONO. Also other spares available. Starter motor \$100, Syncro tail shaft \$100, shortened and modified Subaru sump \$120. Please contact Ben on (02) 9543 8450 after hours.

For Sale:- 1970 VW Beetle, white, good condition, original owner 130,000 miles, want to sell to someone who will appreciate good engineering. \$15,000 ONO. Contact Fraser on mobile 0412 955550.

For Sale:- Black rear seat, original. Basket weave, no tears. \$25. Phone Norm on (02) 4625 7057.

For Sale:- I have a set of **door cards for a US-spec '65 Beetle**, in burgundy red with saddle stripe. The passenger door has a pocket. They measure 840 x 560 mm; they are slightly too large for Australian 1965 Beetles. \$200 new in box. Phone Roger on 0418 466682.

For Sale:- (expressions of interest):
1959 Beetle Original - with Factory Birth Certificate - seats replaced-rust removed from Door Sills - No rust in body - original paint with crows feet- needs respray.
1974 Ute with sides - rust in usual places - Restorers Dream

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

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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.

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

Marktplatz.

All ads should be emailed to: editor@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.

New Ads.



1974 Kombi - Windows all round - blown 2-litre motor- no gearbox - Restorers Dream
1957 Big Window Beetle 36hp 12v conversion been in storage and undercoat for 15 years - Restorers Dream
For more information contact Caro and Ivy on 042 7311047.

For Sale: Subaru motor suitable for transplanting into a VW. My son bought it several years ago for his Beetle but it hasn't happened. It is a 2-litre LJ. Number 604736. It came from a Liberty with 39,714 km on the clock. The timing belt was replaced and it also comes with full exhaust system, computer and engine wiring, and radiator. Any inspections welcome. Newcastle. Asking price \$2200. Contact David on 49922175 or 0405108284. Or kerda3@bigpond.com

For Sale:- Kombi clutch kit. German Sachs Typ M215. Pressure plate, clutch plate, bearing all still in the box. \$270 or best offer. Newcastle. Contact David 49422175 or kerda3@bigpond.com

For sale:- Superbug L curved windscreen. \$50. Also several mud guards - best offer. Contact David 49422175 or kerda3@bigpond.com

For Sale:- I would like to sell my NSW custom plate 'HOTBUG' and would like to know how I could broadcast it to your membership base. Contact Robert Gescheit on M. 0418 266487, H. (02) 9388 1701, or E. gescheit@bigpond.net.au

For Sale:- Type 3 Notchback, 1964/65 model, 1500cc 12 Volt electrics, White in colour. Good condition for age, drives

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For Sale:- 1970 Superbug 1600cc. Suit parts or keen restorer. Good Motor, Gearbox and Doors. Complete vehicle. \$1000.00 ono. Call Greg 02 9654 1182.

Did you miss last month's magazine?

We had some issues with the printing of the postage labels for the March issue of Zeitschrift. It is possible that some members may not have received the March issue.



If you are a current Club Veedub member and you did NOT receive the March issue, please contact the secretary, Bob Hickman, at secretary@clubvw.org.au and the issue will be posted to you.

2nd Month Ads.

For Sale:- We have a partially restored 1969 VW convertible Beetle for sale. It has full diary of completed works and some extra parts to go with it. For any info please call Ben 0418627087. Vehicle is located near Gosford on the central Coast.

For Sale:- 1994 Audi cabriolet E2.6, V6 automatic. Leather seats and wood grain trim. I'm the second owner and have had it for over six years. Has original log books and rego till 25/07/11. It has low mileage for its age. Car has four good tyres; the timing belt has been changed at 158000. CD stacker. Always been kept in garage. Looks and goes fine. Number plates not included. Selling price \$10 000, Phone John Givins on 0410 711 315 or (02) 9153 6560.

For Sale:- VW Beetle, Antarctic White 1500 manual. 130,000 miles. Genuine one owner. 12 months registration. Manufactured in Germany 1969, purchased in Australia 31 December 1970. Substantially original condition. Purchase receipt, 40 certificates of registration, and manual available. Garaged all that time. Owner travelled to work on the train! \$15,000 ONO Call Fraser on 0412 955 550

For Sale:- 1980 VW Golf, drives very well, new tyres and handbrake cables recently fitted, radio with CD fitted, valve grind and de koke recently carried out. Registered until May 2011 contact Lorenze on 96301048

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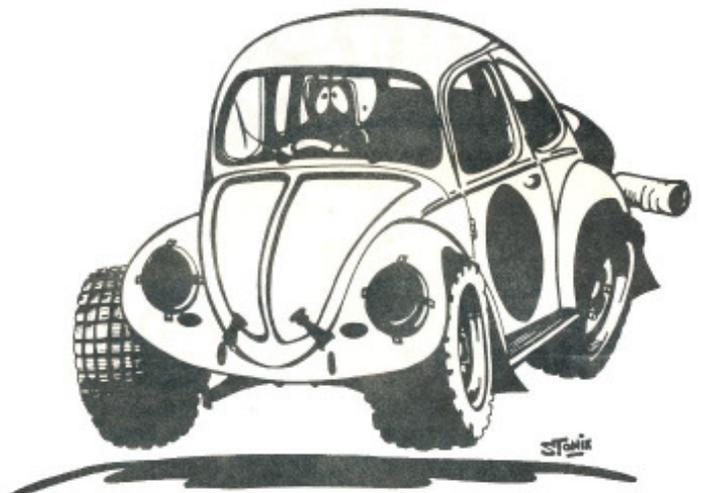
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For Sale:- 1976 VW Campmobile (yellow) 2.0-litre 4 cylinder, original motor, excellent mechanical condition, currently used for local daily trips, only three previous owners, my father has owned this vehicle for thirty years until I took over ownership. Original plates JAA210 6 months rego all checks have been done including engineering report for pop top, luggage rack for front of vehicle included. Asking for offers over 20K Contact Susan on 0433272763

For Sale:- Assorted bits for Beetle. IRS gearbox, wheels, chrome mags, lenses, starter motor, doors, etc. Also parts for Type 3, bonnet, from beam complete, new black dashboard, carbs, steering wheel, lenses front and end are rare, distributor, carbs, etc
Part for Kombi as well. Call Salvador on (02) 9920 3519 or 0423 409 718.



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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for **\$45.00**, payable to Club Veedub Sydney, and post it with this form to:

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PO Box 1135
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You will receive 12 issues.

Golf Cabriolet production starts.

Volkswagen has officially started production of the new Golf Cabriolet. The drop-top compact is now rolling off the line at the automaker's newest facility, the former Karmann plant in Osnabrück, Germany. Karmann filed for bankruptcy in 2009 and were bought out by Volkswagen. VW has since spent several hundred million Euro modernising and re-equipping the famous factory, now known as Volkswagen Osnabrück.

As you may recall, the topless Golf will be available with a veritable cornucopia of engines worldwide, including direct-injection petrol and diesel options. Volkswagen also plans to offer a dual-clutch gearbox in some applications, and at least a few models will show up with BlueMotion badges on their bodywork. There's still no indication as to whether or not the vehicle will be available for export markets such as the US or Australia, or what all of this means for the recently refreshed Eos folding hardtop convertible, a car eerily close in size, appearance and mission (but more complex and expensive).



Volkswagen has said that it will use the newly acquired Karmann plant to handle a variety of manufacturing tasks, including overflow production of Porsche Boxster and Cayman models, and perhaps the upcoming Up! small car range. Right now, the facility employs around 1,250 individuals tied to the Golf Cabriolet project, but VW says that figure may swell to 1,800 in coming months.

VW distance record.

A Volkswagen Passat BlueMotion has set a new Guinness World Record for the longest distance travelled by a standard production passenger car on a single tank of fuel.

The attempt, carried out by a team from UK newspaper The Sunday Times, involved driving from Maidstone in Kent to the South of France and back. The Passat BlueMotion finally ran out of fuel close to Calais after completing a distance of 2,456.81 km.

The route mainly followed French autoroutes, but included some town driving, resulting in an average speed of just over 72 km/h.



Gavin Conway, for The Sunday Times, drove the Passat BlueMotion during the three-day record-breaking trip, accompanied by a navigator and video crew. Two AA patrolmen followed the entire attempt in their van to witness the journey independently for the Guinness World Records organisation, which accredited the record.

Powered by a Volkswagen 1.6-litre common rail TDI engine developing 78 kW, the Passat BlueMotion used for the record attempt was a standard production model. In common with the Polo and Golf BlueMotion models, the Passat is fitted with aerodynamic modifications to the bodywork, a lower ride height, Stop/Start, programmed battery charging, longer gearing and low rolling resistance tyres. The result is a vehicle that is completely normal to drive, service and maintain, yet is one of the most fuel efficient vehicles on the road today.

The Passat BlueMotion's fuel tank was drained before the record breaking journey and filled with 77.25 litres of standard forecourt diesel, resulting in an overall fuel consumption of 3.14 L/100 km. This substantially exceeds the Passat BlueMotion's official combined figure of 4.4 L/100 km. The resulting fuel cost for the journey works out at just 3.83p (5.9c) per kilometre travelled.

In setting the record the Passat BlueMotion travelled a distance equivalent to driving from Sydney to Townsville (and almost to Ingham), without stopping for fuel. Or heading west, the Passat could drive from Sydney through Dubbo, Cobar, Broken Hill, Peterborough, Port Augusta and Ceduna, and would make it to Nullabor Roadhouse, just 200 km short of the WA border, on one tank of fuel! And filling up there, you could then drive the last 1,636 km to Perth and arrive with your tank still a third full.

New will for VW Group boss.

Ferdinand Karl Piëch, billionaire head of the Volkswagen Supervisory Board and grandson of the famous Dr. Ferdinand Porsche, knows that nothing lasts forever – especially life. The VW boss man has his mind on his money while his family has his money on their minds.

Piëch, born in 1937, has recently shifted his holdings into two Austrian foundations; Ferdinand Karl Alpha and Ferdinand Karl Beta. The reason behind this move is to protect the company in the event of his death. That's to say, if

he dies his family can't start selling off shares like platinum hot cakes. His wife Ursula Piëch will assume control of the foundations upon his passing.

As stipulated in his will, the assets can be sold only when the managing board, the advisory board of the trust and at least nine of Piëch's 12 children all provide a "yes" vote. As you would expect, some members of the family are a little miffed.

Also, under the stipulations presented in the will, Mrs. Piëch is not allowed re-marry or divorce Ferdinand after he passes on. If she does go out and find a new hubby, she gives up control of the foundations.

VW Bulli concept.

Volkswagen will manufacture a production version of the Volkswagen Bulli concept, according to a report by UK publication Autocar.

Volkswagen research and development chief, Dr Ulrich Hackenberg, explained the six-seat modern Kombi was compatible with the brand's new MDS (modular design system) platform, which up until now has been referred to as the MQB (German translation: 'modular transverse matrix').



Dr Hackenberg explained the advantage of building the production Bulli on the MDS platform was its versatility, with the ability to vary the track and wheelbase dimensions to "make it feasible for different markets".

The Puebla plant in Mexico is the most likely site for production of the new Kombi, where it would be built alongside the upcoming Mk2 New Beetle.

Dr Hackenberg did not set a timeline on the Bulli concept production project.

The Bulli concept shown at the Geneva Motor Show in March was a fresh take on the 2001 Volkswagen Microbus concept, which itself was a modernised version of the traditional Kombi van that was launched more than 60 years ago. 'Bulli' is the nickname for the VW Bus / Kombi, used by VW enthusiasts in Germany.

The Bulli concept is an all-electric vehicle powered by a lithium-ion battery pack driving an 85kW/270Nm electric motor.

Volkswagen insists the vehicle layout was designed to accommodate the brand's small-capacity turbocharged petrol

and diesel engines as well, improving its potential as a mass-scale production vehicle.

Inside, the Bulli features two rows of bench seats making it a genuine six-seater, and maintains some of the practicality of the original, with 370 litres of luggage space in the boot and 1600 litres with the rear bench folded down.

The Bulli's infotainment system is controlled by a removable iPad, which slots into the centre console and displays the vehicle's audio, phone and navigation systems.

At the unveiling of the Bulli concept, Volkswagen said the vehicle had the potential to establish itself as an integral part of the brand's people mover range, alongside the Caddy, Touran, Sharan and Caravelle models, and at the same time reintroduce the spirit of iconic Volkswagen vehicles of the past like the T1 Samba.

Golf R studies.

Volkswagen has announced four special edition Golf R vehicles at the 2011 Geneva Motor Show in Switzerland. The cars are a part of a Volkswagen Study Golf R project; they are not for sale but remain study vehicles to generate public interest.

The four models each offer very subtle features circled around paint finish, options and interior trim combinations. The first Study Golf R features a pearl Oryx White colour scheme and comes with special St. Tropez seats with Nappa leather trimming. The St. Tropez colour scheme is then extended to the door trims, floor mat borders and gear level cover. The first edition also gets 19-inch Talladega wheels.

The second edition is much the same as the first edition only it features a Carbon Steel Grey exterior colour. The interior is treated to the same dual-tone set-up only it includes Almandine Red inserts, door trims and floor mat borders. The second edition also features the same 19-inch Talladega wheels as the first edition.



The third Study Golf R is coated in Space Grey paint and features carbon fibre side mirror covers and orange brake callipers. It also gets Light Anthracite Nappa leather seats with cross-stitched Pure Grey seat inserts. The lighter Pure Grey colour scheme is also extended to the door trims and gear level cover, while the Talladega 19-inch wheels are polished for a chrome look.

The fourth version of the Study Golf R is painted in a brighter Aplomb Blue colour and features different 19-inch Glendale wheels that are painted in Brilliant Silver. The fourth version also gets carbon fibre side mirror covers and



door sill protection strips. Meanwhile, the interior is treated to an overall carbon fibre scheme, with inserts throughout the dashboard as well as something called carbon leather featured on the door trims. Seat details are covered in blue leather.

Engine and driveline fundamentals remain unchanged from the standard Volkswagen Golf R.

In the midst of the ultimate supercars and outright technological marvels at the Geneva show, Volkswagen decided to provide a range of 'real world' models at this year's show. If enough interest is generated, Volkswagen will take the positive feedback in and pour it into upcoming models. One of more of these studies might yet make it to production.

Porsche sale is finalised.

Porsche has finally been sold to Volkswagen for a cool 3.3 billion Euro (A\$4.6 billion) as of 2nd March 2011. While this news was very much expected, the official announcement finally came as the Geneva Motor Show commenced.



Porsche's financial head office will remain in Salzburg, Austria, and their manufacturing and design centre and museum will remain in Stuttgart/Weissach. According to Volkswagen, everything will carry on as normal.

VW now owns Porsche's wholesale and retail business, Porsche Informatik, Porsche Bank, Porsche Immobilien and Porsche Versicherung as well as PGA Motors headquartered in Paris.

"The business performance of Porsche Holding Salzburg is outstanding. It is one of the world's most efficient and profitable automobile trading companies and will therefore significantly strengthen the Volkswagen Groups sales activities," Prof. Dr. Martin Winterkorn, CEO of Volkswagen, said.

Evidence of Porsche's profitability is in the fact that in 2010, 565,000 Porsches were sold, which made 12.78 billion Euro. Per car, and not including retail sales (shirts, jackets, etc) Porsche makes more money percentage-wise than any other marque.

Italdesign Tex and Go! concepts.

Italdesign Giugiaro has a long history with Volkswagen. It stems right back to the early 1970s, and some of the better examples of their work are the ground-breaking and much copied lines of the 1974 Golf and Scirocco. So it is no surprise that the Volkswagen Group took over the famous design studio last year and made it part of its in-house design talent.



The first concepts to come out of this new arrangement are the Tex and Go! Concept vehicles. The Tex represents future sporty models and features a twin-hybrid drivetrain. There are some aspects of the stylish design that are reminiscent of the original Scirocco.

The Go! is a mini-MPV, which just happens to be about the same size as the Volkswagen Bulli concept, also revealed at Geneva. The Go!, like the Bulli, is an all electric concept



and appears to be a more attractive version of the Space Up! Compact MPV first shown at Tokyo in 2007.

Both models are based on the MQB platform, which will house a range of Golf-sized models within the Volkswagen Group. The first production example is likely to be the new Audi A3.

Speaking about the new arrangement with Italdesign, Prof. Dr. Martin Winterkorn Chairman of Volkswagen Group explained, "Italdesign is a figurehead of Italian design and engineering creativity. We have been working together closely in a spirit of partnership for many decades. As a full member of the global Volkswagen Group, Italdesign, now more than ever, is a creative centre for fresh ideas and new concepts for our brands.

"The integration of Italdesign is a building block in our effort to take Volkswagen to the top of the automotive industry by 2018. That is why the outstanding know-how and capacity of Italdesign in design and engineering are so important for our Group."

VW could quadruple Alfa sales.

Volkswagen board Chairman, Ferdinand Piech, recently told the automotive press that if Fiat would allow Volkswagen to purchase Alfa Romeo, it could quadruple current Alfa sales.



Volkswagen has been trying to buy Alfa Romeo from Fiat for some time now, and in spite of frequent denials from Fiat the urge is still there. Piech recently spoke out about his projected targets at the 2011 Geneva Motor Show.

Piech said that Volkswagen could revive the falling sales of Alfa, from the current annual sales figure of around 112,000 up to 400,000 units per year within just five years.

Fiat boss, Sergio Marchionne, has previously warned that he will not sell Alfa Romeo though, saying, "As long as I am CEO of Chrysler and Fiat, Mr. Piech will never have Alfa Romeo."

Mr Marchionne has said that Mr Piech should concentrate on SEAT and fix its sales problems before looking to Alfa. Despite this, Mr Marchionne has also said that since he has been at the helm of Fiat, Alfa Romeo has been a "money loser", saying in a recent interview with Forbes, "I'm not sure if it ever really made any money."

According to official February VFACTS figures, Alfa Romeo in Australia hasn't been doing too badly. This time last year, Alfa Romeo vehicles made up 0.1 percent of the market, this year, the company makes up 0.2 percent with sales going from 164 year-to-date in 2010 to 218 in 2011. On the whole though, Alfa sales have dropped in larger markets like Europe and the US.

Should Volkswagen eventually add Alfa Romeo to its existing stable of makes and make new models on Golf/Passat platforms, they would have to re-engineer them to rust excessively and drip oil in the time-honoured Alfa Romeo fashion, as well as increase their production of fake wood.

2,500,000th South African VW.

In 2007 the 2.5 millionth vehicle rolled off the production line at Volkswagen of South Africa's Uitenhage factory, another major milestone in the Company's 56 year local history.



The 2.5 millionth vehicle, a fifth generation Golf 1.6, was received with pride by employees who had gathered to celebrate the occasion, back on 7 November 2007.

In his address, Volkswagen of SA Managing Director, David Powels, hailed the manufacture of 2.5 million vehicles as "an achievement we can all feel justifiably proud of".

"Interestingly, the 2.5 million vehicles we have produced here in Uitenhage include 913,000 Golfs, 314,000 Jettas, 308,000 Polos, 290,000 Beetles, 266,000 T1, T2 and T3 Busses, 147,000 Audis and 104,000 Passats. This illustrates just how diversified and flexible our plant has been over the past 56 years," he explained.

Thanking the employees, Mr Powels continued: "I know many of you here today have been with the Company for almost a lifetime. It is this kind of loyalty that has been the hallmark of employees at Volkswagen for so many years. In return, Volkswagen of South Africa has remained extremely loyal and committed to not only this immediate region in which we all work and live, but also to our country South Africa.

"Through good and bad times, Volkswagen of South Africa has remained committed to building People's Cars and thereby offering the people of South Africa affordable mobility. Importantly, we have created thousands and

thousands of jobs and given a similar number of people the opportunity to acquire skills.

“What we have collectively achieved here in South Africa in the past 56 years, gives us all reason to be extremely proud – proud to be South Africans and proud to be part of the Volkswagen Family.”

Mr Powels emphasised that, currently, Volkswagen of South Africa is very different to the Company that operated in 1951. “In 1951 all we built were Volkswagen Beetles for the South African domestic market. Now we build three different platforms with numerous model derivatives, as well as engines and components for both domestic and export markets.

“We have become more and more diversified and productive. As a result, our next 2.5 million cars will take significantly less than half the time to build than it took to build the first 2.5 million!” he noted.

VW Navi Lock.

Volkswagen in Germany has come up with an unconventional solution for a rash of navigation thefts afflicting Dutch vehicle owners. From news reports received from The Netherlands, thieves are apparently particularly fond of Volkswagen’s RNS 310 and RNS 510 navigation systems, resulting in an apparent break-in epidemic.



To help get the situation under control, VW is now offering its customers an RNS Navi Lock. The system locks a large metal plate over the entire navigation system, theoretically obscuring the hardware and making it more difficult to steal in the process. When owners are ready to use their nav screen, they simply unlock the plate using a key and go about their business.

The system is available for the Golf, Passat and CC in Europe, but it’s not exactly cheap. Buyers hoping to protect their precious navigation systems can expect to shell out around 220 Euro (A\$310) for the armour plating. Pricey? Perhaps, but that’s much less than the cost of repairing break-in damage and replacing the whole system.

While there has been no official notification of Australian availability, it should be possible to order a kit in from Europe. Interested owners should contact their local Volkswagen dealer.

New Beetle Limousine.

Behold, the Volkswagen New Beetle limousine. This fine piece of machinery is up for bid right now from New Jersey’s Route 22 Limousines. Inside, this stretcher has everything you’d expect from an engorged New Beetle, including a grey leather interior, television, mini-bar and trippy mood lighting.



Miraculously enough, this machine gets its power from the New Beetle’s stock 2.0-litre four-cylinder engine bolted to the same four-speed automatic gearbox that it used from the factory. Loaded with screaming teens, we have to imagine that this thing gets to 100 km/h in extremely leisurely fashion. Then again, no one ever said that stretched limos had to be speed machines.



Still, a limo as unique as the one above could be a genuine money-maker. This particular New Beetle is currently for sale from Route 22 Limousines, with a starting price of just US\$45,000.

Should a similar vehicle appear in Australia, it would be the ideal vehicle for arriving at Club Veedub meetings (and the VW Nationals) in true style.

The Toy Department.

Well here you have it, the recent release of the very last VW Beetle in 1/18 scale by Schuco! It's the VW Beetle 1600 "Última Edición" (limited edition).



On 10 July 2003, Volkswagen de México in Puebla, started a last production run of the legendary VW Beetle. On 30 July 2003 the very last VW Beetle rolled from the production line. In that special 'Última Edición' series, 1,500 vehicles were made in Aqua Blue with grey interior, and another 1,500 vehicles in Harvester Beige with black interior.

This model from Schuco 1:18 scale is characterized by its high level detail. The opening doors and bonnets give a free view of the perfectly reproduced interior and engine.



Also I recently acquired the new 1/18 Dunlop Kombi panel van in bright yellow. In keeping with the theme I have filled the cargo area with some 1/18 loose tyres – looks a treat!

The LKW Service 'low-light' pick up with engine in the rear tray is also must have if you missed out on the first release in Neptune blue!



Finally start saving your pennies for the release later this year of the two-tone Westfalia red 'low light' camper, and if I am correct that pop top will be fully operational!

As you know these models are A1 for quality and detail. However keep an eye out for those windscreen wipers and mirrors, they are so fragile that they can be damaged even with light dusting.

I have resorted to not fixing mine on and leaving them packed away, as replacements for these do not exist. I have already enquired directly to Schuco, and their answer is that these are manufactured en-mass in China and shipped back exclusively to Schuco in Germany – sorry no spare parts.

Anyway keep an eye out for these and other new releases in 1/87, 1/43 and 1/18 scale on the Schuco web site.

Tony Bezzina
kbezzina@bigpond.com

Hiya Tony,

We enjoyed reading your magazine and the article you wrote was excellent and we are grateful. Are we able to subscribe to the magazine? We have regular VW and Kombi enthusiasts through the shop and they would no doubt like a read as we will.

We had a visit from this wee beauty last wee for instance. I have more pics if you would like them.

Regards,

Jim Rutter, The Tea Gardens Ice Cream Shack
Phone : 02 4997 1990
Email: jim@teagardensicecreamshack.com.au





VW NATIONALS 2011

AIR-COOLED VW SHOW ENTRY FORM



Name: _____

Entrant No:

(Official Use Only)

Address: _____

Postcode: _____

Contact number (on the day): _____

E-mail address: _____

Rego No: _____ Model: _____ Year: _____

Vehicle Description: _____

Category Entered:

\$25 Show Pre Entry (closes Friday 13th May)

- or -

\$30 On-the-Day Entry (includes one occupant)

Vehicles may only be entered into ONE category

Pre-entries can be done online at www.clubvw.org.au by following the Nationals links or you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc C/- 14 Willoughby Ct, Grassmere NSW 2570, **before Friday 13th May 2011.**

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

Entries to all categories close at **11:00 am** sharp. All vehicles **must not be locked** at time of Judging.

The Judges' decisions are final.

Categories:

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All

Categories

- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Air-cooled - All
- 18 Non-factory Off-road and Buggies - All
- 19 VW-Powered Trike - All
- 20 Aussie Convertibles and Kit Cars - All
- 21 Best engineered/race - Air-cooled - All
- 22 Rat class - All Years - All

Automatic Entry:

- 40 Peoples' Choice - Aircooled
- 42 Volkswagen Group Australia Car of the Day





VW NATIONALS 2011

WATER-COOLED VW SHOW ENTRY FORM



Name: _____

Entrant No:
(Official Use Only)

Address: _____

Postcode: _____

Contact number (on the day): _____

E-mail address: _____

Rego No: _____ Model: _____ Year: _____

Vehicle Description: _____

Category Entered:

\$25 Show Pre Entry (closes Friday 13th May)
- or -
\$30 On-the-Day Entry (includes one occupant)
Vehicles may only be entered into ONE category

Pre-entries can be done online at www.clubvw.org.au by following the Nationals links or you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc C/- 14 Willoughby Ct, Grassmere NSW 2570, **before Friday 13th May 2011.**

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

In 2011 **Peer Judging** will determine the Water-cooled winners. Ballots will be provided to each entrant and each spectator upon entry. Entries to all categories close at **11:00 am** sharp.

Ballots **MUST** be returned to the judging area no later than 12:30 pm.

- | | | | |
|----------|---|----------|--|
| # | Categories: | # | Categories: |
| 23 | Polo – All Years | 32 | Sports Coupe (Scirocco, Corrado, Audi TT) – All Years |
| 24 | Golf 1 - 1976 to 1983 | 33 | VW Sedan (Bora, Jetta, Passat, Vento) - All |
| 25 | Golf 2 - 1984 to 1992 | 34 | Tiguan/Touareg/Amarok – All Years |
| 26 | Golf 3 - 1993 to 1997 | 35 | Audi - All Years |
| 27 | Golf 4 - 1998 to 2003 | 36 | SEAT - All Years |
| 28 | Golf 5 - 2004 to 2008 | 37 | Skoda - All Years |
| 29 | Golf 6 - 2009 onwards | 38 | VW Commercial Vehicles (Transporter/Multivan, Caddy) – All Years |
| 30 | New Beetle - All Years | 39 | Best Engineered / Race Watercooled Vehicle |
| 31 | VW Convertible - (Golf Cabrio, Eos) – All Years | | |

- Automatic Entry:**
- 41 Peoples Choice - Watercooled
 - 42 Volkswagen Group Australia Car of the Day





VW Nationals SuperSprint.

The Club VeeDub motorsport committee has again been working their collective wheel nuts off organising the VW Nationals Supersprint. Now in its third year, it's surely going to be another action packed day out.

What is a Supersprint?

A super sprint is a motor racing format designed for people like you and me, who don't have a million dollars. A car competing in a supersprint doesn't need to have hundreds of horsepower, or massive wheels with slick tyres. If your VW has four wheels with legal tyres that hold air, you are 90% of the way there.

The format is quite simple. You are placed in groups depending on your expected lap time. 10 cars are out on the track at any one time. 5 pairs are sent out with a reasonable distance in between. You venture out for one warm up lap of the 2.2km course, then 4 flying flat out laps, and a cool down lap. Once everyone else has had a go, you get back out there and do it again. You do this all day until 4:30pm.

What do you need?

The minimum requirements for a super sprint race car is a car that would pass an obvious safety check. Of course your car needs to stop and steer. Tyres and suspension, seats and belts must be in good condition.

After that you need to fit a 900g fire extinguisher. These are available from all good auto accessory shops quite cheaply, and some would say you should already have one. The only advice I have for this is that when you buy one pay attention mostly to the mounting bracket. Many are only designed to hold it against a kitchen wall. In any accident (on road or track) the G forces involved will put many times the weight of the extinguisher on the bracket. Obviously a 900g steel fire extinguisher is gonna hurt if it comes free. There are CAMS approved extinguishers that have brackets designed to withstand 25G.

There is a secondary bonnet restraint rule that is more than a little bit pedantic but never the less will need attending to. You need to secure the

bonnet in case of bonnet catch failure. If you have a Beetle you can tie it down with the handle to the bumper for example. Tie it down with a belt or rope. You will be required to take all reasonable steps. Drilling holes for bonnet pins is considered unreasonable.

Your racing number can be made up with tape or white boot polish on the windows. You could also print numbers and tape them on the inside of your window. The only other thing you need for the car is a blue triangle to mark the battery location. You can put this on using blue electrical tape.

For yourself you just need to be clothed from ankles to wrist to neck in non-synthetic clothes. Denim jeans and long sleeve cotton shirt will do nicely. Cotton drill work clothes even better. Leather shoes, and a helmet with Australian Standards logo complete the package.

Try it !

There are 6 different types of vehicles in a super sprint. They are Type 1 to 5, and SV (Not to be confused with the VW types 1, 2 etc). These classes are determined by the types of modifications done. Types 1 and 2 are basically stock standard cars with only safety and cosmetic items. Type 3 is for modified vehicles such as engine size increases, turbos, dual carbs. Type 4 is for sports sedans, generally purpose built race cars, or any car with slicks. Type 5 open wheelers, formula vee. Type SV clubmans, beach buggies. Each of these are split into several capacity classes. So clearly there is a class that your car can fit into.

Despite the number of trophies on offer, the VW Nationals Supersprint isn't about winning. It's about getting out there and driving as fast as you can without fear of losing your licence. If you ever tried the drag racing events then you will be absolutely blown away by the adrenalin rush of a circuit. It's 7 - 10 minutes track time per session compared with just 8-14 seconds at the drags.

So get out there and give it a go. As one enthusiast says "I'd rather wear my VW out by racing it than polishing it."

See the Club VW website (www.clubvw.org.au) or email motorsport@clubvw.org.au for details.

Chris Fraser





Canberra Wheels 2011.

Sunday 27 March was the annual Shannons Wheels carshow in Canberra, held on the lawns of Old Parliament House. With all local car clubs invited, this car show attracts around 1,200 cars and a large public turnout. This year was no different.



Club VeeDub Canberra had our usual position and we set up camp early in readiness for the members' cars. Of course we had a lot of familiar faces but we also had some new attendees, which was great to see. Included in the visitors list were around 5 cars from Sydney and 2 cars from the south coast, and we would like to thank those members who travelled a distance for the show.

While we had some great cars in attendance, nothing drew as large a crowd as an electric Beetle that arrived for display. This was a 70's vintage car that had been converted to battery power only, and there quite a few interested



onlookers. I can tell you that when it drove in and made not a single sound, many of us had to pick our jaws up.

This year we had a sponsor - Gerald Slaven VW (Belconnen), and they had 3 cars on display to the public - a Golf R, a Passat CC, and a top of the line Transporter. I know I saw a good crowd of people checking out the new models and asking questions about the cars. We are very appreciative of the sponsorship this year by Gerald Slaven for the Wheels show.

For the first time we awarded a few trophies to some members as part of the sponsorship by Gerald Slaven.

A number of other cars also drew their fair share of onlookers - the handful of split Kombis (including the left-hander from out of town), the Karmann Cabrio Bug, Andrew's Ghia from Sydney, Neils R36 Passat, Mark's Double-Cab Kombi and Wayne Murray's Single Cab beside each other; the list goes on.

Then, as quickly as we set up, the cars disappeared and we got organised to leave. Megan had a minor seatbelt issue, which I managed to turn into a major one, and when I left I noticed there was still a crowd around the electric Bug.

Thanks to everyone who came along, you make the events what they are and help it feel like a club. Particular thanks goes to Mark (caterer and chef) and of course Gerald Slaven VW for their sponsorship and commitment to the event.

Bruce Walker

A Day in Wolfsburg.

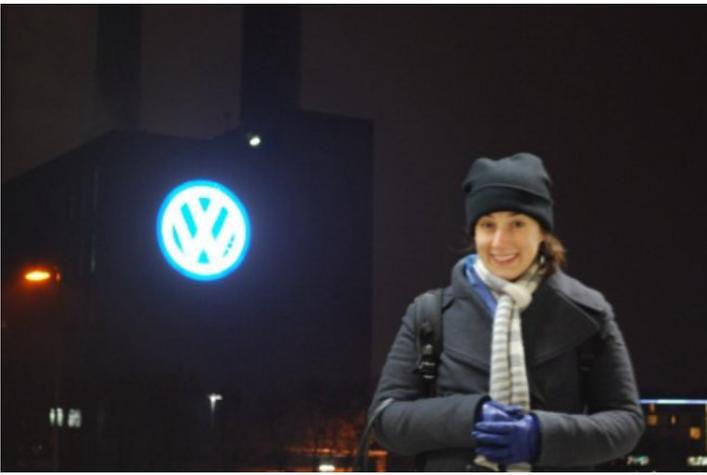
After having two wonderful Kombis in the limelight at our January wedding, it seemed only right that we make a honeymoon stop in Wolfsburg.

The excitement built as we alighted at the Wolfsburg train station, a short trip on the very fast train from Berlin. Being nighttime, the first thing that greeted us was the large neon VW emblem on the factory power plant across the canal - we knew we were in the right place.

First stop the next morning was the Tourism Information Centre, where the guides were amazed that we had heard of Wolfsburg all the way over in Australia! Then onto the main attraction.

Autostadt is literally 'car city' in German. This theme park-like area was built in 1998 originally to showcase the Volkswagen brand, but now incorporates the whole stable of

Club VeeDub. Aus Liebe zum Automobilklub.



Volkswagen brands. Entering through the main hall, the Corporate World building housed a major permanent hands-on and high tech exhibition on sustainability and car design. Downstairs, children were pedal-powering small cars around a track and earning junior Autostadt 'licences'.

Exiting the main hall into the park, the first building we toured was the museum. About a third of their amazing



collection is exhibited at any one time, and include cars from all sorts of marques. My favourites were obviously the very glittery One Millionth Beetle and a breathtaking Samba Kombi, but they had a diverse range – from Deloreans and concept cars to design breakthroughs and significant prototypes (one of Porsche's 1930s prototypes of the Beetle



was on display). Also featured in the museum was some old promotional footage transformed into a 3D movie (in German).

Each of Volkswagen's brands has a pavilion within the park dedicated to the brand image and messages. For example, Skoda's showcased the green technology of their new cars, and Audi's displayed some very innovative technologies designed to make our lives easier and safer, as well as a new R8. The Bugatti pavilion was a highlight – it existed simply for one car: the Bugatti Supersport, silver plated and capable of 431 km/h. Similarly, the Lamborghini pavilion housed only a Murcielago mounted on the side wall behind a cage, which on the half-hour would 'escape' in a very loud and spectacular light-show.



A 'simulator' ride with seats that tilted and moved, not dissimilar to something you would find in Dreamworld or Movieworld, took us on a virtual rollercoaster ride of the park. Fortunately, we did this before tucking into 'VW-wursts' for lunch.

We did take a tour of Autostadt in English, which was very useful for our next stop – the Delivery Centre. From our tour guide, we learned from this that Volkswagen buyers in Germany have the option to pick up their new VW from their local dealer, or to travel to Autostadt to collect it. The advantage of doing so would be that their car is lifted from one of the two glass towers, transported down the central column, to rolling ramps underneath the ground, where the car emerges inside the Delivery Centre. After a last going-over to ensure the car is in perfect condition, the car is delivered to the customer with 0km on the odometer. The customer is then shown how to use any special features such as the GPS navigation system, and then drives away. We got the chance to walk through some of these areas and see people picking up their brand new cars.

The final highlight for the day was a ride in the actual glass tower. The platform transported us up the centre of the glass tower to a parking spot (it felt like the Senate from the Star Wars movies), where we got the best view over Wolfsburg – we could see the factory, and the Wolfburg castle that features in the badges on the Beetle bonnet and steering wheel.

Altogether a fantastic day, and I realised at the end of it how much I was looking forward to getting back to my own Beetle in Australia.

Megan Wadey



Goodbye Citi Golf.

The brilliant white space of the Volkswagen Plant in Uitenhage, South Africa, is filled with thousands of workers gathered in the heart of the factory - the assembly building. Their faces are lit up with frenetic red, yellow and blue lights flashing across the crowd. Smoke and music rise up from the end of the A1 Citi Golf production line as the very last Citi is driven off the assembly line in a stirring procession.

“The Citi Golf is by far and wide the most successful hatchback in the history of South African motoring. It has broken every imaginable record for a car in its category and class,” VW SA Managing Director David Powels told the crowd at the tribute ceremony on 21 August 2009.

The procession was made up of 122 emotional people who have all played a part in building Citis for over 20 years. They took their places next to the last Citi in acknowledgement of their incredible long service with Volkswagen and the iconic Citi Golf.

The Citi has been one of the most successful car brand stories in the history of the South African car industry. Around the world, Golf I was replaced in 1984 with the bigger and improved Golf 2. In South Africa however, the Golf 1 was independently reincarnated to become the enormously popular Citi – a legend in its own time.

Citi has become a genuinely loved and enduring brand, epitomising youthfulness and an exuberant joie de vivre. Its timeless appeal has endured despite an ageing body shape in a highly competitive, innovations-driven market. The Citi has been a trustworthy friend for the young at heart for more than 25 years. It reflects the exuberance, enthusiasm and vitality of its owners in its own inimitable, spontaneous way.

As the last Citi rolls off the production line, Bill Stephens, General Manager of Communications at Volkswagen SA, reflects on South Africa’s Citi that came to define a generation.

On this poignant afternoon in August, Bill Stephens shares the stories and anecdotes about Citi over the years. As an era draws to a close, Bill and Golf enthusiast John Lemmon, are completing a coffee-table book on the Citi Story to be published in early 2010. “My world is stuck in here somewhere,” he says

leafing through the manuscript, photographs and newspaper clippings.

The 1970s brought a close to the era of the iconic Beetle for Volkswagen, but the 1970s were also the dawn of the iconic Golf. The recession that hit the world in the 1970s in the wake of the oil crisis created a need in the market for a more fuel efficient and modern alternative for leaner times.

Both Ferry Porsche and Kurt Lotz (who took over as head of the Volkswagen Group in 1968) proposed the idea of a Beetle replacement and had several prototypes built. Early prototypes included the EA 266 and EA 276, built in 1969. They were both modern looking hatchback designs, with front-wheel drive and an air-cooled Beetle engine up front. These prototypes didn’t make it to production, but the signs were there.

In 1973 the front-engined, water-cooled Passat was launched in Germany and a year later the Scirocco sport compact was released. Both named after well-known winds, the new water-cooled front wheel drives were set to whip up a storm in the market.

In 1970 Kurt Lotz had approached Italian designer Giorgetto Giugiaro to create a few design proposals for a compact hatchback. As with the Passat and Scirocco, the new hatch was named after a famous wind, the ‘Golf Strom’ (German for Gulf Stream). It was NOT named after the game of Golf! By 1971 design work began, and production sprang into life on 29 March 1974 in VW’s headquarters in Wolfsburg.

The Golf 1 was a radically new vehicle, introduced to the press as the “Water-cooled Wonder from Wolfsburg” in June that year. It was an instant hit and just 31 months later, Volkswagen produced its one-millionth Golf. It was years ahead of the competition of the time, and other makers scrambled to copy it. The Golf was exported around the world, and was even locally produced in overseas VW factories in the USA, Mexico and Australia – Aussies got to see the Golf in March 1976.

The Golf 1 stormed into South Africa in May 1978, greeted by banner headlines that read “The Biggest Motoring News in 30 Years, a new small car from Volkswagen”. Production started in Uitenhage with 65 units a day, with an initial launch price of R3 985 for the 1100cc LS two-door. Other models in the range included the LS four-door and 1500cc GLS four-door manual and automatic. Later that year a diesel model was introduced to instant acclaim.



Just 14 months later, the 30,000th Golf rolled off the production line. Compared with the Beetle's highest ever South African total sales of 21,034 in one year, this was a remarkable achievement. With the Golf having exceeded this record in its first year of production, its future in South Africa was secured. Then Managing Director, Peter Searle, announced: "The success of the Golf has been so great and the public reaction to the car so positive, that the Beetle has taken a back seat."

By the early 1980s the original Golf was as popular as ever but the competition was catching up. Volkswagen in Germany was preparing to produce a more up-to-date version of the vehicle - the Golf 2 - and aimed to phase out the original A1 Golf. The Golf 2 was to be an improvement in size, design and engineering and would thus come with a more expensive price tag.

While Volkswagen around the globe prepared for the entrance of Golf 2 and the demise of the 'Mark 1' Golf, Volkswagen South Africa had other plans brewing. Volkswagen South Africa felt that it was important to provide a smaller, more affordable car to South Africans in the entry-level market. In July 1980, at the company's Beacon Isle conference in Plettenberg Bay, Peter Searle proposed the idea of reincarnating the Golf 1 as a possible candidate for an entry-level car, to be produced alongside the Golf 2. Volkswagen South Africa set to work investigating the possibility.

By late 1982 Head of Design Hans Greger and his team had assembled a concept car in Uitenhage for comment from all the key executives at Volkswagen South Africa, including Clive Warrilow, Theo Wiggill and the late Antony Denham, as well as Creative director Mel Miller among the representatives from advertising partner RS-TM (Rightford, Searle-Tripp and Makin, later to become Ogilvy).

The drab "Kalahari Beige" concept car presented had been stripped of several features including interior grab handles, carpeting, cigarette lighter and even the rear window wiper was not spared. While the brief had been to create a low specification, no frills 'Econo Golf', the concept car received a dismal reception from many representatives. Not even Hans Greger himself was particularly enthusiastic with the end result. Bill, who at the time worked for RS-TM recalls Mel Miller pointing out rather scathingly that no amount of good advertising would sell a bad product.

Revisiting the target market, all agreed that the car was aimed at people between the ages of 18-24, primarily first time buyers and parents buying an economical, reliable car for their children at university. Young buyers would want a car that stood out from the crowd, a car that they would be proud to own. "Econo' Golf was exactly the opposite - dull, lifeless and unimaginative," says Bill. It was agreed that a new approach was needed to its presentation other than price.

Mel Miller went back to his team in Cape Town with a golden opportunity for the agency not only to style a car but to create a brand. The RS-TM team included the formidable creative talent of fashion designer Jenni Button, copywriter John Cooke, Art Director Brian Plimsoll and illustrator



"Zippie" Zimmet, among others. Bill Stephens was the Account Director on the Volkswagen business account. Together they set about creating what would become an iconic brand that redefined boundaries and broke conventions in the industry.

To create something completely new from an existing design called for dramatic change from the Golf's visual exterior design. The first idea was bold red, yellow and blue colour treatment. Next, was the idea to use bold white panels and stripes along the bottom of the front and back doors, and a 'bobtail' on the rear bumper.

Wheelrims and front and rear bumpers were given a white trim. "This was an inspired suggestion that would spill over into the motor industry as a whole, as painted and colour-coded bumpers would eventually become the norm," Bill points out. Brian Plimsoll penned the phrase, "Get the freedom of the Citi". The word 'Citi' was incorporated into the white stripe on the back passenger door and suddenly the whole concept came to life. The iconic Citi name was born.



In 1983 three prototype Citis were shipped under great secrecy to RS-TM in Cape Town for photographs. Parked at the agency's parking lot in between photo shoots, Jenni Button remembers looking out the office window at the sight of their bold red, yellow and blue roofs from above and it sparked off an idea. "There are a lot of things about red, yellow and blue cars that remind me of Mondrian design," she said to Mel. Jenni proposed transforming Citi into a colourful fashion item, and designed an assortment of props to be used in the ad campaign including beach umbrellas, swimwear, and deckchairs, all designed with a Mondrian theme.

With the ad campaign in full swing, and Uitenhage a hive of activity carrying out final preparations for the presentation of the Citi Project to Volkswagen Germany, in many ways the future of Volkswagen South Africa hinged on Germany's go ahead. But Peter Searle and the entire team that worked on the project knew they were on the verge of something really great.

Peter's professional presentation and his team's enthusiasm for the Citi impressed the Volkswagenwerk AG Board of Management and it was given the green light. Bill comments, "Anticipated production was pegged at 300 units per month. The most optimistic prediction was that Citi would last five years, but more realistically three years."

The launch of the Citi was planned for late February 1984, six months before the Golf 2 was to be launched. In line with the developing brand philosophy, nothing was spared to keep Citi's specifications at a high level for an entry level car.

The latest modifications made to the South African Golf 1 engine were carried over to the Citi, which gave it more power than the original German version. Citi also had a longer fourth gear, slightly smaller profile tyres to enhance handling and traction and minor adjustments in carburation. The refinements improved fuel consumption and open road driving.



In February 1984, South Africans heard the catchy jingle of the first Citi Television Commercial that would literally shoot the Citi into automotive stardom: "Red, yellow, blue...this one's for you!" It hit the perfect note and was on the pulse of the outrageous fashion, music and culture of the 80s.

The funky, fashionable 1.3-litre Citis were launched at a price of R7,635. Sales exceeded Volkswagen South Africa's wildest expectations, and the 1.6-litre Sport was launched in 1985. The Sport would usher in a new era of performance Citis. In 1985 the Citi became the unsuspecting star in South African motorsport, confirming this vehicle's performance credentials.

Staying true to the Citi's secret to success – its reincarnation, change was always key in keeping the car fresh and forever young. Towards the late '80s the colour range was broadened, the Citi logo on the rear doors changed and metallic colours added. The body received a facelift with new front and rear bumpers and the profile of the mudguards and grill modified. The Citi Sport was fitted with a 1781cc 70 kW engine and a five speed semi-close ratio gearbox from the Golf 2 GTS.



In 1990, the Citi CTi was launched. It sported the 82kW engine from the original Golf 1 GTI, and with a top speed of over 180 kilometres per hour became the flagship of the range – a hot hatch that was attainable for the youth. In 1991 the Citi Designa was launched, the first of many special editions and derivatives including the Shuttle and the Ritz.

1994 marked the 10-year anniversary of Citi and was also the start of the car price wars in South Africa. The Citi held its own with the introduction of the Citi Chico. Priced at R33,950 it became the most affordable small car in its range by almost 10% when compared with its nearest rival.

By the new millennium the entire Citi range had been upgraded with fuel injected engines. The 1400 produced 62 kW and the 1600 unit produced 74 kW of power. This powerful kick was reflected in the television commercial featuring Garfield hanging on for dear life onto the window of a fuel injected Citi.

The Citi's brand positioning was changed to include 25 to 49-year-olds, people who are young at heart. The Citi Life was launched and with features such as five-spoke alloy wheels, leather-rimmed steering wheel, sports seats and a CD front-loader with four speakers, it offered a lot more than just a budget ride! The special edition Citi.com was released via the internet – a first for South Africa.

In 2002 a new campaign broke with the new edition which set out to prove that whether you were 18 or 80, you are only as old as you feel, or the car you drive.

Sales reached an all time record high with 28,550 units sold in 2006, and a milestone for the South African Golf was reached on 28 September 2007 when the 500,000th A1 Golf left the production line.

The new EU2 emission requirements for all vehicles built from January 2008 meant the Citi's days would be numbered. But Volkswagen was not ready to call it a day just yet. It undertook an enormous 18-month project and 2,360 test hours to develop the 25 unique parts, 10 carry-over parts and changes to five other parts to meet the requirements.

The 'heart transplant' was carried out and a new range of EU2 compliant Citis was launched in 2008 and 2009, including the TenaCiti, CitiStorm, CitiSport, and CitiRox editions. In October 2008 the ultra cool Citi Wolf was launched followed by the Citi Xcite offering the most 'pimped out' sound system yet with two-way door-mounted speakers, an amplifier mounted with a separate variable bass response

control under the front passenger seat and subwoofer in the luggage compartment.

“One of Citi’s great attributes was the ingenious way that Product Engineering energetically adapted and innovated to keep the Citi concept modern and contemporary despite its age,” Bill states commenting on the unprecedented success of the car. “Clever marketing in reinventing the product with limited and special editions of the basic design and zappy, youthful slang generated a buzz around the brand on a very limited budget.”

On 21 August 2009 the last A1 Golf, part of 1,000 special edition Mk1 Citis, rolled off the production line in Uitenhage. In November 2009 a victory lap was coordinated with one of the Mk1s which was driven around the country to commemorate the Citi and to bid farewell to the Citi brand after 25 years of motoring. In total Volkswagen South Africa produced 517,384 Golf 1s in 31 years.



Behind the wheel of the last Citi was Herman ‘Ben’ Dorfling, who joined Volkswagen South Africa at the Uitenhage plant in January 1969. When Volkswagen began producing Citis in 1978 Ben was a Quality Insurance Inspector on the A1 line. “I personally have owned most of the different versions of the Citi over the past 12 years. I am sad to say goodbye, as Citi has always been a reliable car and economical to maintain. The Citi is a legend in its own right,” said Ben. He currently works as a Quality Coordinator in the Engine Plant on the LD3 5 Cylinder diesel engines being exported to Germany.

In the passenger seat sat Phindile Makoki. He has worked for Volkswagen for 43 years as a CO2 Welder in the Assembly Body Shop. He joined the Uitenhage factory in 1966 and has been part of the team of workers who weld small parts, accelerator pedals and seat lights onto vehicles. “I have always enjoyed the people I have worked with over the years on Citi,” Phindile, who will retire from

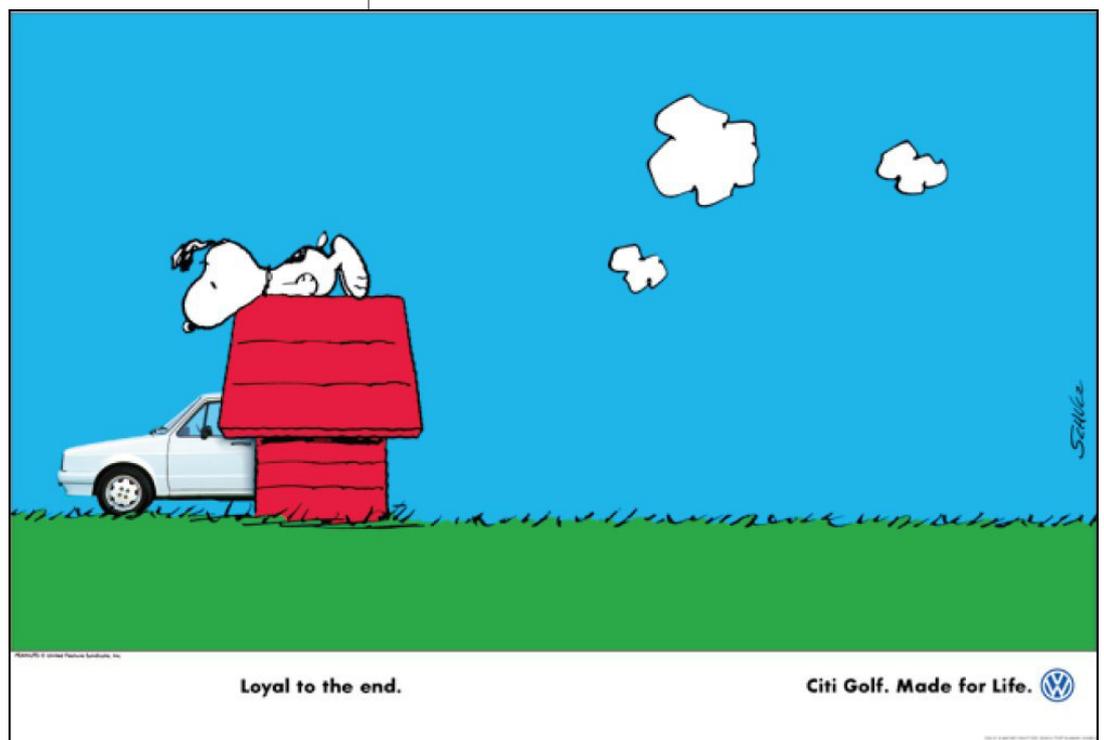


Volkswagen in 2010, commented. Phindile Makoki and Ben Dorfling both worked on the Citi production line for over 20 years.

“For over 25 years we have given the South African motorist affordable, fun motoring. We have created a legend that will live in the hearts and minds of thousands of people. The legend will continue to provide millions of miles of mobility to fellow South Africans.” These were David Powels’ words at the Citi tribute.

What a pity these neat little Golf Citis were never imported into Australia! At the moment, the only South African-made Volkswagens sold in Australia are the current Polo, and some Jettas and Golf Wagons. The previous Golf Mk5 was also made in Uitenhage.

As the first decade of the new millennium draws to a close, we bid a fond farewell to Citi and look forward to new horizons and beginning a new era for Volkswagen South Africa.





The J & S Beach Buggy.

Best-known for its catamarans, the Sydney firm of J & S Fibreglass didn't build more kits, bodies and hardtops than anyone else in the specialist-car business. But it's doubtful whether anyone else has built a greater range of car kits, bodies and hardtops than they.

It began in the mid 1950s when teenagers John Jennens and Jeff Simmonds decided to build a special. They used 1939 Ford V8 mechanicals including engine, gearbox, chassis and suspension. More influentially, they also made their own fibreglass body for the special. Fibreglass in those days was a relatively new material, and still newsworthy enough to attract a report on the special in WHEELS June 1958 as recognition of the youngsters' effort. What followed was inevitable - Jennens and Simmonds founded J & S and went into the fibreglass car body business.

Jennens subsequently dropped out of the firm but Simmonds hung in there and steadily built the firm into a solid position, especially after switching to boat production in the early '70s. He says this was the smartest thing he ever did, because specialist cars had become more trouble than they were worth.



Things might have been different had the Hunter project realised its full potential. This chapter began in 1959 when J & S revealed it was working on a new project, a complete car using mainly Holden mechanical parts. But it wasn't until 1961 the Hunter became a fact. The car had taken much longer than anticipated to develop to a saleable stage, and then the economic recession of the early '60s nearly wiped the whole thing out anyway. So its eventual arrival was almost an anti-climax. Had it reached the market a couple of

years earlier the car might well have been very successful because it clearly had the makings.

Still, the Hunter stirred interest wherever it was seen, and had to be the best possible advertisement for the kit. J & S took a steady flow of orders and by the mid '60s the Hunter's production tally stood at 25. But it added no more to the score before going the way of so many of its kind.

But J & S also built a number of other special conversions and kit cars. The list includes the ex-Buchanan conversion body. J & S took over production of that famous body in 1959 and made a further 45 examples (taking the overall total to about 150) before discontinuing it. An adaptation of the neat little Renault-based sportster designed by Len Moir was also put into production. About 20 were made.



Then there were bolt-on hardtops for most of the popular open sports models, and a couple of permanent fixed-top conversions to turn roadsters into coupes. In all J & S produced no less than 17 different hardtops. They sold in considerable, but seemingly uncounted numbers.

But it is for its beach buggy that J & S is best remembered. Beach buggies are open fibreglass bodies sitting on shortened VW Beetle chassis, as pioneered by Bruce Meyers in the US with his famous Manx buggy. A number of local companies made copies of the Manx, in varying levels of quality, but not J & S. They designed their own.

In the late '60s the firm made its first beach buggy design with a new model dubbed the Fun Buggy. It became one of the most successful cars of its kind in Australia. Owing not a single line of its body to the Meyers Manx model that





sparked off the whole buggy rage, the Fun Buggy belonged to the same school with simple, functional and pleasantly attractive lines. It had the usual door-less buggy entry and exit problem of course, especially with a soft-top or hardtop aboard, but it must have had something going for it. Fun Buggy sales passed the 190 mark before most States outlawed shortened VW chassis in the early 1970s, effectively killing off the buggy market.

A few years before the registration restrictions came into force J & S introduced another version which was probably one of the best looking, and certainly one of the best designed buggies ever. Known as the Trail Buggy, the car used the same VW running gear and shortened chassis that had become the standard specification for virtually all street buggies.



The Trail Buggy's body, however, was anything but standard. With swoopy guards, deep windscreen, integral roll-over bar, soft 'Targa' top and no doors, the body style was a cross between buggy and sports car.

The Trail Buggy differed from usual buggy practice in a few other ways, too. The shortened chassis was reinforced by the V-braced roll bar and by a large tube running the length of each side from front to rear. Apart from precluding any possibility of the shortened chassis being structurally suspect, the reinforcement in fact improved side impact protection.

Unlike ordinary buggies, the Trail model didn't retain the Volkswagen front-mounted fuel tank but instead relocated the tank on the passenger's side of the chassis, next to and above the forward-facing transaxle. While optimising tank protection in event of a bingle, the revised location meant that instead of a full-width rear bench, the Trail Buggy's cockpit had a bulge on the nearside (covering the tank) and only one-and-a-half-seater space behind the driver's bucket; enough for two kids or perhaps a supple adult, or some luggage.

J & S sold almost 40 Trail Buggy body kits before the registration problems closed in. Another firm took over the moulds with a view to re-introducing the Trail model but it too found the registration requirements too tough, as did yet another hopeful who pirated the body (took moulds from a J & S body) and modified it slightly with the aim of producing it under a different name.

The demise of the Trail Buggy marked the virtual end of J & S's long-held interest in the specialist car field. However the J & S name continues on in other fibreglass-related fields, especially boat-building and nautical hardware.

Mike McCarthy

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Driving the VW Golf Wagon.

A new Volkswagen Golf model is sure to prove a worthy addition to an already impressive, award-winning line up. How do you improve on a quality, affordable hatchback range, from the ultra-economical to the ultra sporty? Just add a little more versatility and a bucket load of extra cargo space, and voilà – the new Volkswagen Golf Wagon is born.



Well actually, the Golf Wagon is not really that new. The first Golf Wagon version actually appeared in Europe back in 1999, based on the Mk3 Golf (above). Unlike the hatchback Golf (and the booted Vento/Jetta), it was not made by VW in the Wolfsburg factory. It was made by Karmann of Osnabrück, the specialist car body builders who were famous for making VW Cabriolets, the Scirocco and the Corrado. The Mk3 Golf Wagon was named the Variant in Europe, and the Estate in the UK. It was not imported into Australia.

In 1998 the Golf Mk4 Variant appeared. It was also made by Karmann, and was again sold as the Golf Estate in the UK. It used the Golf nose, rather than the squarer nose used on the Bora/Jetta. Again, the wagon was not sold in Australia; VW's local importers in the 1990s was TKM/Inchcape Ltd, who only imported the Golf/Vento.

Release of the Mk5 Golf Variant was delayed, as production was moved from Karmann, to VW's own factory in Puebla, Mexico. This was part of VW's strategy to bring production of all models 'in house', rather than subcontract out. Hence, while the Mk5 hatch appeared in 2004, the Variant model did not appear until 2007. An example of the Mexican-built Variant was brought to Australia for the 2008 Sydney Motor Show, where it was displayed as the Golf 'Compact Wagon'. That model was not released for local sale, however.

Now, finally, with the latest Mk6 version, the Golf Wagon finally joins the three- and five-door hatch models on the Australian market. The new Volkswagen Golf Wagon is offered in a total of six guises featuring a choice of four engines, three transmissions, two models grades and two option packages (more on these in a little while). Pricing starts at only \$2,000 more than the hatch models. .

Visiting with Volkswagen Australia for a brief drive program in and around our nation's capital, I had the chance to slip behind the wheel of a couple of new Golf Wagons for a

chance to experience just how adept the family lugger would prove on the open road.

Taking the reigns of the new Volkswagen Golf Wagon 118TSI Comfortline and the 103TDI Comfortline, both equipped with Volkswagen's slick-shifting DSG transmissions (no manual option offered in Comfortline format), I made my way through the tree-lined streets of Canberra's CBD for the surrounding hills to get a better impression of how the wagon's extra bulk had impacted on Golf's well renowned dynamics.

Exiting the city, it's quickly evident that the Golf for customers who need 'more Golf', as Volkswagen's ads so aptly put it, has lost none of its hatch counterpart's nimble cornering ability. There's zippy off-the-line performance with the DSG transmission, after taking all but a moment to engage, making its way quickly through the cogs to find suburban speed limits met with relative haste.

Breaking free of the constraints of city traffic, the new Golf Wagon feels instantly at ease on the open highway with an impressive quietness the first noticeable characteristic of the family lugger's quality. The new Golf Wagon is fitted with an acoustic dampening windscreen that virtually eliminates wind noise, allowing a peaceful cabin space that's as relaxed as it is spacious and functional.

The driver-centric instrumentation and switch gear falls to hand readily, and is intuitive of function meaning eyes can be kept where they need to be. The comfortable seating is a real treat feeling much more top-shelf than is usually expected in this small family category.



Underfoot the smooth, well settled ride is a welcomed ally over choppy rural back roads. The Strut (front) / Multi-link (rear) suspension arrangement although blissfully comfortable, still allows an almost sporty flavour to Golf Wagon's ride that sees tenacious grip and maximum purchase from Golf's front-wheel drive arrangement pull the little wagon through corners with eager pace and determined fluidity.

The electro-mechanical steering too is well-weighted with surprisingly crisp turn-in that almost allows you to almost forget the extra bulk Wagon's added dimensions contribute to the rear end. Especially enthusiastic driving will expose the chunky rump's greater mass – and in panoramic roof models a higher centre of gravity – but in saying that, it's not evident until driving at a pace well beyond that typically associated with comfortable family motoring.

Having only the time to experience two of new Golf Wagon's engine offerings yesterday, it's safe to say the



103TDI (which means 103 kW turbo-diesel direct injection) is easily the pick of the litter. Not only does this torquey unit allow quick acceleration from rest but is punchy through winding back roads, strong on overtaking and, with a little help from the quick-thinking DSG transmission, able to iron flat hills most small wagons would struggle against.

As mentioned earlier, the new Golf Wagon range features a choice of four engines. The power, torque, 0-100 times, combined fuel consumption and CO2 emissions figures for which are as follows:

90TSI (1.4 petrol): 90 kW/200 Nm | 9.9 seconds | 6.7 L/100 km (M) / 6.2 L/100 km (A) | 156 g/km (M) / 144 g/km (A)

118TSI (1.4 petrol): 118 kW/240 Nm | 8.4 seconds | 6.3 L/100 km (A) | 148 g/km (A)

77TDI (1.6 diesel): 77 kW/250 Nm | 11.9 seconds | 4.7 L/100 km (M) / 5.2 L/100 km (A) | 124 g/km (M) / 135 g/km (A)

103TDI (2.0 diesel): 103 kW/320 Nm | 9.7 seconds | 5.7 L/100 km (A) | 149 g/km (A)

Due to its small-car body, medium-car carrying capacity, Volkswagen says that the new Golf Wagon will pit itself against a number of contenders across two market categories.

In terms of its external dimensions, the Wagon's natural rivals are the Hyundai i30cw and Peugeot 308 Estate, though with 505-litres of cargo capacity (to window height, seats up – 1,495-litres all told), this new Golf model may also find itself challenging such rivals as the Mazda 6, Subaru Liberty and Ford Mondeo – especially given its favoured combination of a diesel engine/automatic transmission, an offering not yet available on VW's Japanese rivals.

As you'd expect from a model with such wide-reaching appeal, a number of option packages and a lengthy accessories list is also available.

The first of these is the 'Comfort' package (available on Trendline models) that allows buyers wanting the benefits of low engine capacity the chance to opt for a higher level of equipment. The package costs \$2,200.00 and includes, among others, 16-inch Sedona alloy wheels; leather-wrapped multi-function steering wheel, gear knob and handbrake handle; Multi-function display; Dual-zone climate control; Rain-sensing wipers; Auto-dimming rearview mirror; Dusk-sensing headlamps; Coming/leaving home light function, and Cruise control.

For those already selecting upper-spec Comfortline models, but wanting a few more goodies, Volkswagen also offers a 'Sport' package for just \$1,800.00 more. This includes 17-inch Porto alloy wheels; Sports suspension; Dark tinted rear side and rear windows; Low tyre pressure indicator, and Front foglamps with static cornering function.

On the safety front, the Golf Wagon omits the driver's knee airbag found on hatch models, but includes front, side and curtain airbags as standard on all models, as well as a long list of electronic aids that include ABS, EBA, EBD, EDL, ESC (with Traction Control) and HSA (ANCAP testing to be confirmed soon).

A rigid safety cell body with front and rear crumple zones, side impact protection ensures a tough outer shell, while inside seatbelt pre-tensioners and brake force limiters can be found alongside (front) safety optimised head restraints (anti-whiplash) and an extendable, dual-position cargo net.

The new Volkswagen Golf Wagon offers a seven colour palette consisting of two solid, four metallic and one pearl effect colour across all models while inside, two grades of black cloth (depending on model) are standard with two optional leather upholstery choices (black and beige) also offered.

Volkswagen Golf Wagon Pricing:

Golf Wagon 90TSI Trendline (6-speed manual) – \$26,990*

Golf Wagon 90TSI Trendline (7-speed DSG) – \$29,490*

Golf Wagon 77TDI Trendline (5-speed manual) – \$29,490*

Golf Wagon 77TDI Trendline (7-speed DSG) – \$31,990*

Golf Wagon 118TSI Comfortline (7-speed DSG) – \$33,990*

Golf Wagon 103TDI Comfortline (7-speed DSG) – \$36,490*



A Minor battle in the Snow.

Like Volkswagen drivers, the drivers of Mini Minors have a deep fraternity. A mini-maniac aged fiftyish, tells me that on a recent trip to Sydney he exchanged toots with every other mini-maniac along the entire route. Indeed, he even exchanged toots with an elderly female mini-maniac who must have been 80 if she was a minute. However, on meeting Volkswagens the thing to do was to glare and maintain a hostile silence.

The Volkswagen factory was on the Princes Highway at Clayton. Employees who owned Volkswagens were instructed to park their cars hard against the fence where the public could see them. Those who did not own VWs had to park them well to the rear out of the public gaze. As for Mini Minors, no VW employee was game to buy one. Sins like that are worthy of a public hanging.

In the early and mid-1960s the Volkswagen-Mini Minor war was as deadly serious as Australian Rules. You must understand that a Melbournian can make no more solemn statement than that.

In 1963 Volkswagen launched the greatest coup in advertising since Laurie Whitehead won the 1955 Redex. Ray McMahon, the Officer In Charge (1963-64) at Mawson, had the idea that a car of the VW type would be useful on the hard, frozen snow down there. So the idea was put to Dr P.G. Law of the Antarctic Division, then to VW Australasia at Clayton. Of course the advertisers, PR division and everybody were cockahoop about it. And so the red VW, "picked at random from the stock at Clayton," arrived at Mawson on February 2, 1963.



The big advertising campaign, with a spread in 'Women's Weekly', 'Time', and all the dailies got under way in June. There was the red VW Bug photographed on the great Ice plateau. "The first sedan car in Antarctica...could any other car handle the slush, icy winds, Antarctic Ice?" "I am more than pleased with its performance," cabled Ray McMahon.

According to the VW people there was a fantastic reaction. There were 80 written requests for more information. Schools wanted material for projects. There were letters from overseas, and the strange people who collect car number plates wrote for copies of the much-photographed ANTARCTICA 1 numberplate.

Of course, over at the BMC department this was damned hard to take. There was a rumour that BMC was asking the New Zealanders to take a Mini Minor South to counteract it all. But would people ask for an Antarctica 2 number-plate?

But that wasn't all. In mid-1963 the Melbourne 'Herald' Book Club produced a biography on Sir Hubert Wilkins. This revealed that Sir Hubert took a Baby Austin sedan to the Antarctic in 1927. The book didn't mention what it was used for, or how it went, or what happened to it. But that didn't matter; the important thing was that the VW wasn't the first after all.

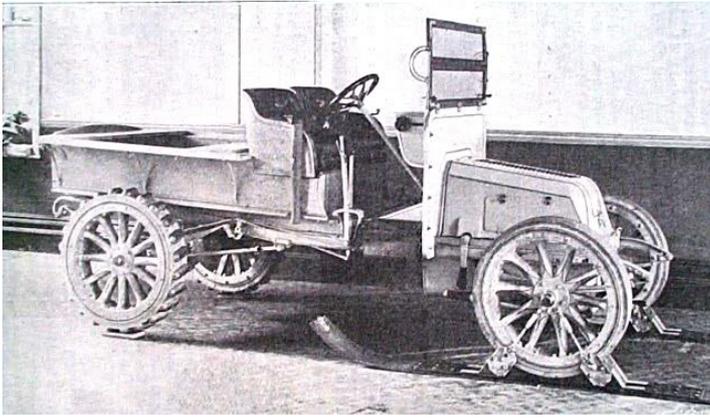


There was a major commotion in the BMC camp. They tried desperately to get a good picture of that Baby Austin, but without success. The Baby Austin was no kin to Morris back in 1927, but they overcame these problems brilliantly. On August 14 the BMC ad appeared in the 'Sun News Pictorial'. Remember the VW ad which showed the red VW disappearing into the distance leaving two tracks across the frozen snow? Well, BMC produced almost exactly the same picture, two tracks across the snow but no car. The caption read: "We've been and gone 34 years!"

Then there was an extract from a Wilkins wireless message dated 27/11/1929. "...and driving to work each morning in our little Austin automobile - wondering all the time how the polar explorers of an earlier day spent the long months sledging their way from point to point on meagre rations..." From here the copy moved smoothly on to the fact that Mini Minors were being used by the Snowy Mountains Authority to cut Perisher and Crackenback down to size; and before you knew where you were you almost had the idea that there were Mini Minors down in the Antarctic.

Then finally, to make things devilish awkward for everybody, the news came out that Ernest Shackleton took a motor car to the Antarctic in 1906. A very fine car it was, too; a 12-15 horsepower Arrol-Johnston, fitted with a specially designed, air-cooled four-cylinder engine. It was an open-air two-seater tourer, and was used as a regular workhorse for transportation and towing sledges, and came home on the ship when the expedition returned.

Now Arrol Johnston may have been the first British manufacturer of motor vehicles, beginning in Scotland in 1896. However after merging with Aster in 1927 they became a victim of the great depression and went out of business in 1931. While Morris' connection to Austin in 1927 is tenuous (they didn't merge until 1952 and were rivals in 1927), certainly no modern-day car company can claim heritage back to Arrol Johnston.



However BMC soon had no further need to play far-fetched games with Hubert Wilkins and his Baby Austin. A highly modified Mini was actually used at the Wilkes Antarctic Station in 1965.

While most people would expect special purpose snowmobiles (or Volkswagens) to be used in such locations, few people would be aware that a specially modified Mini was one such vehicle used by Australians in the Antarctic.

Originally a US base, Wilkes had operated previously during the International Geophysical Year (IGY) programme, on the western end of the Clark Peninsula, and was handed over to Australia in 1959 after the conclusion of IGY.

By 1964 it was found that Wilkes would soon be uninhabitable, due to snow and ice build-up that threatened the integrity of the buildings, so work began on a Replacement Station (Repstat), now known as Casey, about 2km away, on the Bailey Peninsula. Wilkes was abandoned with the completion of Casey, in 1969.

ANARE had decided that small, cheaper, vehicles should be trialled in addition to the larger, more complex, tracked vehicles that were then being used. As we know, in 1963 Volkswagen Australia provided a suitable VW Beetle (imaginatively named and registered as "Antarctic 1"), and another in 1964 ("Antarctic 2").

While these performed fairly well in the conditions, they were still only two-wheel drive and were limited in the type of terrain they could cross. In spite of their winterization and minor modifications, the VWs were hampered by cracking of their frame heads, and Antarctica 2 suffered a seizure of its engine due to ice ingestion and had to be abandoned where it failed until the following spring. Several conventional motorbikes were also trialled, with varied success, but they were unable to carry much, if any, equipment.

At this time Terry O'Hare operated a motor body building business under the name Recar (as it was a reincarnation of a previous business) in the western Melbourne suburb of Sunshine. Terry started Recar in 1956, building timber bodies on the rear of local cars (like the American "woodies" that were popular at the time).

However, Recar is probably best remembered for the jet truck "Waltzing Matilda", powered by an Avon Mk 1 jet engine from a Canberra bomber. Built by Terry and his son Stephen in 1978, Waltzing Matilda was the world's first jet-powered truck – later going on to break the world truck speed record.

Back in the 1960s, though, Recar imported Porsche 356-powered Snow-Trac chassis from Sweden, and the

heavier Nodwell tracked truck chassis from Canada, and then built bodies on them to ANARE's requirements. Terry realised that a smaller tracked vehicle would be ideal for use by ANARE, and set about designing and building one. He had decided that the base vehicle should be front wheel drive, as many snow vehicles have the drive wheel at the front of the tracks, and be relatively cheap to buy.

The only locally available options really were the just released Morris 1100, and the more established Morris 850 - which was chosen. Terry's idea was to use as much of the original Mini as possible, so the drive for the tracks came directly from the Mini's power unit. Following the lead of the Snow-Trac, Terry named his new creation the Mini-Trac.

In the first version, shown in a newspaper clipping, the drive shafts, universal joints, hubs and suspension were removed, and drive sprockets fitted to the differential output shafts – which provided power to the track drive sprockets via chains. The track drive sprockets were mounted onto the chassis, directly under each differential output shaft, and provided independent drive to each track.



On the subsequent versions of the Mini-Trac an idler shaft was placed directly below the differential output shafts and a second chain taken forward to extend the track length, which also gave better balance by reducing the problem of the engine's weight overhanging the front of the tracks.

The tracks themselves were taken from the Snow-Trac ST-4. These were made from a four-ply, 9.5mm thick conveyor-belt type rubber matting, and each track consisted of two belts, each 180mm wide. The two belts were spaced around 75mm apart and joined together by steel "grousers" (steel strips which provide traction on the snow) bolted through the belts, and which also served as the links for the drive sprocket. On top of the grousers (on the inside of the tracks when fitted), and sharing the bolts, were steel wheel guides that kept the tracks running on the three Mini wheels fitted to each side of the vehicle.

Like the Antarctic VWs, the subsequent fate of the Mini-Trac is a mystery. After Wilkes was abandoned, it was returned to Australia around 1969 and sold to a private concern. It was apparently used around the Victorian ski fields for a number of years before it disappeared.

Phil Matthews

John Muir revisted.

One thing many people have never understood is why this book has so much controversy surrounding it.

It's largely a matter of competence. Or perspective. To an experienced mechanic the 'VW For the Compleat Idiot' book is an hilarious collection of good information and bad, like that bit on pg 85 of the 19th edition (Step 3. Check Sensor) where John tells his Disciples, "Be sure to get a six volt [oil pressure] sensor if your car is 6 volt, and a 12 volt sensor for a 12 volt system" And if that sensor fails to work, you should take it back and get a replacement... because "You have checked *everything else.*" (my italics)

First off, like 99.99% of all low-voltage switches, the VW's oil pressure sensor switch is not voltage-specific. Volkswagen used one sensor from 1949 thru 1981 (go find the VW microfiche; look for yourself).

Secondly, the switch is the Normally Closed (NC) type. When it's just laying there on the bench smiling up at you, to find out of its good, bad or indifferent, all you gotta do is stick it with your multimeter. Or your trouble light (and a source of power). Or a continuity checker. No need to screw it in, screw it out and screw it up running back & forth between your car and the dealer, praying to find that one magical six volt sensor that works... when the problem is somewhere else in the system. (Even though you've checked *everything else.*)*

To an experienced mechanic, this sort of foolishness is funny as hell, an enjoyable break in a life devoted to detail. And a point completely beyond the ken of people whose lives are not.



Logically, the two branches of this decision tree, as indicated by the state of the lamp (that is, on or off) should be addressed systemically. But they are not. Over on page 87 John finally addresses the second branch of the diagnostic tree - the lamp staying on for no readily apparent reason (such as overheating) and assumes the fault is in the sensor - which is the same error he makes when the lamp fails to light. Taken as

a whole, John's diagnostic procedure is more akin to slap-stick comedy than auto repair.

The sticky bit is when the kiddie, who may be fifty years old, insists you sell him a six volt 'sensor' and starts waving his copy of St. Muir in your face as proof of his certainty and your incompetence.

What to do? When it comes to theology there's no easy answers. Automotive engineering, yes. Retailing, for sure. But not religion and that's really what's involved here - someone who has taken John's word entirely on faith.

A lot of parts guys then 'discover' a six volt switch lurking in the bin - a little '6V' written right there on the corner of the box with ball-point pen - and sell it to the idiot for about five times the price of a '12V' switch. But most will simply head them down the road: "Have you tried at...? No? Wellll... have a nice day." And go on to the next customer, because for them it's a business, not a religion.

So John made some errors. Let he who hasn't take the mound. And initially at least, it may not have

been an error but merely a misconception. There is a later-model pressure switch for another VW vehicle that is identical in appearance... except for having an M10 thread instead of 1/8"NPT (and a completely different part number).

I've had parts-guys try to sell me this other sensor, saying it was "just as good" as that other part number - the one they don't carry any more because no one in town drives an air-cooled VW. When that happens just smile and take your business elsewhere. Because, while M10 will fit the START of an eighth-inch pipe thread, it jams after a few turns and will strip out the case. (Don't ask... but you run into the same thing with brake light switches. Pipe thread early, Metric thread late.) So maybe that happened to John. VW shifted to 12V in 1967 (1968 in Australia). Perhaps John thought the new part number (indicating the difference in thread) signified a difference in the car's voltage. Just a guess. But if you hold both types in your hand you gotta know your onions to be able to spot the NPT from the Metric thread.

Now, were there a lot of errors? Again, we run into the Point of View. To the novice the errors are invisible and the book is therefore perfect. To someone with a little experience, the errors can be an embarrassment and cost them some time but they can usually work around them. But to the experienced mechanic - if he needs a doorstop he knows where to look.

So where do we draw the line? Again, it depends on who does the drawing. For me, I don't like to see folks using 'repair' procedures that end up doing more harm than good so I've pointed out alternatives for some of John's methods, such as not setting fire to your brake shoes - unless we're talking Model T's. Nor hammering on your axle nuts, trying to balance wheels mounted on the front spindles and a few others. Over the years I've also addressed a couple of safety

issues that I felt should be mentioned in certain repair procedures. But a lot of the 'errors' simply reflect the differences between a professional mechanic and an amateur. The fact Volkswagen taught its mechanics to do a valve adjustment in a way that takes only ten minutes or so (and is the same method advocated by every other car maker) does not mean the method John advocates is wrong. The valves still get adjusted. Eventually. In fact, I've actually had people tell me they enjoy spending an hour adjusting their valves, and make it clear they feel I'm denying myself one of the joys in life by spending so little time on that task.

Personally, I continue to recommend John's book to the newbies as the best way to demystify the mechanical arts. The work is technically flawed but philosophically sound. Were it not for John's untimely death I'm sure the hilarious gaffes, backward images, typos and missing parts would have eventually vanished from the book.

But until then, Proceed With Caution, for no matter your level of technical expertise, you are the Mechanic-in-Charge. Not only of your vehicle, but your life.

* - When you've checked all components in a system and found them functional, yet the system does not work, then the fault is in the system itself and not the components. So stop worrying about the lamp and the sensor and get busy checking the connectors, wiring and the socket. There's a lot of wire between the indicator lamp and the temperature sensor. If the lamp works and the sensor is good then bite the bullet — you've got a bad wire or - most probably - a bad connector. Indeed, given that the indicator lamp only draws about 250mA, and is grounded at the engine, three metres or more of wire away, you could have a wire that tests good conductivity yet has enough internal corrosion to not allow the lamp to glow brightly enough for you to see it. But that isn't the sort of thing that would happen from one day to the next; over a period of storage, yes.

So what's the answer to 'No Green Light!?' Usually, the connector at the sensor or the wire immediately adjacent to it. Next best bet is that funny little connector on the other end of the green wire, the one on the back of the speedo... that got mashed flat by a six pack of beer about five minutes ago when you whipped it up to beat the train across the tracks.

Life's funny that way :-)

VW pre-lube.

According to studies by Ford (in the 1960s) and Mercedes-Benz (in the 1990s) the most significant factor in determining the service life of a properly maintained engine has more to do with how often it is started than with how many hours it has accumulated.

Here's why: Go out and jump in your ride. Turn the ignition key. See those lights? One of them is telling you there is no oil pressure. Now start the engine and notice how long it takes for the oil pressure light to go OUT.

You've just started your engine 'dry'. How dry depends on a number of factors such as how long the engine has been standing, the type of oil you are using and the ambient air temp. But the basic fact is the engine starts and runs for a period of time without adequate lubrication. No mystery at all as to why this produces so much wear.

Wanna see your VW engine last virtually forever? Add a pre-luber. Go on. No big deal. You can buy kits from www.autoenginelube.com with all the parts you need. Fit it as per the instructions and wire the solenoid valve into the ignition circuit. (Circuit ON, valve OPEN) Then plumb the thing to your main oil gallery.

Now, when you turn on the key about half a litre of pressurized oil will be delivered to the engine before anything starts rotating. After the engine begins to run it will pump that amount of oil back into the pre-luber... and will trap it there, under pressure, when the key is turned off. (You may elaborate upon this scheme if you wish but the Plain Vanilla version will work just fine for an engine as small as a Volkswagen.)

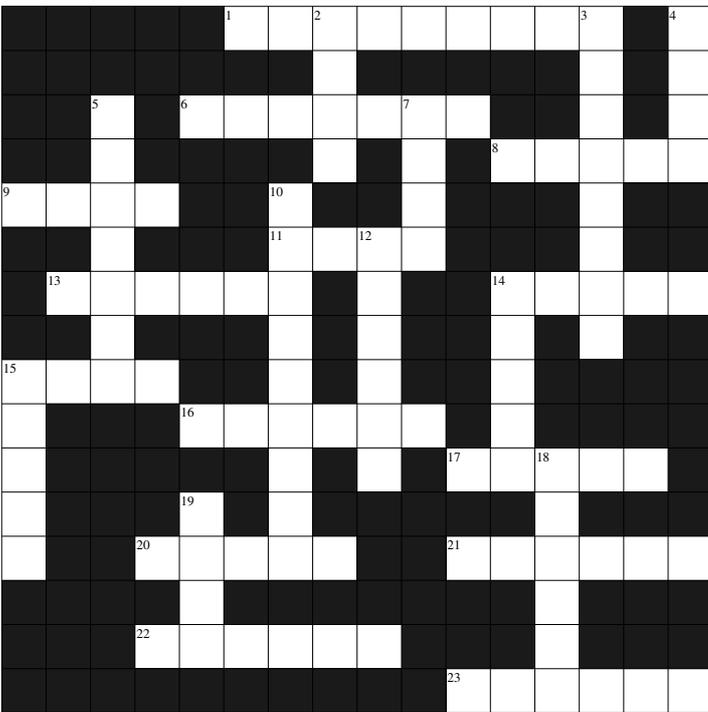


If you do a bit of reading on the factors governing engine wear you'll find a lot of data regarding the size of contaminants, filter effectiveness and so forth. It is pretty obvious that full-flow oil filtration is good but all filtration systems contain a potentially harmful loop-hole in that the contaminants must pass through the oil pump before they can be trapped by the filter. (And no, you can't put the filter on the inlet. See the literature. The output of your oil pump is very sensitive to any restriction on the inlet. Low-restriction filters are huge things, unsuitable for use in a car or light plane.)

Since the most destructive contaminants are metal particles wiped from the cam and lifters, and since these particles are magnetic, I added three high-Gauss NIB rare-earth magnets to the outside of the sump plate, converting the entire plate into an extremely powerful magnet. The magnets cost about \$10 each and were purchased as new/surplus from American Science & Surplus. That particular magnet is no longer available but they carry others.

Since I fit all of my engines with full-flow oil filters I've no need to remove the sump plate. But after a year of use I was curious as to how well the magnets were working. When I removed the sump plate it held a dense sludge of magnetic particles. To determine the fineness of the residue trapped by the magnets I washed the residue with MEK to break down the oil and passed it through a coffee filter and then a piece of filtering media removed from a new Purolator oil filter. In each case a significant quantity of particulate contaminant made it through the filter - and would have gone into my oil pump and then to the bearings - were it not for the powerful pull of the neodymium-iron-boron magnets.

Bob Hoover



3. ItalDesign is the famous Italian design studio, now owned by VW, headed by this man
4. She's the Editor's daughter - but she's not in this particular issue of the magazine
5. The German word for VW Golf Station Wagon
7. Our President Steve works for this motoring organisation
10. Australia's largest VW car show is the VW ...?
12. The Event Secretary for the VW Nationals Supersprint is Chris ...?
14. This is the name that the Germans traditionally use for the original VW Kombi
15. If you like Kombis in Tea Gardens, chances are you also enjoy ice ...?
18. The UK word used to describe the VW Golf Station Wagon
19. The 'R' version of this VW hatchback is the fastest and most stylish in the range

Club Veedub Crossword.

Across:

1. The famous town where Megan chose to spend her honeymoon
6. The new Golf Cabrio is made in their former factory in Osnabruck
8. The J & S was a famous Australian VW Beach ...?
9. He is organiser of the Fish n Chips run to Gerringong in June
11. The Italian car company that rumours say VW is interested in buying is ...? Romeo
13. Holds the world record for the longest distance travelled on one tank of fuel
14. The Shoalhaven Blast from the Past will be held in this NSW country town.
15. The Mk1 Golf was made in South Africa until 2009, and was known there as the VW ...?
16. It wasn't VW-powered, but it was the first J & S project car back in 1959
17. The powerful Chairman of the Volkswagen Supervisory Board is Ferdinand ...?
20. The annual Canberra Wheels show is held on the lawns of Old Parliament ...?
21. The very last original Beetle, made in 2003, was known as the ...? Edicion
22. The Volkswagen factory in Uitenhage is located in South ...?
23. The first production car to visit Antarctica was a 1962 Volkswagen ...?

Down:

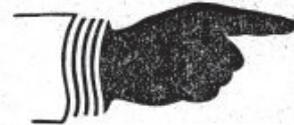
2. A long stretched version of the New Beetle, with a TV and cocktail bar, would be a ...?

Last month's crossword.





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Quikstrip Central Coast	0450 308 454
Raw Auto Werks	0401 554 049
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	1300 139 006
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	0431 842 569
Subaru Gears	0419 243 275
The VW King @ Dr Mosha	(02) 9534 1077
Turner Driveshafts & Steering	(02) 9905 0574
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	Vic (03) 9729 9281
Volkspower	Vic (03) 9808 6777
Volkswagen Spectacular	0427 695 203
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	Qld (07) 3806 1240
WPVW Trim Shop	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524
Wurth Australia	1300 657 765



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