

Zeitschrift



Banking Services Christchurch style

Volkswagen helps out after the earthquake.

September 2011

IN THIS ISSUE:

CMC Eastern Creek Classic
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Golf BlueMotion test
Cutting threads

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Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2011-12.

President:	Steve Carter	0439 133 354
	president@clubvw.org.au	
Vice President:	David Birchall	0415 957 030
	vicepresident@clubvw.org.au	
Secretary and: Membership:	Bob Hickman	(02) 4655 5566
	secretary@clubvw.org.au	
Assist. Secretary:	David Birchall	0415 957 030
	assistantsecretary@clubvw.org.au	
Treasurer:	Martin Fox	0411 331 121
	treasurer@clubvw.org.au	
Editor:	Phil Matthews	(02) 9773 3970
	editor@clubvw.org.au	
Webmaster:	Aaron Hawker	0413 003 998
	webmaster@clubvw.org.au	
Book and DVD Librarian:	Joe Buttigieg	0449 291 642
	library@clubvw.org.au	
Tool Librarian:	Bob Hickman	(02) 4655 5566
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Vintage Registr:	John Ladomatos	0449 236 076
	vintage@clubvw.org.au	
VW Nationals Committee:	David Birchall	(02) 9534 4825
	Bob Hickman	(02) 4655 5566
	Aaron Hawker	0413 003 998
Motorsport Captain:	Rudi Frank	0418 442 953
	motorsport@clubvw.org.au	
VW Motorsport Committee:		
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Wayne Murray	Grace Rosch	
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Canberra Committee.		
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Secretary:	Iven Laufer	(02) 6254 1142
Autofest/Events	Mark Palmer	0416 033 581
Registrar:	Ian Schafferius	0434 717 093

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

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 PO Box 1135 Parramatta NSW 2124	or	Club VeeDub (Secretary) 14 Willoughby Cct 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: 24 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
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Canberra VW Centre	VWMA
Classic Vee Dub	Westside Mufflers
Custom Bugs n Buses	Wolfsburg Automotive (VIC)
Custom Off Road	



Shannons German

Autofest

A celebration of German automotive engineering & design: Porsche, Mercedes, BMW, Audi & more..



Canberra's largest annual VW weekend

VW cruise & family BBQ

Saturday afternoon - 17 September '11

- ▶ Join your Canberra hosts for a **VW cruise** through the Nation's Capital to a **mystery location** for a sausage sizzle.
- ▶ Enjoy a great run, catch up with fellow enthusiasts and talk dubs!
 - ▶ Meet at **Russell car park**, usual place, to **depart sharp at 3pm**.
(Free to Club VeeDub members or gold coin)



Autofest Carshow

Sunday - 18 September '11

National Library lawns, Parkes Pl. Parkes, ACT.
Trophies awarded and **Refreshments** available.
 Gates Open 8.30 - 11am for judging, **VW Presentation** at 12.30pm
 (\$5 for Club VW members & \$10 for Non-club members,
 plus \$2 fee for event per vehicle.)
 Further details at www.canberravw.com



Club VeeDub
Canberra Chapter



www.canberravw.com



BURWOOD
Spring Celebrations

Classic SHOW & SHINE 2011

SUNDAY 18 SEPTEMBER

10am - 5pm

Burwood Park, Oval Grounds
Corner Park Avenue
& Burwood Road, Burwood

CELEBRATING 20 YEARS

- Setup from 7am Entry closes 9.30am— earlier if oval grounds are filled.
- Presentation at 3.30pm
- Open to all makes and models including Hot Rods, Street Machines, Custom Machines, Classics.
- Over 15 trophies on offer for best in class
- Traders and merchandisers welcome
- Food & Entertainment all day
- A great family day!
- Register by August 19 to secure your spot
- Contact Rhonda on 0425 206 021 or email Rhonda at: show.n.shine@bigpond.com



Burwood Council
heritage • progress • pride



All proceeds to the Burwood State Emergency Service

PART OF BURWOOD FESTIVAL

Oktober-Fest 2011



205 Adams Rd Luddenham
(UBD Map 224 A15) Gates open at 10am.
\$5 per person admission.



Oktober-Fest is on again at the Hubertus Country Club Luddenham!

Oompah-pah Band, local and German beer on tap in a Glass Oktober-Fest Beer Stein, German Food and Market Stalls plus rides for the kids. So bring along your family, Lederhosen and an appetite for German music, food and of course... BEER!



You'll be welcome there all October long weekend!

(Camping spots available, Contact Hubertus Country Club for information)

Club VeeDub will be set up there on Sunday October 2nd.

Look for the "VW Parking" signs after you go through the Gate for premium parking for VWs only. We will be parking in front of the clubhouse on the concrete again.

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/call Raymond at sales@clubvw.org.au / 0408207228 We'll see you there! -Prosit!





Club VeeDub - Canberra Chapter

Proposed members cruise & overnight stay
at **Wee Jasper** camp ground
on **weekend of 22/23 October 2011**

*Please register your interest at ischaffe1@dodo.com.au
by **Friday 3 Oct '11***

Full details will be provided to event participants, but basics are
food for an evening BBQ and breakfast the next morning,
drinks of own choice and all the camping equipment you need.

or one of these!



www.canberravw.com





Southern Highlands Motor Fest

Chevalier College,

566 Moss Vale Rd, Bowral

9:00am, Sunday 30 October 2011

Entrants: \$10 per vehicle. Choose one category per vehicle:

- | | |
|---------------------------|-----------------------------|
| 10A: Pre-1960 Classic | 70U: Pre-1960 Custom |
| 20A: 1960-1980 Classic | 80U: 1960-1980 Custom |
| 30A: 1980-present Classic | 90U: 1980-present Custom |
| 40A: Pre-1960 Commercials | 100U: Post 1960 Commercials |
| 50A: Racing cars | HV: Heavy Vehicles |
| 10C: Classic Motorcycle | 15C: Custom Motorcycle |

Prizes for 1st, 2nd and 3rd in all categories above.

Show & Shine event open to all Classics, Hot Rods, Customs, Vintage & Racing Cars & Bikes. Club groups welcome. Over 350 vehicles on display. Lots of fun for the whole family: fete stalls, trade shows, lots of food and rides for the kids, young & old. Gates open 8:00 am for show cars, 9.00am to the public.

All enquiries phone Ken, 0438 090263



Club Veedub Convoy:

Meet at Uncle Leo's at the Crossroads, Liverpool
at 7:15am for a 7:30am departure, and
leisurely drive to Bowral.

Contact Phil, 0412 786339



Sunday

Yarra Glen

Public entry 9am
Swap site entry from
Armstrong Grove, Yarra
Melway ref 275 C1
NO BBQs and NO DOGS



For more information visit
www.vwclub.com

P R O U D L Y S P O N S O R S



Volkswagen Group Australia.



Vo'

Herbie goes to Katoomba

the edge

CINEMA



A special documentary event

The 2011 VW Nationals, Sydney Australia

Screening at the Edge Cinema,
225 Great Western Highway, Katoomba
Saturday 12th November. 2pm — 4pm

A detailed coverage of the VW Nationals Supersprint at Wakefield Park racetrack and the show day at Fairfield Showgrounds

Tickets \$15.00. Bookings/Enquires/ etc call Phil on 4787 1841 or 0407 180 446

Please note. We will have a special guest on display in the Cinema Foyer, the one and only “Herbie” Yes one of the originals from the Herbie movie.

So why not come along a relive the event and you may even see yourself on the silver screen at *the edge cinema*.

We may be able to offer a special on accommodation, more details next month.

Von dem Herrn Präsident.

Well the weather in Sawtell was excellent leading up to the Winter Break, but was pretty average over the weekend when we were there. Maybe we can have good weather in two years' time.

Thanks to everyone who attended. On Saturday we had cruise up to Bellingen to view the craft markets, we were supposed to park on the oval in the middle of the markets but the ground was deemed to be too soggy to park the cars on. Lots of trinkets were bought and some very cheap bananas.

On Sunday we had a show n shine. It was \$2.00 to enter and the proceeds were donated to Norman and his bug off cancer drive; speaking of which, Norman and three of his colleagues from Qantas made Sawtell the 1st leg of this year's Bug Off Cancer drive. Ray Pleydon made a really cute toy garage complete with hoist and cars, which was raffled off and the proceeds also went to Bug Off cancer drive.

The show n shine was small affair but we trialed peer judging by entrants only. This seemed to work really well and it maybe something that we try at the VW Nationals in the future. Thanks to Shirley, Heather and Gwen for their help on the day with this. We handed out some left-over Nationals trophies.

Unfortunately the Winter Break at Sawtell clashed with the CMC Eastern Creek Classic. As it turned out we were able to fill our full allotment of car spaces at the Eastern Creek Classic, so we were able have two big events on at the same time and still have them both well attended.

The annual Club VeeDub Motorkhana will have been run and won by the time you receive this magazine. If all goes well we should have the club's new printed marquee there.

Coming up we have the German Autofest in Canberra. This is a great event and it's located a short walk from Floriade; seems like a good excuse to see VWs, German cars and flowers. On the same weekend is the Burwood Festival car show in Sydney; we usually have a good turnout to this, so contact the organisers and book your space if you want to show your VW (see the club calendar and the flyer).

The German Oktoberfest is on again at the Hubertus club on Sunday the 2nd October, and Raymond has ensured our club has prime display parking. Good German food and beer all weekend, and lots for kids to do – don't miss it. Some of us will be attending the VW drag weekend at Warwick, Queensland, on the same weekend.

Later in October on Sunday 30th is the Southern Highlands Motorfest; this always a good event and a good day out. And in November we have the Day of the VW in Melbourne; the Canberra Marques in the Park, and a new event called the VW Nationals Herbie Movie Day at the Edge Cinema at Katoomba. Lots coming up!

We received this letter last month, which you may find of interest:

"I am currently working on a photographic series that is based on the beauty of classic, vintage and well loved VeeDubs. I was hoping that some of your members might be interested in having their vehicles photographed by me. I am doing the series as part of my Gorgeous Glimpses range, which is to raise money for charity. It is still in the development stages at the moment, although some are

currently being exhibited at Austi Beach Cafe, Austinmer, NSW.

"I was inspired to do this series by a few photographs I took in South America of VWs. I hope the members will do it for the love of VeeDubs. As it is aimed at raising money for charity I can't afford any more than the token gesture of a print of the photograph and the opportunity to be part of something that I hope will make a difference in a positive way.

"I will obviously travel to the members and find somewhere local to them to take the photos. It shouldn't take very long at all. If you could please pass this message on to your members I would be very grateful.

Helen Theuma

helen.theuma@gmail.com

So give her an email if you are interested.

See you soon,

Steve Carter



Kanberra Kapitelreport.

Spring is here and the sound of VWs fills the air. Dust them off and bring them out in the sun. What better way than to come to German Autofest, here in sunny Canberra and very close to the Floriade display, show the cars off, and meet other dubbers?

Saturday 17 September, meet at the Russell carpark at 14:30 for a 15:00 departure on a VW cruise and sausage sizzle at the end. Bring your UHF radio to keep in touch with the others.

Sunday 18 Sept, the show is on the lawns in front of the National Library. If it has a VW badge we want to see it on show! Come along from 8am, register at the tent and enjoy the day. All VWs coming to the display area must register at the tent.

Please remember two things about Autofest - there is an entry fee for VWs (\$7 for members, \$12 for non-members), and all cars must have a drip tray (can be cardboard, etc). We hope to have trays for sale on the day if you don't have one.

Trophies will be awarded during the day and we want to make a new VW record this year. Bring the car and enjoy the Spring sunshine! Food will be on sale at the show.

You can download the registration form from our website (canberravw.com) and bring it filled-in to the VW tent on the day. Correct change would be great and the earlier you register with us, the better.

Local members with Historic registered cars - remember this is a mandatory event to bring the cars to. We will be noting the attendances.

Coming up on 22/23 October is our annual camping trip, this time we are off to Wee Jasper just outside Canberra. But, we need to know NOW who wants to come along. Ian, our camping guru, is arranging the trip but we need to make bookings and such. You should find a flyer in the magazine (I hope) but we need numbers - who's coming? Bring a tent, caravan, camper, or sleep under the stars, we want to see you

out at Wee Jasper. Contact us for more details, but please let us know if you want to come along.

The Beetle Exchange event in August was cancelled due to unforeseen circumstances with our host. The message went out at short notice and we hope it didn't ruin anyone's arrangements.

Enough babbling, I hope to see you all at Autofest, bring your VWs along and help us make this the best show yet!

Bruce Walker



Klub Kalender.

September.

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 18th:- Burwood Spring Festival Car Show, Burwood Park. Car show is part of the street festival with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry), but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.n.shine@bigpond.com

Saturday 17th and Sunday 18th:- Canberra Autofest VW weekend. Saturday afternoon and sausage sizzle. Sunday is German Autofest car show on the National Library lawns. Food and drink available, kids car show and activities. Contact Bruce on 0400 119220 for more info.

Monday 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

Sunday 2nd:- German Oktoberfest 2011 at the Hubertus Social Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom pah pah band. Market stalls, kids' rides! Club Veedub has a Volkswagen display in a prime position. You are also welcome to camp over on Saturday night, should you wish. Einen wunderbaren Tag! For all info phone Raymond on 0408 207228. Prosit!

Sunday 2nd:- VW Warwick 2011 Drag Racing at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See www.vwma.net.au for more info.

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

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

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

Sunday 30th:- Southern Highlands Motorfest 2011 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of cars, commercials, heavy vehicles and bikes. Informal show n shine event with trophies awarded for all categories. Combined with the annual Chevalier Country Fair and a full day's program of wood chopping. Lots of food, stalls, rides and games. \$10 entry. Let's see lots of Volkswagens this year! **Club VeeDub Convoy meets at Uncle Leo's, Liverpool Crossroads, at 7:15am for 7:30 departure.**

Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

November.

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

Sunday 6th:- Melbourne Day of the VW 2011, Yarra Glen Racecourse, Melbourne. Show n shine, trade displays, swap meet and more. Public entry 9am. For more info visit the VW Club Vic website www.vwclub.com.au

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



Saturday 12th:- Herbie Goes to Katoomba at the Edge Cinema, Gt Western Hwy Katoomba. See footage of the 2011 VW Nationals on the big screen! See Alex's genuine Disney Herbie in the foyer. Movie starts 2pm. **Club Convoy** meets at the McDonalds truckstop on the M4 westbound, at Eastern Creek, at 11:00am for an 11:30 departure. Phone Steve Carter (0439 133354) for more info.

Sunday 13th:- Canberra Marques in the Park, John Knight Park, Belconnen, from 9am. Free entry, coffee/tea and food stalls available. Club BBQs permitted. Join the Canberra Chapter in showing off Volkswagens! Phone Bruce on 0408 652 107 for more information.

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

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

December.

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

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

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This month is the Club Veedub XMAS PARTY. Bring a wrapped present and get free drinks. Nibbles provided. 8:00pm start.

Monday 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

January 2012.

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.

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

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
- signed Wayne Murray**

May.

Saturday 26st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 27th:- VW NATIONALS 2012 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, great food and drink, VW fun all day.

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.*

Trades and services directory.

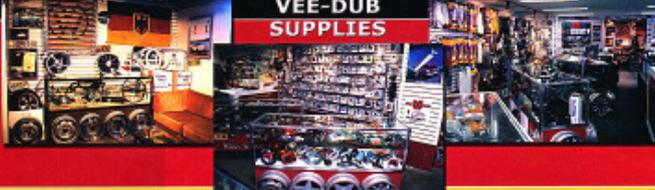
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New Ads.

For Sale:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (standard and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get original NOS parts. Contact Lorenze on (02) 9630 1048 (Northmead).

2nd Month Ads.

For Sale:- 1965 Beetle Bash / Rally car. 1600 twin port engine, milage meter, spotlights, big shocks, sump gaurd, spares etc. Good condition, needs little work. March rego good goer. Asking \$3500.00 ONO. Car located in Sydney Contact Gavin on 0416 226 145

Trades and services directory.



Camden GTI Performance are proud to present a special offer to all Club VeeDub Sydney members



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Come and visit our brand new workshop – purpose built to service your watercooled Volkswagen and Audi vehicles.

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30 point safety check and VCDS Scan*

Typical early model oil and filter service: \$165

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30 point safety check and VCDS Scan*

Contact us on: (02) 4627 3072 or 0423051737

Or call in at: **Unit 20/6 Badgally Road,**

Campbelltown, NSW, 2560 (Just off Blaxland Road)

We also stock a massive range of late model VW/Audi new and used parts in our parts centre!

For Sale:- 1976 Golf 4 door, automatic, new tyres, good interior, low mileage, runs well and would be great on Vintage Rego. \$2000. Call Rodney on 0402 063 052.

For Sale:- Floorpan in good condition, 1500 engine, disc brake front end. \$1000. Call Rodney on 0402 063 052

For Sale:- Australia's best 1951 Split windscreen Beetle, expression of interest. Call Rodney on 0402 063 052

For Sale:- 1954 Barn door Kombi, best original in Australia, expression of interest. Call Rodney on 0402 063 052

For Sale:- VW Golf GL, 1995 Mk3, auto, low km, fully maintained, immaculate condition, \$4250 ONO. Car is at Botany. Phone 0408 288700.

Trades and services directory.

Trades and services directory.

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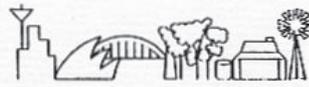
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2012 Beetle production starts.

Production of the new 2012 Volkswagen Beetle has officially started in Mexico, although Australian customers will have to wait more than a year to jump behind the wheel.

The new Volkswagen Beetle is scheduled to go on sale in Australia in the second half of 2012.



The delay means Volkswagen Australia will be without a Beetle in its local line-up for the best part of the next 12 months – and potentially longer – once stock of the outgoing Volkswagen New Beetle runs out.

Sales of the New Beetle, which was produced in Mexico between 1997 and 2010, have petered out in Australia over the past few years. So far this year, just 91 hatches and 28 Cabrio models have been delivered.

The 2012 Volkswagen Beetle is an all-new vehicle with a range of tried and tested powertrains from the German giant's existing vehicle range.

Powering the new model will be five engines, including two TSI petrol units (77TSI and 118TSI), two TDI diesels (77TDI and 103TDI), and a 2.5-litre petrol engine, which is destined for the US only.

The familiar range of six-speed manual and six- and seven-speed dual-clutch DSG transmissions will send power to the front wheels.

At 4278 mm long, 1808 mm wide, 1486 mm tall and with a 2537 mm wheelbase, the 2012 Volkswagen Beetle is 152 mm longer, 84 mm wider and 12 mm lower than the outgoing model and has a longer wheelbase by 22 mm.

The Puebla plant produced 1.15 million New Beetle vehicles over 13 years. The 2012 model will be built alongside the new 2012 Volkswagen Jetta sedan, with deliveries of the Beetle set to commence in the USA in the next month and in Europe shortly after.

GM and VW ahead of Toyota.

General Motors and Volkswagen are well clear of Toyota in the global sales race after the first six months of 2011.

GM's remarkable post-bankruptcy recovery continues, with their global sales increasing 8.9 per cent over the first half of 2010 to 4.53 million units. Volkswagen is in second position with 4.13 million vehicle sales.



Toyota trails behind on 3.71 million, leaving it some 820,000 units adrift of GM and 420,000 behind Volkswagen, according to recent sales results published by Bloomberg.

A contributing factor is that production at Toyota City in Japan was 23 per cent down on the first half of 2010, following the earthquake and tsunami disaster in March. However Toyota has 3 more factories on other islands of Japan and over 50 others in every continent except Antarctica; the USA has six Toyota factories, Thailand three and Canada two. Toyota's sales woes are a result of the US quality recall problems of 2010-11.

Industry analysts expect Toyota to still trail GM and Volkswagen at the end of 2011. Toyota is hopeful of returning to pre-disaster sales levels over the next few months, and plans to increase production by 350,000 units between October 2011 and March 2012 in an attempt to offset some of the year's losses.

Volkswagen has set its sights on selling 7.56 million vehicles in 2011 (representing a five per cent increase over last year), on its way to a planned 10 million vehicles by 2018.

More VW F1 rumours.

The thought of Volkswagen Group taking part in Formula 1 in the near future has been circulating again, with various reports and rumours suggesting VW will indeed join the sport soon. A few words from Volkswagen's Motorsport boss recently have just added further spark to the possibilities.

According to a recent report by Auto Motor und Sport in Germany, Volkswagen Motorsport chief Wolfgang Duerheimer has expressed interest in one of Volkswagen Group's brands competing in F1. Duerheimer said:

"I could imagine involvement in Formula One in 2018, when the company is at the forefront of the industry."



He didn't mention what arm of Volkswagen specifically would be best suited, only saying, "we have enough brands that could do that".

Therefore it is not a given that the group's F1 cars would be 'Volkswagens', as VW has already committed to the World Rally Championship from 2013 and has withdrawn from its successful Dakar Rally program. F1 is a rear-drive formula, so perhaps VW's other brands, Porsche, Lamborghini or even Bentley or Bugatti, are possibilities. Audi is already busy with the DTM and their successful Le Mans diesel team.

Volkswagen already supplies engines and technology to Formula 3 in Europe, so VW Motorsport already has a foundation on which to build. Contrast this with Toyota, which poured billions into F1 with no success before withdrawing.

It is interesting to see just how confident and committed Volkswagen is to becoming the world's largest automotive brand in terms of sales. Volkswagen is currently striving to hit 10 million global sales per year by 2018, taking over the current top-sellers, GM and Toyota.

Last year Volkswagen sold 7.2 million cars, not far off Toyota's 2010 effort of 8.4 million sales. If this goal is met, the chances of Volkswagen, Audi or another VW brand joining F1 could be pretty high.

However other commentators suggest that with VW still struggling in the North American market, and looking to increase US presence and sales, perhaps IndyCar might be a better investment than F1.

Kate's VW Golf on Ebay.

A 2001 Volkswagen Golf once owned by Kate Middleton reached £48,100 in bidding on Ebay in July but did not reach the unknown reserve.

The now-Duchess of Cambridge bought the Indigo Blue Volkswagen Golf in November 2001 and racked up around 62,000 miles (99,800 km) in it. The 2001 Volkswagen Golf is a 1.4-litre 3-door petrol model with a manual transmission, and is dark blue in colour.

In 2009, her brother James sold it to Al Brazil, the father of now-21-year-old Sonny Brazil, for around £1400 (\$2120).



After visiting an auction house and learning that the car could be worth as much as £30,000 (\$45,400), Mr Brazil decided to take good care of it and has only added about 2,500 miles (4,000 km) to the odometer.

Mr Brazil found a pair of sterling silver cufflinks in the car after he purchased it, which is believed to belong to either Prince William or Kate's brother James.

Mr Brazil initially planned to sell the cufflinks with the car, but now says he will give them back to the Middletons, believing they have personal value to the family.

The listing of Kate's Golf follows a similar Ebay listing in 2005, for the sale of the VW Golf once owned by Pope Benedict XVI. The Pope's Golf was sold for an amazing 188,938 Euro.

Kate has not moved away from Volkswagens, however. Prince William already owns a Golf GTI, as well as a VW-built Bentley Continental GT. Prince Charles favours an Audi A8. Those watching the recent Royal wedding would have observed the convoy of guests arriving at Westminster Abbey in a series of VW Crafter vans.

Touareg completes record drive.

A Volkswagen Touareg TDI SUV has just broken the world record for the Pan-American Highway journey along the length of South and North America. It took a team of three drivers 11 days, 17 hours and 22 minutes to complete the 26,000 km journey.



The new record was a full three days ahead of previous record, which involved travelling through 14 different countries, from Latin America to Canada and Alaska.

Lead by Rainer Zietlow, the team started the trip on 2nd July at the southern end of the highway in Argentina, and drove almost non-stop until they arrived at the finish line in Alaska.

During their drive the team alternated in five-hour driving stints, day and night, only stopping for fuel and necessities. Zietlow, manager of German car event agency Challenge4 GmbH, spoke about the journey in a recent report:

"We were able to overcome every weather challenge along the way, and our fuelling and transportation stops ran like clockwork. Thanks to our sponsors, we were outfitted

with a vehicle that could handle the demanding driving schedule and challenging conditions, and had amazing technical and driver support along the way.”

Driving the world’s longest highway wasn’t just for the sake of breaking the record either. Zietlow announced he would also donate 10 Euro cents for every kilometre travelled to two villages in the Latin America, in conjunction with Plan International – a charity organisation which focuses on helping out Latin American countries and bringing children out of poverty.

The vehicle in question that made the journey was a Volkswagen Touareg TDI Clean Diesel SUV, which features a 3.0-litre turbo-diesel V6 engine producing 176 kW of power and 550 Nm of torque. The SUV was chosen due to its long-range fuel capacity and its high durability diesel engine.

Golf Mk7 first details.

The Volkswagen Golf Mk7 is currently under development, and according to international reports the new model will step away slightly from the traditional conservative, straight-cut looks and go for a more sporty, drawn-back profile.



Changes to the body and chassis are being made to help give the popular hatchback a more involved driving character and to freshen up the Golf visually. According to Autocar in the UK, the new Golf will feature more strongly raked A-pillars as well as a wider rear track. This is evident by the spy image of a platform test car, with its pumped out wheel arches. Note that the test car is fitted with the current bodywork as the Mk7 body has not been finalised as yet.

The changes will help different Golf models be distinguished more easily, from the wagon and high-roof Golf Plus variants, to the new three-door version that will apparently feature an even more sporty look. The three-door will be heading towards the direction of the Vauxhall Astra GTC, although not quite as sporty.

Inside, the Golf Mk7 will also incorporate a new cabin layout with an all-new dashboard and instrument cluster. The centre facia and instrument dials will be more driver-oriented as well, encapsulating the driver in a more cockpit-style environment.

Autocar UK also reports the Golf Mk7 will receive modest engine revisions and some other mechanical enhancements.

The new Volkswagen Golf GTI will be powered by a tweaked version of the current 2.0-litre turbocharged engine. A new valve lift system developed by Audi will be among the changes that help increase power by approximately 10 kW to 165 kW.

The Mk7 GTI and Golf R models are also expected to benefit from a new electronic mechanically locking differential for improved road holding and handling.

The sophisticated and expensive 1.4-litre twincharged engine (turbocharged and supercharged) found in the current Golf 118TSI will drop the supercharger to become a turbo-only unit. Power will reportedly fall slightly to around 112 kW, although at the benefit of reduced production costs and complexity.

The Volkswagen Golf Mk7 will be revealed in 2013, with reports suggesting it will go on sale after the Frankfurt motor show in 2013. That means a 2014 debut for Australia.

VW rejects new US economy rules.

Volkswagen is one of the few car manufacturers in the US refusing to endorse the United States Federal Government’s new fuel economy standards.

US President Barack Obama officially announced the details of the Corporate Average Fuel Economy (CAFE) strategy for new passenger cars, SUVs and pickups. The standards will see each brand’s mandatory CAFE increase from 35.5 US mpg (6.6 L/100 km) in 2016 to 54.5 mpg (4.3 L/100km) by 2025.



Volkswagen AG said it could not support the CAFE proposal because it gave more leniencies to big truck and SUV manufacturers and placed unfair pressure on manufacturers whose focus was passenger cars.

“The largest trucks carry almost no burden for the 2017-2020 timeframe, and are granted numerous ways to mathematically meet targets in the outlying years without significant real-world gains,” Volkswagen said in a statement.

“The proposal encourages manufacturers and customers to shift toward larger, less efficient vehicles, defeating the goal of reduced greenhouse gas emissions.”

Volkswagen also opposes the plan as it does little to encourage the adoption of diesel technology in passenger cars. Most of VW’s current TDI range, especially the BlueMotion models, already exceed the 2025 requirements.

“If one third of the vehicles on the road today were clean diesel, the US would save 1.4 million barrels of oil a day,” Volkswagen said. Mercedes-Benz has joined Volkswagen in its opposition to the new standards.

Other manufacturers have been more accepting, however, with the companies responsible for more than 90 per cent of vehicle sales in 2011 supporting the proposal.

Ford, General Motors, Chrysler, Toyota, Honda, Hyundai and a number of other manufacturers joined the United Auto Workers union president in backing the proposals.



The strategy will require passenger cars to achieve fuel efficiency improvements of five per cent each year between 2017 and 2025. Light trucks and SUVs have a more relaxed target of 3.5 per cent per year until 2021, from which time they will also be expected to meet the five per cent per year improvement target.

A key factor in getting the manufacturers onside was the Obama administration's agreement to hold a review of the standards in 2018 to assess the impact of the program on the costs of manufacturers.

President Obama explained the proposal would lead to lifetime fuel savings of \$US8000 (\$7300) per vehicle by 2025 and reduce the nation's oil consumption by 2.2 million barrels per day.

“This agreement on fuel standards represents the single most important step we've taken as a nation to reduce our dependence on foreign oil,” Obama said.

“These outstanding companies are committing to do a lot more. This is an incredible commitment that they've made. They wouldn't be doing it if they didn't think it was good for business and good for America.”

Electric cars not so green.

Electric cars could produce higher emissions over their lifetimes than petrol equivalents because of the energy consumed in making their batteries, a study has found.

An electric car owner would have to drive at least 129,000 km before producing a net saving in CO₂. Many electric cars will not travel that far in their lifetime because they typically have a range of less than 145 km on a single charge and are unsuitable for long trips. Even those driven 160,000 km would save only about a tonne of CO₂ over their lifetimes.

The British study, which is the first analysis of the full lifetime emissions of electric cars covering manufacturing, driving and disposal, undermines the case for tackling climate change by the rapid introduction of electric cars.

The Committee on Climate Change, the UK government watchdog, has called for the number of electric cars on Britain's roads to increase from a few hundred now to 1.7 million by 2020.

Britain's Department for Transport is spending £43 million over the next year giving up to 8,600 buyers of electric cars a grant of £5000 towards the purchase price. Ministers are considering extending the scheme.

The study was commissioned by the Low Carbon Vehicle Partnership, which is jointly funded by the British government and the car industry. It found that a mid-size electric car would produce 23.1 tonnes of CO₂ over its lifetime, compared with 24 tonnes for a similar petrol car. Emissions from manufacturing electric cars are at least 50 per cent higher because batteries are made from materials such as lithium, copper and refined silicon, which require much energy to be processed.



Many electric cars are expected to need a replacement battery after a few years. Once the emissions from producing the second battery are added in, the total CO₂ from producing an electric car rises to 12.6 tonnes, compared with 5.6 tonnes for a petrol car. Disposal also produces double the emissions because of the energy consumed in recovering and recycling metals in the battery. The study also took into account carbon emitted to generate the grid electricity consumed.

Greg Archer, director of Low CVP, said the industry should state the full lifecycle emissions of cars rather than just tailpipe emissions, to avoid misleading consumers. He said that drivers wanting to minimise emissions could be better off buying a small, efficient petrol or diesel car. “People have to match the technology to their particular needs,” he said.

VW buys 56% of MAN.

Volkswagen AG moved closer to its goal of overtaking Daimler AG as Europe's largest truckmaker by securing a majority in MAN SE (MAN) after more shareholders than expected took advantage of a takeover offer.



Europe's largest carmaker will own 55.9 percent of MAN's voting rights after the deal closes, Volkswagen said in a statement. VW sought 40 percent of voting rights in May when it started the bid.

"It's a clear positive for VW," said Adam Hull, an analyst with WestLB in London who recommends buying the stock. "The more shares they got, the better."

MAN (Maschinenfabrik Augsburg-Nürnberg) was formed in 1898 by the merger of a number of Bavarian iron, steel and coal firms, and later diversified into printing, manufacturing and engineering. Rudolf Diesel used MAN's workshops to produce his compression-ignition engine. MAN made trucks, Panzer tanks and U-boat engines during the war and their works were heavily bombed. The company was reorganised after the war and took over the Bussing company (and their lion logo) in 1971. MAN attempted a takeover of Scania in 2006 but pulled out when Volkswagen bought the Swedish truck maker.

Volkswagen has had co-operation agreements with MAN for more than 30 years (the first LT was co-designed with MAN), and VW has gradually increased their shareholding. VW's Brazilian truck and bus business was taken over by MAN in 2008, giving them leadership of the truck market in South America.

Volkswagen triggered a mandatory bid for MAN by raising its stake from 29.9 percent to 30.5 percent in May, to pave the way for closer cooperation between the German truckmaker and Sweden's Scania AB (SCVB), already a unit of VW. A three-way truck alliance may save as much as 1 billion Euro (\$1.45 billion) in annual costs, according to VW.

"Volkswagen is more than pleased with the result" of the tender, VW Chief Executive Officer Martin Winterkorn said in the statement. As a result of the higher stake, the goal of integrating MAN, Scania and VW's own commercial vehicle operations is "moving closer," he said.

The transaction requires regulatory approval. The combination of MAN and Scania would leapfrog Swedish-based Volvo AB (owner of Volvo, Mack, Renault and UD trucks) and Daimler (Mercedes-Benz, Freightliner, Western Star, Mitsubishi Fuso, Sterling, Detroit Diesel), to create Europe's largest truckmaker. MAN and Scania together had 30 percent of the European heavy-truck market last year, according to the European Automobile Manufacturers' Association. Volvo and Daimler each had 21 percent.

WestLB's Hull estimates that VW will have 21 billion Euros in net cash at its automotive division by the end of the year. Standard & Poor's has a negative outlook on VW's

credit, which it rates as A-, the fourth-lowest investment grade. Moody's Investors Service and Fitch Ratings have stable outlooks on the company. S&P rates MAN at BBB+, one notch below VW.

"Given VW's huge automotive net cash position and low automotive debt-to-earnings ratio, the company obviously has the financial resources and credit metrics headroom necessary to complete the deal," said Sven Kreitmaier, an analyst at Unicredit in Munich. "We expect MAN in this case now to get upgraded to VW's credit-rating level, rather than VW to get downgraded."

Ferdinand Piech, who is chairman of both VW and MAN, is pushing to merge the Munich-based truckmaker with Scania to reduce spending as part of a strategy to surpass Toyota Motor Corp. as the world's biggest automaker by 2018.

VW took a controlling stake in Sweden-based Scania in 2008. The increased holding in MAN may allow the two truckmakers to get regulatory approval to share business information and work more closely together.

ABT hot Beetle.

Just as the Porsche 911 and Golf GTI attracts aftermarket tuners by the truckload, undoubtedly so will the new Beetle, which has just begun production in Mexico and will soon be released for sale in Europe. Famous German tuner ABT Sportsline, the world's largest modifier of VW Group vehicles, is among the first to line up.



The German tuning house is famous for its outrageously popular hot modifications to Golfs, Sciroccos, Polos and Passats, and they have big plans for the redesigned Bug; from full aero kits and upsized rolling stock to suspension tuning and extensive engine mods. ABT figures it can get the base 1.2-litre TSI up from 77 kW to 103; the 1.4 from 118 to 154 kW, and the 2.0 from 147 to 178 kW. ABT promises similar gains for the TDI diesel models as well, with the 1.6 TDI boosted from 77 to 92 kW and the 2.0 TDI from 103 to 125 kW.

ABT Sportsline will link retro styles with the latest trends, because the 'Speedy-Beetle' stands for the here and now. It will have cool ABT CR wheels in a confident 19 inch size with high-performance tyres. Even though further details and a datasheet about the new ABT Beetle will only be available later, one thing is already certain: the new car will be a well-rounded package.

The Toy Department.

For decades they were the toys that every little boy coveted above all others and kept in proud, neat lines on the chest-of-drawers beside his bed. Being violence-free, mercifully quiet (with none of the whizzes and bangs that plague modern playthings), needing neither batteries nor electricity, and guaranteed not to make a terrible mess all over that clean floor, they were also a favorite of parents up and down the land.

Now, for millions of people all over the world, the name alone is enough to transport them back to a golden era of childhood.



Little wonder: Leslie Smith, left, with Jack Odell, inventor of Matchbox Toys

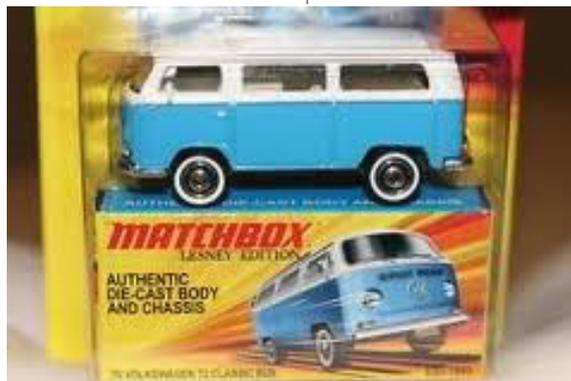
Matchbox cars are the Lilliputian-sized, die-cast and authentically detailed models of real vehicles that are small enough to be clutched in a child's hand. Invented over half a century ago, they became one of the best-loved and best-known of British toy brands and are still on sale today. They owe their existence to a man called Jack Odell, a van driver, cinema projectionist, estate agent, engineer and, later, gifted toymaker, who died at the age of 87.

The inspiration for Odell's creation came, surprisingly, not from a motor-obsessed small boy but a girl, his daughter Anne. Her school forbade pupils to take in any toys that would not fit in a matchbox. Anne quite happily used to fill hers with a selection of spiders and other creepy-crawlies.

One day, though, in 1952, her father gave her something rather more impressive to show off to her friends. Into the sliding drawer of her matchbox he slipped a miniature model of a road-roller (based on an Aveling Barford) he had crafted from brass and painted shiny red and green.

Among Anne's friends it was a huge hit; all of them wanted one and so the Matchbox legend was born.

Since then, more than 12,000 different models, and more than 3 billion miniature vehicles, have been produced and bought in 130 countries under the Matchbox brand name. The bestselling vehicle of all time is the boxy Model A Ford car,



while one of the most popular has been the Shovel-Nose Tractor.

One of the reasons for the toys' enduring success is that they have always sold for pocket-money prices; the very first cost around seven-and-a-half old pence and they now retail for £1 to £2. But some original, well preserved examples of super-rare models from the early Matchbox decades have acquired cult collector status and led to heady auction-room bidding frenzies.

In 1999, a Matchbox model of a Mercedes Benz 250SL, part of a tiny batch to be produced in 1968 in a particular shade of apple green, sold for £4,100.

At the same auction, a red Vauxhall Victor went for £3,000 with experts predicting it could have gone for as much as £5,000 had it still been in its original box - thrilling, considering Matchbox's humble beginnings.

The story starts in 1947 when Leslie Smith and his friend Rodney Smith, who had served together in World War II, pooled their savings and used them to buy a second-hand die-casting machine for £600 which they used to make parts for real car engines.

They called their business Lesney Products, a combination of their two christian names, and ran it from a bombed-out North London pub.

But it was the arrival of Jack Odell who changed the firm's fortunes. Born in 1920, Odell had also served his country, as an engineer in Italy and North Africa.

After the war, he returned home where he worked as a casting engineer in factories on the outskirts of the capital, and, in 1952, he joined Lesney as a replacement for Rodney, who had emigrated to Australia.

Their first miniature was a model of Elizabeth II's Coronation coach. It had initially been struck to commemorate George VI's approaching Silver Jubilee which would have been celebrated in May 1952.

But the King died some months earlier, leaving Lesney with one million tiny stagecoaches on their hands and no idea what to do with them.

According to Leslie Smith's son Andrew, "Someone came up with the idea of gilding the coaches and marketing them for the new Queen's Coronation.

"The problem was that the Queen travels by herself and the coach they'd already made had a king and a queen in it. So they changed the colour and chopped the king off at the knees. If you look inside, you can see the Queen and a pair of shins."

Nonetheless, the coaches sold like the proverbial hot cakes. Their success, and the tiny road roller that he had made for his daughter Anne, gave Odell an idea. He began work on a series of toy vehicles cast in zinc.

There were four in the initial range. No 1, of course, had to be the Diesel Road roller. The other three were a dumper, a Massey Harris tractor and a cement mixer. All were packed in a smart yellow box and sold through sweet shops and tobacconists.

The real beauty of them lay in their precision: each was an exactly-to-scale replica of the real thing, with all the dashboard dials in precisely



the right place, and they could have more than 300 separate parts.

As the company expanded, Matchbox experts would fly round the world taking countless photographs and measurements of the vehicle they were working to reproduce, just to make sure it was exactly right.

More toys were added to the series every year - a Land Rover, a London bus, a bulldozer and a fire engine were all among the early additions - until it eventually numbered 75.

While Smith ran the business side of things, Odell looked after manufacturing and design. He was incredibly hands-on. One worker recalls being interrupted by Jack as he was cutting the one-inch passenger seat cushion for a Model T Ford.

“He said he wanted it deeper as he felt it did not look as if you could sink into it, so he started cutting it himself until he said: ‘That’s what I want.’ He was an engineer inside and out and he wanted perfection.”

The company went public in 1960, making Smith and Odell millionaires. By the end of the Sixties, Matchbox cars, with “Made in England” stamped proudly on the chassis, were being churned out of 13 factories by 6,000 employees.

The cars even conquered the American market. In 1968, both its founders, Smith and Odell, were made OBEs.

The following year, the firm felt its first serious competition, from Mattel’s Hot Wheels cars produced in Hong Kong where labour was cheap.



The Seventies brought more turbulent times for Matchbox, in the form of national electricity strikes and a strike at one of Lesney’s factories. Odell and Smith persuaded the workers to return by cutting their own salaries by 75 per cent, from £100,000 to £25,000. Then, Odell retired in 1973, leaving Smith to run the company without him.

Faced with fierce competition, Smith was forced to move some of his manufacturing to the Far East, and replace the distinctive matchboxes with modern blister packs, but it was not enough to save his company and Lesney was declared insolvent in 1982.

To everyone’s surprise, in the next year, Odell acquired some of the Matchbox die-casting and set up in business, making a range called Days Gone at a factory in North London.

Hong Kong toy maker Universal Toys bought the British rival Dinky in 1986, and 11 years later, the whole shooting match was taken over by Mattel.

Jack Odell meanwhile had bought some of the tooling and made limited edition collector and promotional models under the name Lledo (Odell spelt

backwards)

As for Matchbox, it was sold first to Tyco Toys, which in 1997 was bought by Mattel, who still own the brand that has given so many millions of children millions of hours of simple and innocent fun.

Script courtesy of the Sydney Morning Herald.

Quite an interesting photo here of Lesney and Odell, you can just see the VW Bus in the foreground.

And yes, Matchbox made many models of Volkswagens over the years; many of them you have probably owned yourself. The VW 1200 Sedan was first made in 1960, then the South African Safari Beetle in 1969. Then there’s the custom ones such as the Dragon Wheels in 1971, and the Flying Bug and VolksDragon in 1972. Matchbox has also made T1 and T2 Kombis, Type 3s, Golfs and many collectable VWs since then.

Tony Bezzina
kbezzina@bigpond.com





Eastern Creek Classic. Sunday 21 August.

The NSW Council of Motor Clubs is our state's representative body for the historical and classic car scene. They represent us when dealing with the RTA and state government with motoring concerns, with the backing of hundreds of car clubs and tens of thousands of members. Our VW club has been affiliated with them for many years.

The CMC hosts the annual 'Shannons' Classic at Eastern Creek Raceway in August, the largest gathering of historic and classic cars in NSW. It's a two-day 'old car' festival, with historic racing on Saturday and the huge show on Sunday. As usual, Club VeeDub presented a Volkswagen display.

This year we booked 20 places, our biggest allocation yet, and Dave reported that the tickets were quickly snapped up. I made sure I got one, and Lily and I spent time making our Kombi clean and shiny for the show, then got an early night ready for a big day.

We left home about 6:45am on Sunday, and with almost no traffic on the roads it was a quick trip to Eastern Creek from Padstow. Lily was still dozing in the passenger seat. We stopped at a servo at Wetherill Park for some brekky and the paper, and Lily chose a nice hot chocolate. I also got some cash from the ATM, as I remembered there is no ATM at Eastern Creek (after being caught cashless there once before).

We pulled into the gate just on 7:30, showed them our bright orange entry sticker and was directed in and through the entry tunnel to the centre of the track. In previous years



we were in section D, up on the grass to the left, but this year (with 20 spaces), we were in section B on the concrete area behind the pits. A nice central spot! There were already a couple of Beetles there, with an additional area for Ray Black's VW Classic club alongside us.

Lily put up the Kombi's roof while I set up our Volkswagen flag and pole. A few more VWs were arriving, and Lily was thrilled when Kira and Bettina arrived with Raymond and Grace in their new Caddy, and Brian following in his Golf. The VWs kept coming, filling our first row then starting a second row behind. It was a terrific turnout.

The kids played together while the adults took it in turns to go for walk and look at the cars. The CMC likes to celebrate various significant anniversaries for the different makes taking part, and 2011 happened to be the 50th birthday of the VW Type 3 and the 40th birthday of the VW Superbug. I had written history articles for both, and these were published in the CMC's official guide to the day. Ken had his Type 3 Sedan on display, and John brought his racing Superbug so we had one of each.

Each club taking part also gets the fun of some parade laps of the Eastern Creek track. Our turn was early this year, at 10:30 am, so we couldn't go wandering off too far just yet. Sure enough we were called over the PA system at the appointed time, so those interested started up their VWs and motored down to the track entry point at the end of pit lane.



We followed about 15 Mustangs onto the track, with a pace car in front. You couldn't really go too quickly, being a parade and sharing the track with a number of double-decker buses, but it was a lot of fun. They have done some considerable earthworks since last year, and the track is now two smaller circuits joined together. We only got 'half' the track to drive on, but we did get three laps. It was possible to go flat out down the straight and into the left sweeper, lots of fun in a Kombi. Lily and Kira sat together in the back, more interested in their Nintendos and iPod Touches than enjoying the ride (that's the iGeneration for you) but they liked the tight turns.

After three laps we were marshalled from the track and back to our display area. It was almost time for lunch, so we went for a wander. Lily chose some hot chips and a coke, followed by an ice cream – yum, just like the Easter Show!

It was fun to point out some classic cars that she knew from various TV shows and movies. Look there's a James Bond Aston Martin. And a Harry Potter Ford Anglia – but it can't really fly. Elvis had a Cadillac like that. A Rolls Royce

Club VeeDub. Aus Liebe zum Automobilklub.



like the Queen rides in. That's a '49 Mercury – you know, like in Grease. Austin Powers drove an E-Type Jag like that! How many red Ferraris can you count? Look a Thunderbird - we'll have Fun Fun Fun til your Daddy takes the T-bird away! And wow, look at all the Mr Bean Minis!

The trader stands in the pit garages were selling a large range of automobilia – books, posters, parts, toys and numerous souvenirs. Die-cast models were everywhere, in all shapes and sizes. Lily spotted some large-scale Batmobiles, a Herbie and even the Munster Koach. But at over \$100 each we passed.

The Sydney Bus Museum (formerly of Tempe, now moving to the Leichhardt Tram Shed) had half a dozen former Sydney and London double-deckers on tour duty around the track, for just a gold coin. We chose one of the great old AEC double-deckers with the lopy brrump-brrump-brrump idle, and Lily and Kira quickly headed upstairs to the prime spot at the front. They really enjoyed the swaying and slightly rattly trip around the track (3 laps) in the rumbly old double-decker. I told them I remembered when these were normal buses on Sydney streets, and I used to catch the 389 from Circular Quay along Old South Head Road to my Grandma's at Bondi when I was a kid. I must have sounded ancient but Lily said she wished they were still running.

I suggested another ride in a more modern 1970s Leyland Atlantean double-decker, which Lily remembered had the driver's peep hole up the top. But instead the kids wanted to cross the track via the tunnel and visit the play area on the grassy hill. We wandered over there and I watched



parades of classic cars and buses motoring down the main straight while Lily and Kira played on the swings. Then it was time for another ice cream!

So the day passed in relaxed and pleasurable fashion. Back at the VW display Brian and I had a couple of beers (Kombi fridges are great) and we talked VWs with the many passers-by. Raymond signed up a couple of new members.



Ray Black told me he had made further enquiries with the Sydney City Council re shade marquees not being allowed at the NRMA display on Australia Day. Apparently this directive came directly from Clover Moore's office, so there is nothing the NRMA can do. I thought that was outrageous. I told Ray I would write to the Council myself, and if no change was forthcoming, I would not be participating any more. Other club members seemed to agree, so I'll take this further in the next few months. Maybe we can have another club run or picnic on Australia Day instead, and Clover Moore can get stuffed.



After lunch a few of the other cars started to leave, and by 2-ish the display area was half empty. We stayed until 3pm, almost the last VW, then packed up and headed home. Lily and I were both tired and hungry, and she asked if we could stop at Maccas. The one at the service area on the M4 just near the track was close, so we went there on the way home.

A very enjoyable day and a great opportunity to show our VWs and promote our club among thousands of similar classic car fans.

Phil Matthews



Sawtell Winter Break. 20-21 August 2011.

I left on Thursday morning and my first stop was at the famous Ice Cream Shack at Tea Gardens. Jim the new owner was quick to greet me like I was an old friend, and he was very pleased that I had a Kombi parked just in front of his shop. After some small talk, a photo session in front of his shop and a hearty serve of pancakes with jam and cream and a good cup of cappuccino coffee, I was on the road again to an old friend's place at Old Bar where I spent the night.

The weather was great all the way there. The next morning I headed out to Sawtell via Port Macquarie where I picked up some model 'Herbies' that I saw on Ebay a few days ago. I arrived at Sawtell at about 2.30pm and guess what, the rain was there to make us all welcome but after awhile the sun was back in the sky so it was all good for the rest of the day.



The next morning (Saturday) we left in a convoy to Bellingen markets, about half an hour's drive up the mountain on the road to Dorrigo. We left the Caravan Park a little after 8.30am and the clouds in the sky were debating among themselves - "Will we or will be not drop buckets of rain on those funny looking convoy of vehicles down below?"

I noticed one Superbug was left behind in the paddock sitting on a trailer, a 1971 orange/mustard colour Beetle. It had a 'For Sale' sign on it and Bob Hickman asked me if that was my newly acquired Beetle printed on the front page of

last month's magazine. I said, "No it's not, but it might as well be because my 1973 Superbug is getting the works over at Kombi Rescue, Annangrove. New pistons, cylinder heads, heater boxes and all the tinware sent away to be powder-coated; undercarriage steam cleaned and sprayed black etc etc. I should have the car on the road next Thursday the first of September, just before Father's Day I hope.

I was never good at maths at school so I could be wrong when I say that there were 30 or 40 cars in the convoy. As I was third last in the convoy I had great fears that I would end up parking a kilometre away from the markets because as we entered the town of Bellingen, despite the inclement weather, every man and his dog were there looking for a bargain. However thanks to the organizers, they kept a small parking area exclusively for us VW Nuts and we all fitted in somehow and it was right across from the markets.



Two things attracted my attention, the food and there was quite a large variety of different tastes to pick from. I opted for a good old Aussie meat pie, apple pie with lots of fresh cream, a piece of homemade carrot cake a gelato ice cream and then I walked to the main street where I went into the pub to get shelter from the rain and had a light beer. Oh yes the other thing that attracted my attention was a z-box 66cc engine which converts a push bike into a 'motor' bike I guess.

All day it was a mixture of rain, wind, sunshine, rain again etc - I think the sun, the rain and the wind were competing with each other but all in all I think the sun won by a whisker.

Some of the members that I can think of right now who came along are Steve and Meredith, Ray and Shirley, Bob





Hickman and his brother-in-law (I think), Steve Carter of course and Dave Birchall; Laurie, Gwen and Wayne Murray, Brian Vanderkly, Boris and there were also a young couple from Tamworth (I'll be calling on them in January next year), another couple from Coffs Harbour and a young lady from Old Bar.

On Saturday night we got together at the camp kitchen for a feed of prawns and pizzas - What pizzas? When I got there, there was none left, it was a case of the quick and the dead I think, just as well I had already had my dinner. The rain fell steadily all night and by the morning all the grass

areas were soaked with water so I don't know if they put on a display of cars in the middle of the paddock because I didn't hang around to find out. I left Sawtell at 8.45am and arrived home safe and sound at 5.30pm.

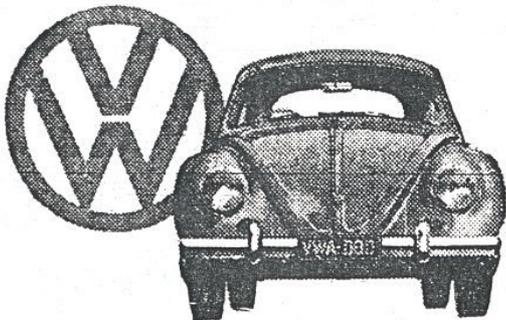
I took some photos, while most of these others were taken by Ian and Rose from Newcastle.

Cheers

Joe Buttigieg



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Due to increasing sales and more trade-ins, this stock must be cleared. Prices slashed this week at Ward's Used Car Division at the top end of High Street, opp. Police Station.

	F.P.	DEP.
1958 VOLKSWAGEN SEDAN. Beautifully two-toned, in Gonyah grey and Gulf green. A very well-kept car, with good tyres and long registration	£660	£165
1959 HOLDEN SPECIAL SEDAN. Cambridge blue and Fountain blue. In showroom condition and has radio fitted. Very good tyres and mechanically perfect. Best used car bargain in Penrith. Will sell this week for	£860	£215
1960 HOLDEN SPECIAL SEDAN. Mud flaps, windshield, push-button radio, etc. Very popular colours of Grecian white and royal glow. Real value here	£1040	£260
1956 VOLKSWAGEN SEDAN. Grey duco. Good tyres and motor	£520	£130

	F.P.	DEP.
1956 MORRIS MINOR 4-DOOR SEDAN. Blue duco. Good tyres all round. Registered until January 1962. Sound and economical bargain buying	£440	£110
1955 FORD PERFECT SEDAN. A very clean and genuine one-owner car. Cannot be faulted mechanically. Nice appearance. Black duco. Tyres good — and has original tools and instruction manual	£460	£115
1955 VOLKSWAGEN SEDAN. Registration until February 1962. See this one if you are looking for value for your money. Trade-in welcomed	£450	£115
1956 VOLKSWAGEN SEDAN. Unmarked in cream duco and has good tyres and long registration. Nothing to spend	£520	£130
1953 AUSTIN SOMERSET SEDAN. Grey duco. Good motor, tyres and reg. Cheap car on low deposit	£255	£85
1954 VOLKSWAGEN SEDAN. Fitted with twin carbys. radio. Long reg. Will sell as traded	£420	£140
1955 RENAULT SEDAN. Cheap car. Sell as traded	£160	£40
1956 VW KOMBI VAN. New duco. Very smart appearance and goes well. Good tyres all round. Ideal for deliveries or tradesman	£495	£165



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Chronology of VW in China

1983: Successful assembly of the first Volkswagen Santana in Shanghai

1984: Signing of Shanghai Volkswagen with SAIC

1988: Cooperation begins with FAW in Changchun for Audi 100 production

1991: Work begins at FAW-Volkswagen

1993: Milestone celebration marking the production of the 100,000th Santana

1996: Shanghai Volkswagen sets up R&D center

1997: Production of the

one millionth Santana at Shanghai Volkswagen

2004: Volkswagen Group China set up

Becomes official automobile partner for 2008 Beijing Olympic Games

Signs two contracts with FAW and SAIC for two joint engine ventures in Dalian and Shanghai

2007: Launches Powertrain Strategy with target of reducing fuel consumption

2008: Successful sponsorship of Beijing Olympics. Sales cross one million mark



VW expands in China.

Volkswagen has announced that it will double its annual Chinese production capacity to three million vehicles within three years. China is now the world's (and VW's) largest new-vehicle market – but for now, VW Australia continues to rule out the return of Chinese-made VWs for sale here.

Announcing the expansion in the southern Chinese province of Guangdong, VW CEO Martin Winterkorn said China had become the Volkswagen Group's largest and most important sales market.

"We intend to continue above-average growth side by side with our partners," he said. "With our unprecedented investment program, we intend to double our capacities in China to three million vehicles per year by 2014."

Prof. Winterkorn was joined by Volkswagen Group China president and CEO Winfried Vahland, and representatives of its Chinese partner, FAW-Volkswagen, to sign contracts for the construction of the German auto giant's 10th factory in China on June 9th.

Volkswagen has been the biggest car-maker in China for more than 30 years, and every Aussie tourist to Beijing has seen the millions of Chinese Santanas (Passats) on the streets.



VW already has five joint-venture plants with FAW at Changchun and Chengdu, but the new Foshan plant near the metropolis of Guangzhou will be its first in southern China.

Construction of the complete production facility, which will comprise a press shop, body shop, paint shop and assembly unit on a 170-hectare site, has already begun and by mid-2013 the plant will have the capacity to produce 300,000 vehicles a year – about double the total number of cars built in Australia last year.



FAW-Volkswagen says the Foshan plant will employ about 4000 workers. The 520 million Euro (\$A743m) investment will be funded entirely from its own cash flow, as part of Volkswagen AG's 6 billion Euro (\$A8.57b) investment in new products and the expansion of production capacities in China by 2013.

Volkswagen, which plans to introduce more than 20 new models in China by 2013 and its first Chinese-built electric car by 2014 (based on the domestic-market Lavida), says the Chinese market is a key part of its long-term growth strategy and plans to expand its market leadership there by "adapting capacities to growing demand from customers".



Together with VW's other separate partner Shanghai Volkswagen, which was formed in 1985, Volkswagen will launch seven new or modified locally produced models this year – in addition to the 20 Volkswagen, Audi and Skoda models it already builds.

Between its FAW and Shanghai joint-ventures, Volkswagen produces everything from the Polo, Golf, Jetta, Passat and Touran, to the Skoda Fabia and Octavia and even



the Audi Q5 SUV and long-wheelbase A4L and A6L sedans. There are also a number of purely Chinese Volkswagens such as redesigned Mk4 and Mk5 Golfs and Jettas and older Passats with names such as the Lavida, Sagitar and Magotan.

“In the first five months of 2010, Volkswagen Group China sold about 778,000 vehicles, exceeding deliveries in the record year of 2009 by a further 48 per cent,” said Mr. Vahland. “The 10th plant in China will further reinforce the leading market position of the Volkswagen Group.”

Total passenger car sales in China, which last year surpassed North America as the world’s single biggest new-vehicle market, last month increased by 26 per cent to 1.04 million cars, while to May this year car sales are up 55 per cent to 5.68 million units.

Western car-makers in partnership with Chinese makers make up 75 per cent of China’s new-car market and the best known joint-venture is the Volkswagen Group’s arrangement with the FAW Group Corporation of China, formed in 1990.

FAW is the biggest automotive industrial conglomerate in China, with more than 35 assembly plants across the country, 11 subsidiaries controlled solely by FAW, 12 holding companies and 14 joint-ventures.

Australia became the first export market for the world’s most populous nation back in September 2004, when the Shanghai-made VW Polo Classic sedan became the first Chinese-built vehicle to be sold here.



The highly specified, manual-only model – which was overpriced at \$23,990 – was unsuccessful and soon discontinued, but former Volkswagen Group Australia (VGA) managing director Jutta Dierks, who took over the local subsidiary in January 2005, hoped further VW models would come from China if the vehicles could be specified correctly and/or a free-trade agreement established.

That hasn’t happened, but since then the first Chinese vehicle brand, Great Wall Motors, has also been released here and at least three others in Chery, Geely and Lifan have been promised. Chinese car sales can only increase in future.

Last year Volkswagen launched the fifth-generation Polo in Australia, with the three-door sourced from Spain and the five-door built in South Africa. A four-door sedan version of the Polo was also revealed in Moscow, developed specifically for the Russian market, but this has not been released in Australia.

Before 2007 global financial crisis, Ms Dierks said VGA was keen to add a sub-compact model positioned below the Polo in Australia if it could source such a model from a low-cost base in Asia. At the time, it ruled out the pint-sized Fox (from Brazil) because it was deemed too small. The forthcoming Up may strike the same problem.



Either way, soaring vehicle demand in China and the lack of a free-trade agreement with Australia make it unlikely that Volkswagen will resume imports to Australia any time soon, as foreign brands concentrate on the unabated growth in the Chinese domestic market.

Current Volkswagen Group Australia managing director Anke Koeckler said that VW would not import any vehicles from China in the foreseeable future, despite the doubling of production capacity there in the next few years.

She said that VGA had adequate sources of cars from its other factories (in spite of long waiting lists for many models, up to 12 months for the Polo GTI), and was not planning a switch any time soon.

“The expansion of production in China is about meeting the needs of the Chinese market, which is growing rapidly,” she said.



VW Golf BlueMotion.

The Volkswagen Golf BlueMotion uses just 3.8 litres of diesel per 100km. That's less than the Toyota Prius, and without all the fancy and expensive hybrid gear.

Buying a current-generation Toyota hybrid has all of a sudden become an almost pointless exercise. You can now buy a German-built Golf that uses less fuel and costs thousands less (\$28,990).



The Volkswagen Golf BlueMotion is the most fuel efficient Golf of all time. Its 1.6-litre, four-cylinder turbo-diesel 77 kW engine (250 Nm of torque) uses 0.1 L/100 km less fuel than the all-mighty Prius and it doesn't even need to carry around expensive batteries and an electric engine. It's also the second most fuel efficient car on sale in Australia (after the Ford Fiesta Econetic, which is even smaller than a VW Polo).

Volkswagen may be building hybrid and electric vehicles in the near future (such as the hybrid Touareg and the electric Up!), but while it perfects that technology the German powerhouse has managed to showcase just how fuel efficient conventional vehicles can be if the right supporting technologies are applied.

Previously the most fuel efficient Golf was the Golf 77TDI, using 4.9L/100km. The BlueMotion essentially makes use of the same underpinnings except it harnesses fuel-saving technologies such as better aerodynamics, start-stop engine system and brake energy recuperation.

To showcase the Volkswagen Golf BlueMotion, we were given the opportunity to drive the vehicle around the hilly countryside of Adelaide. Initially we thought the route chosen for us by Volkswagen Group Australia would be without hills to guarantee we could achieve the quoted 3.8 L/100 km figure, but alas, we drove through a series of winding mountain roads that would have suited a World Rally Championship stage. It was clear that Volkswagen was not afraid of the conditions in which we tested the BlueMotion. Did we manage to achieve the quoted figure? Keep reading.

As a vehicle, the Golf BlueMotion is just a Golf. It drives like a Golf, it handles like a Golf and is just as practical as one. Volkswagen's entire marketing campaign for the BlueMotion is based around the tag line "You don't have to be environmental when you can be environmental". A clever play on words that is meant to highlight the fact that the Golf BlueMotion is not a car that compromises on features and practicality just to be fuel efficient.

The German company will not be advertising the BlueMotion against the Prius the same way Ford did with the Fiesta Econetic. It believes the BlueMotion can stand on its own feet and prove its credentials without needing to put down the competition directly.

Available as a five-door, five-speed manual only, the Golf BlueMotion is likely to only attract certain buyers. It will no doubt lose sales as a result of not being available as an automatic (DSG) and may also be disadvantaged by lack of Bluetooth/iPhone multimedia support. Volkswagen says the idea of its BlueMotion cars is to be as fuel efficient as possible and that the 3.8 L/100 km figure was only achievable with a manual gearbox.

If you're wondering why it's not a six-speed manual, it's due to the more appropriate gear ratios of the five-speed manual. Its fifth gear is so tall that it's actually more fuel efficient in the BlueMotion application than the standard six-speed generally fitted to the Golf range.

So, what's so different about the Golf BlueMotion and the Golf 77TDI that it replaces? For a start, it sits 10mm lower on sports suspension, comes with a modified radiator grille, bumpers and side skirt extensions in R-Line styling and rides on 15-inch alloy wheels with low resistance tyres (195/65 – no spare wheel for weight reduction). All of this is done for better aerodynamics. It makes use of start-stop technology, which means the Golf will turn itself off when it's stopped in traffic. It will only turn the engine off if the BlueMotion is stationary, gear is in neutral and the battery is operating normally.



Start-stop technology has been available for some time (VW built their first 'Ecomatic' stop-start Golf in 1984!), but for the majority of first-time users it will come as a bit of a shock when their vehicle turns itself off each time it stops. It will take a few hours to get used to, and the most important thing to know is that it will instantly turn back on when you engage the clutch. It does this so quickly that there is no need to wait for the engine to re-engage before driving away. By the time you've engaged the clutch and selected first gear the Golf BlueMotion is ready to go. Given how long one can spend in traffic, this system helps save fuel when stationary but can also be switched-off if needed.

When the Golf BlueMotion is decelerating via the brakes, brake energy recuperation technology uses the kinetic energy of the vehicle to charge the battery. By doing this more intensely when the vehicle is decelerating as opposed to at all times, it eases the load of the engine which has to keep the



battery charged. It's unclear just how much fuel each one of these technologies saves individually, but it's the total as a whole which manages the remarkable 3.8L/100km figure.

The BlueMotion will also suggest perfect gearshift times for maximum fuel efficiency when driving. This goes a long way to helping you get the maximum fuel saving.

Visually the Golf BlueMotion is an attractive vehicle. There are small BlueMotion badges on the grille and tailgate which, from a distance, can make the car appear to be a special-edition sports model. The lower stance and the more aggressive styling (thanks to the bumpers) make the BlueMotion look much sportier than it really is. If the 15-inch wheels didn't give it away so easily, it could actually look rather mean – for a hybrid-beater. The rear is also home to smoked lights and a roof edge spoiler in GTI design.

Sit inside and you'll instantly tell this is a Golf. There are no gimmicks that will tell you how many trees you've saved or whether a polar bear is thanking you from the North Pole. It won't even draw smiley faces if you drive economically. It's all just serious business. A typical Golf.

Nonetheless, the no nonsense approach means soft-touch plastics around the dashboard and doors, comfortable seats in a unique BlueMotion cloth trim, a leather steering wheel and low tyre pressure indicator. Like all Golfs, it can comfortably fit four adults for long distance drives and five if necessary. It's also as safe as they come thanks to all the electronic nanny controls you can think of (ABS, EBD, Brake Assist, EDL, ASR & ESP) plus seven airbags.

The Golf BlueMotion makes use of an RCD310 multimedia system which has no support for Bluetooth phone connectivity or audio streaming. Given that there are no options available for the model (except \$500 for metallic paint), it also misses out on iPhone/iPod/USB support, which is surprising given the 'no-compromise' nature of the BlueMotion's marketing campaign. Not having Bluetooth available even as an option is disappointing. To be fair, it does have an auxiliary jack which allows nearly all music players to be connected the 'ancient' way.

All practicality and features aside, if you're buying a BlueMotion you're probably curious as to whether or not the vehicle can actually achieve its quoted fuel economy figure of 3.8L/100km.

As part of the test, my co-driver and I decided to first find out just how much fuel we can force the BlueMotion to use before seeing if it can achieve the official figure. For the

first test we drove the eager Golf up and down a four kilometre section of winding mountain road over and over and over again – as fast as we could (obeying the speed limit, of course). After the smoke from the brakes had subsided, we looked at the car's trip computer for a confirmation of fuel figures. Our best effort, after nearly 30 minutes and almost 40km of rally-style driving, resulted in an average fuel economy of just 7.3L/100km. Impressive really, given we were desperately trying to use as much fuel as possible.

The next and perhaps more practical test was to see what the fuel economy would be if we drove the vehicle normally, as in, replicate the driving style of what an average person would do on a daily basis. This meant that we weren't going 80km/h in a 100km/h zone just to save fuel. But instead, we drove it like it was any other car and kept with the speed limit at all times. To our surprise, even with our heavy-footed driving style, after the 64km drive route from the countryside to Adelaide airport it displayed an average fuel economy of just 3.9L/100km. Only 0.1L/100km higher than the official figure. A positively surprising result.



The conclusion? Unlike the Prius which takes someone with a PhD in aerodynamics and engineering to get the official 3.9L/100km figure, the Golf BlueMotion can easily achieve its quoted figure by an average driver. Going by its official figure, the Golf BlueMotion should be able to drive for at least 1,400km on a single tank of diesel (55L). Even if it gets 80% of that on a regular basis, you're still well and truly getting over 1,000km per tank.

On a different note, while we were conducting our 'how much fuel can we force it to use' test, we realised that the BlueMotion sports surprisingly good ride and handling characteristics. It's comfortable on rough surfaces but its low sports suspension allows for lively cornering and the 250Nm of torque provide adequate pull for out-of-corner acceleration. A lot more fun to drive than any other super fuel efficient car we've ever found ourselves in.

If you can look past the manual-only disadvantage and the fact that it lacks Bluetooth phone and audio connectivity or native support for iPod/iPhones, the Volkswagen Golf BlueMotion is not only the most fun you can have in a fuel efficient car, but it's also practical, cheap, attractive and a lot more engaging than its competition.

Alborz Fallah

Cutting threads.

One thing is certain if you are working on an old car: you'll come across a problem of some sort that necessitates the use of taps and dies. A tap is used for cutting internal threads, and a die cuts external ones.

Before you rush out to buy these thread-cutting tools, there are other things to consider: have you got the correct size tapping drill; do you know the type and size of thread you need, and should it be coarse or fine if you are tapping into a soft metal?



A set of three taps. At bottom is taper tap. Second tap (centre) is supplied in many DIY sets. Plug tap is for blind holes.

Another complication is that many of the cheaper tap and die sets contain only one type of tap for each thread size, whereas you really need at least two. In all, there are three types — taper, second cut and plug. For most jobs, taper and second cut are sufficient, as the plug is only needed if you are tapping into a blind hole.

If you try to make a second cut tap do the job of a taper, you will find it difficult to start it squarely and make it bite into the metal.

Dies come in three outer diameters of 21 mm (13/16"), 25 mm (1") and 33.3 mm (1 5/16"). Each size requires a separate die holder (stocks), but you will find the tap and dies bought as a set usually need only one holder.

If you already have tap wrenches and die stocks, you may prefer to buy individual taps and dies for the sizes and threads you are most likely to need. For Volkswagen car work, these are usually M6, M8 and M10. For imperial cars, you might also want to buy 1/4", 5/16" and 3/8". It's also nice to have a set of BA taps and dies, but if you're strapped for cash, you will find 2BA the most useful size to choose.

Prices of thread-cutting tools vary widely depending on the quality. For example, a cheap 20-piece Whitworth set can be obtained for around \$60, and a 39-piece AF/ metric set in tungsten steel is priced at \$150.

You will find prices for new professional sets in high speed (high carbon) steel start at over \$450. It's well worth paying more for high quality if you expect to do a lot of thread work. Look in the Yellow Pages for a machine tools / engineering supplies near you. The cheapest place to buy is at auto swapmeets.

On most pre-1950 British classics, BSF and Whitworth are the most common thread forms. Unified Fine (UNF) and Unified Coarse (UNC) were in use from the 1950s onwards, and many manufacturers used a combination of Unified and

BSF, with BA thrown in for good measure on small components. Metric threads began to take over in the 1980s, but have been used on European vehicles from the turn of the century. All Volkswagens use metric threads, including the ones made in Melbourne during the 1960s.

A coarse-threaded bolt is not so strong as a fine threaded bolt of the same diameter because the core of the bolt penetrated by the coarse thread is smaller. Coarse threads are usually used for tapped holes in soft metals such as aluminium, where working stress is high.

Fine threads are only usually found in soft metals where the tapped hole is over three times the depth of the bolt diameter.

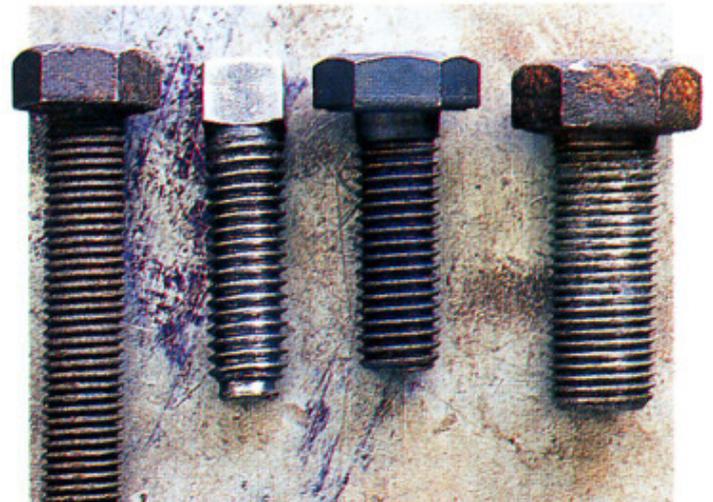
Threads fall into two main types: those based on measurement in millimetres, and those in inches.

As all Volkswagens use metric threads, you will need a set of metric taps and dies. The overall diameter of the bolt/thread shaft is the metric size – an M8 bolt has a shaft 8mm in diameter. It doesn't refer to the size of the bolt head. All metric threads are cut at a teeth angle ('angular form') of 60 degrees. Metric threads do not use a 'threads per inch' or 'threads per cm' measurement to determine how fine or coarse they are. Metric pitches are simply the distance between thread peaks. These are hard to establish without a gauge. A 'coarse' metric thread for M6/M7 is 1 mm; for M8/M9 1.25 mm, M10/M11 1.5 mm, and M12 1.75 mm. A 'fine' metric thread for M6 is 0.75mm; M8/M10 is 1 mm, and M10/M12 1.25mm. A good metric tap/die set will have a selection of different thread sizes for different diameters, as well as a pitch gauge.

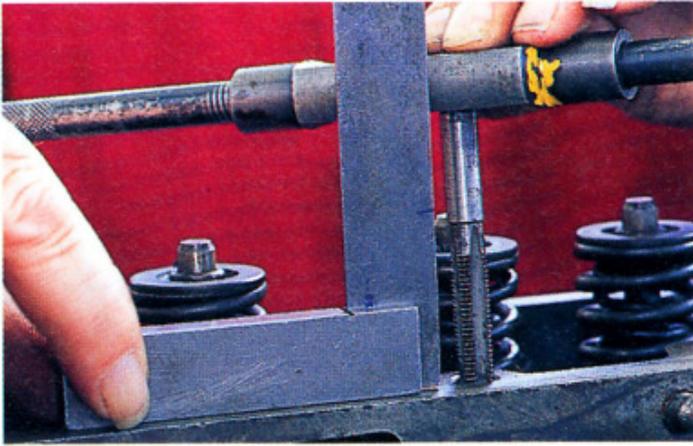
For most British classics, you will need inch-based taps and dies. The main threads you will be concerned with are British Standard Fine (BSF), British Standard Whitworth (Whitworth or BSW), Unified Fine (UNF), Unified Coarse (UNC) and British Association (BA), the most common size of which is 2BA (4.76mm) used in car electrics.

On later British classics and earlier foreign ones, you will find ISO Metric Coarse and ISO Metric Fine threads. And if you own some pre-war and immediate post-war Morris and MGs, you will find nuts and bolts with metric threads and Whitworth-size hexagon heads.

Forming a thread. We'll start by assuming we have to tap an internal thread in a component. The hole through



Some of the threads you will find on your classic: (left) BSF, Whitworth (similar to UNC), Metric coarse, UNF.



Before entering a tap, lightly countersink hole. Be sure to start tap at 90° to work face. If cutting into steel, lubricate well.

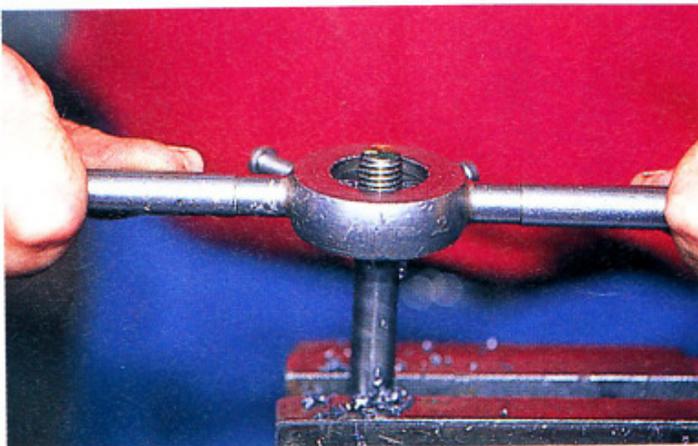
which the tap passes must be drilled SMALLER than the tap size. Your tap and die set will include a table of what hole size is required for each size tap. For example, if an M8 thread is to be tapped, the hole must be made with a 6.5 mm drill hole to allow the full depth of thread to be formed. Likewise, a 3/8" thread requires a 5/16" drill hole.

Taps are very hard and rather brittle, and there is a risk of breaking them if they are forced. If you are tapping into steel, a taper tap should be used first, with plenty of lubrication. Different metals require different lubricants. For steel a light engine oil or a soluble oil is best, so too with cast iron. For aluminium, use kerosene, white spirit, turpentine or soluble oil. Bronze and copper work well with light machine oil. Brass can be tapped dry, while plastics can be lubricated with water.

Ensure the wrench is at 90° to the hole and give it one full turn, which should be enough for it to bite. Turn the tap back half a turn, and continue to make half-turn bites of new thread, backing off a fraction of a turn after each cut to avoid build-up of swarf on the cutting edges and to allow the lubricant to flow in.

Should the tap start to jam, it may be because it has run dry or because the flutes are full of swarf. Remove it, clean and lubricate, and try again.

Once you have reached the bottom of the hole, use the second tap, which will remove the metal left by the taper on



Lubricate well when cutting steel. If thread depth becomes uneven as you cut, stocks were held at angle when starting.

the first tap. If you're tapping into a blind hole, a plug tap is needed to finish the job.

Whatever you do, don't force the tap. If it breaks off above the surface, you may be able to turn it out with a pair of pliers. If the break is below the surface, you will probably have to use a tap remover (costs about \$30) to engage in the tap's flutes. Neither method is foolproof.

Now, we'll tackle threading a stud or metal rod, for which a die is needed. Most dies are circular and have only a small range of adjustment. They must be used on a stud or rod of the correct diameter.

The stock (die holder) usually has three screws that go through its circumference. The centre screw should be tightened first. This has a hardened coned end that engages in a split in the die to enable it to be opened out slightly for the first cut. The two outer screws secure the die in its holder.

Dies have a tapered thread for easier starting. As an additional aid to ensure the thread runs true down the stud, file a slight taper on the end of the stud to give the die a better lead. Take care to start the cut straight. Make one full turn, then back off in a similar manner to using the taps. Rotate the handles evenly pushing on one and pulling on the other with equal force.



Stocks usually have three screws. Outer ones locate die in holder and centre allows small adjustment for the first cut.

If one handle is either pulled or pushed, there is a risk of the thread being formed eccentric. Depending on the metal a copious supply of lubricant should be used while the die is cutting. If the die jams when being rotated, it is usually caused by chips of metal fouling in the clearance holes of the die. Turning it backwards slightly, then forwards again, usually clears it. Often a full-depth thread is cut in the first pass — removing the die and trying a nut on the thread will confirm this.

If the thread is too tight, the centre screw in the die holder can be slackened slightly. Then the two outer screws can be tightened and another cut made.

As mentioned, threads into two main families, those based on measurements in millimetres, and those based on inches. If you have the right sets of taps and dies, the simple way is to match the same diameter tap's threads with the stud's.

If this isn't possible, the first step to identify which type of thread you're working with is to measure the diameter of the threaded screw or bolt with vernier callipers. If you come



Metric pitches are measured in mm between thread peaks and are harder to establish without a gauge.

up with an unfamiliar decimal, it's probably imperial. You can then use a suitable thread gauge to identify it.

If you don't have a thread gauge and the screw diameter is a common fraction, it is probably an inch-based thread, the pitch of which is based on threads per inch (TPI). Use a ruler (and magnifier if necessary) to count the number of threads per inch to determine the pitch.

Since metric pitches are listed as a measurement in millimetres between two adjacent thread peaks, it makes it much harder to establish without a gauge. But it can be done mathematically by dividing a distance by the number of threads. For example, if you count 12.5 threads in a centimetre, divide 10 mm by 12.5 and you get a figure of 0.8, which is the pitch figure you are looking for in the tables. In this instance, if the bolt diameter is 5mm, then it has a metric coarse thread.



If you don't have a gauge and bolt diameter is imperial, use a ruler to count the number of threads per inch.

Some inch-based threads can be difficult to identify. Assuming you have a 3/8" bolt with 16 TPI, the coarse thread may lead you to suspect it is Whitworth. However, 3/8" UNC also has 16 TPI, and the only way to sort out which is which is to look at the angular form of the thread. Whitworth is 55 degrees while UNC is 60, which can be difficult spot in small diameters.



To check compatibility of setscrew or stud threads with tap, lay screw against tap. Threads should be a snug fit.

In practice, production tolerances allow most Whitworth and UNC nuts and bolts to be interchangeable as pitches are identical throughout most of the diameter range.

Nuts having unified threads can be identified by a circular groove on the end face, or by circles stamped on one flat of the hexagon. Bolts and set screws have a circular depression on the head, or circles on one flat. The unified thread is interchangeable with American National Fine or SAE threads. Other families seldom have identifying marks. Metric bolts usually have a series of dashes on the hex heads, which indicate the tensile strength ratings. The more dashes the greater the tensile strength.

Practical Classic magazine

Try camping in a Kombi.

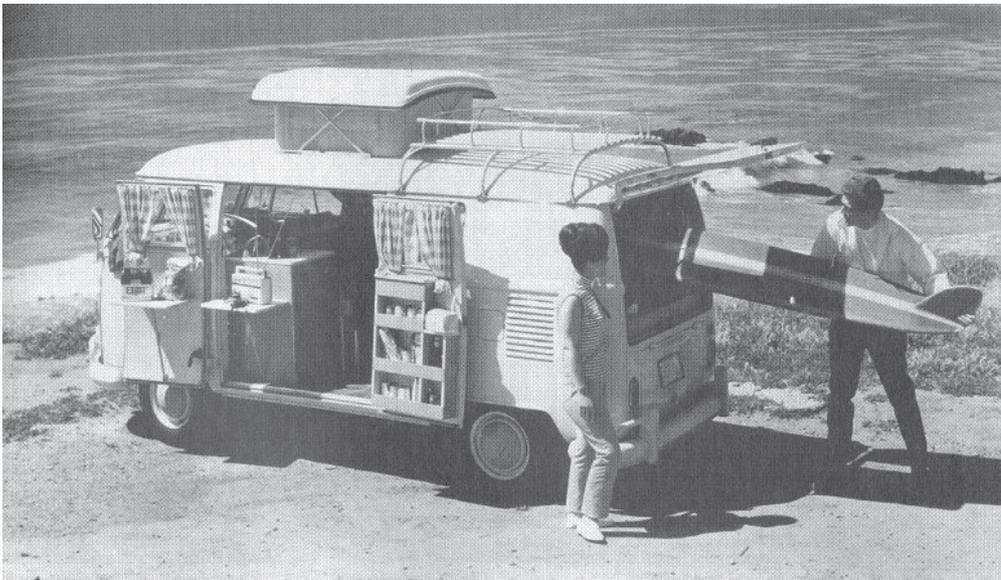
Modern Motor, April 1956

Beds for six, plus stove, washbasin and cupboards!

The remarkable Kombi, the multipurpose Volkswagen-engined van, bus, pick-up - call it what you will - has found another use: that of all-in-one caravan.

With careful planning it can be arranged to provide beds for as many as three adults and three children, plus wardrobes, washing facilities, and a stove.

The idea came from European sportsmen who wanted an economical vehicle to take them into the rough country for weekend expeditions.



a sling hung from above the windscreen; joined with a mattress on top of the partition behind the driver, it provides a bed wide enough for two children. A third child sleeps on the front seat, under the slung bed.

The rest of the van's floor-space is covered by bedding, which in the daytime serves as seats but at night accommodates three adults. The table swings up to act as a safety rail to prevent the children falling off the overhead bed. Sink and drawers are built on to the doors.

(Note – the first 'factory' Westfalia campers were not introduced in Germany until 1958. These were not sold in Australia. Local 'factory' Kombi campers did not appear until 1969 – Ed).

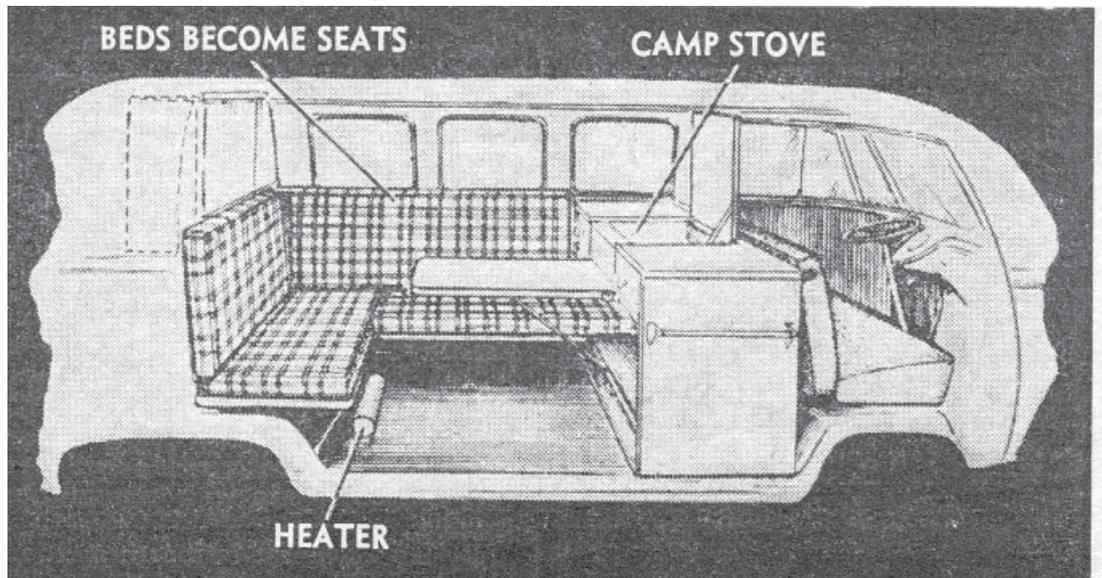
The Kombi has already proved itself as an economical means of carrying loads of up to 15cwt (760 kg) over long, tough distances. David McKay chose one for his trip to England, and set off from Sydney with a large load of provisions and four adults.

The Kombi sells in Australia for £1230, including tax, and a handyman could easily make the necessary conversions. Already several owners have undertaken the job.

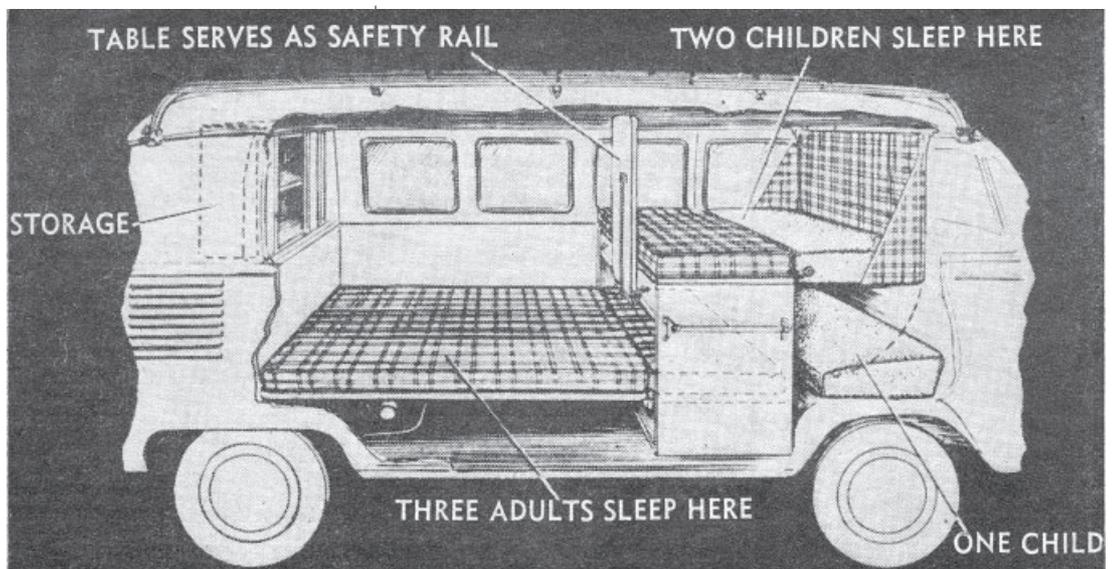
In one version the whole floor of the van was covered by a large bed, and behind it, above the rear-mounted engine, a nest of shelves and cupboards was built. A small sink for washing was fitted into the side door, and a stove fitted on top of the partition behind the driver. This unit accommodated three adults.

Another form - perhaps the most popular overseas - is a convertible set of beds which serve as double seats around a table for meals, provide seating for six during travel, then fold down into beds for three adults or two adults and two children (who sleep head to foot).

But the latest and most space-saving design is the one illustrated here, in which every corner of the van is used for bedding and/or cupboards. The back of the front seat hinges upwards and fastens in



COMPACT arrangement for day use provides seating for six, allows easy access to folding table and small stove behind driver's seat.



READY for night: The special folding seats in spacious Kombi van are easily converted into beds for six.

Free Horsepower.

A reader recently took me to task for my repeated use of the expression 'properly assembled engine,' insisting that some 'shade tree mechanic from California' could not possibly improve on Volkswagen's own methods and their millions of engine's-worth of experience.

He failed to consider the fact that I build just one engine at a time. And where VW specifies an acceptable range of tolerance in their parts, a necessity for high-volume production, I don't have that particular burden. When setting crankshaft end-play, for example, I dress the thrust-face of the #1 bearing until I achieve a clearance of 0.075 mm exactly. This takes as long as it takes, from a few minutes to a day or more if I have to track down another set of bearings. And I didn't learn this out of books, I learned it from VW mechanics; guys who took considerable pride in being able to improve on a 'factory job'.

What remarkable improvement in horsepower or longevity results from assembling an engine to better than factory spec? In the case of crankshaft end-play, I doubt if there's any at all but the truth is, I don't really care. I know that if all the shims are dead flat, the flywheel and crank are true and the thrust surface of the bearing brought to truth with dye and judicious flatting, I get a nicer fit that holds spec longer. (The wear limit here is 0.15 mm; you can check it without dismantling your engine by taking the measurement from the pulley-end of the crank. It's a quick check on the general state of health of the lower end.) No quotas. No time clocks. When it's right, the engine tells me so. And I derive great satisfaction from that. This applies to fitting the rods, adjusting ring-gap - to everything involved in 'proper' assembly of an engine. And you can do it too.

Chances are, if you've never built an engine before, you won't do any worse a job of it than Volkswagen and may do even better, which is why I think everyone should build their own engines. But most of you don't. A lot of you are satisfied with a short-block from a reputable manufacturer. And that can be a costly mistake.

Back when the Volkswagen engine was designed, the importance of balancing, both dynamic and volumetric, was not well understood. By modern standards the VW balancing specs are quite crude. The best proof of this is to compare the output of a properly assembled engine against one assembled to stock specs. The difference is never less than a 5% increase in horsepower and often as much as 10% when careful attention is given to proper balance. This shows up as improved efficiency, with the balanced engine requiring less fuel for the same output, and producing less heat. The balanced engine also lasts longer.

To properly balance an engine the clutch pressure plate, flywheel, crankshaft (with the cam gear installed), and fan pulley are balanced as a unit. This cannot be done with a short-block without dismantling the engine. In effect, each time you elect to use a short-block you are accepting the fact the engine will not be as efficient as it could be. Another burden I escape by building one engine at a time is that I can do as many pre-assemblies and disassemblies as I feel are necessary; VW puts each engine together only once, as does all of the high-volume after-market engine builders I know of.

With new parts, held to a reasonable tolerance and assembled - one time - with reasonable care, the finished

product will be no worse than the stack-up of those tolerances. You could get a real dog. But tolerance stack-ups tend to cancel themselves out, which puts the odds in your favour. Even so, I prefer not to play the odds when it comes to engine assembly. Poker, yes; but with engines I'll cheat until I get it right.

Getting the volumetric balance right is something VW would rather not talk about since on pre-'71 engines they don't time all four cylinders to fire at the same point of rotation. Even an engine with perfect volumetric balance will be out of balance when the #3 cylinder is timed to fire 4 degrees later than its three brothers. Delaying the timing of #3 cylinder was Volkswagen's solution to the chronic overheating caused by the internal oil cooler. That ended with the introduction of the doghouse oil cooler. Without the internal oil cooler to block the flow of air to #3, Volkswagen was able to do away with the retardation.

Volumetric balance means all of the cylinders have the same internal volume, meaning each will have exactly the same compression ratio and will deliver the same specific impulse when the spark plug fires, assuming they fire at the same degree of rotation. In theory, this isn't very important if the engine is designed to operate at slow speeds and has a massy flywheel. In practice, it is quite common to achieve an overall 10% gain in horsepower by properly assembling the Volkswagen engine. No tricks and no add-ons.

Volumetric balance starts with the heads. Their chamber volumes must match. In practice, you increase the volume of the three smaller chambers to match that of the largest. You do this by re-seating the valves and removing metal from the chamber by burnishing, grinding and polishing. (As a matter of course, all chambers are polished mirror-bright using a felt hob and polishing compound.) With the combustion chamber volume known, the crankcase is then assembled and the deck height measured. Cylinder spacers are used to arrive at a standard height, chosen according to the desired compression ratio. The final adjustment to a 'fat' cylinder may be made by shaving the head of the piston by up to 0.125 mm, all other adjustments made by grinding the cylinder spacers, if needed. Cylinder spacers are available in a wide range of thicknesses for all cylinder diameters.

When measuring deck height it's important that the engine be properly torqued, including heavy plates used to simulate the heads. The plate is usually cast iron or precision ground cast aluminium plate, 12 to 20 mm thick, pierced for use of a depth gauge; usually a dial indicator. Steel spacers, their ends machined square, are used to take up the different length of the head studs. Sections of water pipe are perfectly adequate.

After deck height is determined, the pistons and rods may be balanced. Rods and pistons are statically balanced; the rods are balanced so as to have a common centre of mass (i.e., big-end vs little-end balancing).

Sounds pretty sexy, eh? Lots of exotic tools? Frankly, no. You can cc your heads with a turkey baster. And the polished cast plate I used to make my deck-height fixtures cost \$4.20 at a scrap yard. The dial indicator is the same one I use for determining end-play, runout, cam lift and so on. The head-work is done with a standard kit of Cratex tools, common stuff to anyone who has ported or polished a head. About \$24 from a good tool supplier).

But dynamic balancing can be expensive. I use a guy who does only racing and aircraft engines; his minimum spec is an order of magnitude better than VW spec and he charges accordingly. A regular automotive engine balancer usually charges between \$50 and \$75, depending on where you live. Their typical spec will be much better than the VW factory spec. For example, within a set of four stock connecting rods the weight variation can be 8 grams (580 - 588 g). That's 'low-spec' for VW rods. (VW does not have a spec for centre of balance (i.e., centre of mass; big-end vs small-end).) A set of balanced rods will vary no more than 0.01 gram, and their centre of mass will fall within 0.15 mm of the same point.

'Balanced' rods from an after-market source usually means they'll meet the minimum VW spec, which is to say they are not balanced, in modern-day terms. Buy the best rods you can afford then have them balanced. If you're unlucky enough to have an engine that was casually rebuilt using rods from different weight groups, the difference between the heavy and light rod could be as much as 16 grams. Engines that have two heavy rods on the same side have a characteristic lobe at idle that conventional wisdom says is the sign of a 'hot' engine, mistaking the lobe for the valve overlap of a high performance cam.

Central to balancing is the use of a counter-weighted crankshaft. This too was unknown territory when the VW engine was designed; conventional wisdom of that period said an opposed-type engine did not require further balancing. Thanks to modern computers we now know that the stock VW crankshaft flexes in a peculiar way around the centre main bearing. The flexure is called phlugoid motion (ask an engineer) and causes the bearing to wear in an oval pattern as it pounds out the centre main bearing web. A properly balanced counter-weighted crankshaft, fitted with balanced rods, spins with less phlugoid motion. The energy that was being transferred to the bearing (and pounding it out) is delivered to the flywheel; engine efficiency goes up, heating goes down and the bearings last longer.

In my opinion the best VW crankshafts are those made by Gene Berg. They are straight - you seldom find any measurable runout, and are finished to extremely close standards; the journals match. If you assemble a lot of engines you'll run into new cranks that have one journal half a thou tighter or looser than its fellows; I've never seen that sort of sloppiness with Gene's cranks. And their finish is beautiful.

Gene would have probably told you his cranks are balanced, which means they probably are. But they are not balanced as an assembly, with clutch, flywheel, gearing and pulley attached. You gotta do it over.

If it rotates, it must be balanced. If it's designed to rotate as an assembly then the assembly must be balanced as a unit. Hint: Dismantle your alternator. Take the rotor with the fan attached, to the balancer. The result is more air. Less driving power. Better cooling. And your alternator bearings last longer.

There's no such thing as a free lunch. But here I am telling you where to find five or more 'free' horsepower and get a lot of other benefits at the same time. And since the engine isn't using any more fuel, how can it be developing more horsepower? The answer lies in what those 'free' horsepower were doing in the unbalanced engine. They were making heat — about 3,500 watts of it. In the case of volumetric balancing (and proper firing time for all four

cylinders), the engine was working against itself, using some of its energy to counter the effects of late timing and an uneven specific impulse. In the case of static and dynamic balancing the losses appeared as increased friction, internal heating due to flexure, and dealing with the stored-energy loads induced by the uneven specific impulses.

There's no such thing as a free lunch, but you've been paying for this one already. Balancing your engine allows you to get some benefit from what you've been paying for.

I was sorting some pulleys today, looking for one dinged-up enough to sacrifice for an assembly crank . . . you weld a handle on an old pulley, use it to turn the crank during engine assembly. A couple of the pulleys had serial numbers stamped on the hubs, meaning they are part of a balanced assembly for that particular engine. (There's still a few engines-in-progress around the shop.)

The sight of the serial numbers reminded me that I'd failed to mention that critical detail in my sermon about engine balancing. When you get your parts back from the balancer it's wise to mark them with the serial number of the engine they are destined for. Use cut-steel stamps to stamp the numbers onto the hub of the fan pulley, the rim of the flywheel and the flange of the pressure plate. A vibrating carbide scribe is best for marking the crankshaft.

A set of steel stamps is about five bucks. They come in all sizes, from 1.5 mm up to 9.5 mm Euro-style numbers for stamping the serial number on engines rebuilt on a new crankcase. In some states such crankcase re-numbering is a legal requirement, and is always done on aircraft engines. You'll also want to stamp the #1 main bearing flange and the crankcase parting line with the over-size if the crankcase has been align-bored. The good shops do this as a matter of course but some of us can't afford the good shops. The bearing flange is marked at the 3 o'clock position looking into the bearing from the flywheel. The parting-line marks are put on the upper surface just opposite the generator tower but enough toward the flywheel so they can be easily seen.

If you overhaul an engine it's polite to add a dash-number to the serial number: -1 for the first overhaul, -X2 for the second, and so forth. In some places it's not only polite, it's a legal necessity. (I've seen aircraft engines with six dash numbers after the serial.) Another method I've seen is to punch an asterisk after the serial number: -* meaning the first overhaul, -** for the second and so forth. In some circles this is considered less positive than dash-number markings since it's harder to disguise -xxx4 (four overhauls) than -****.

Aircraft engines use aluminium crankcases that are easily welded; it's fairly simple for a welder to 'vanish' a couple of asterisks. Various engine modifications are marked in the same way, with special codes or characters for each.

When rebuilding an engine so badly out of spec that the crankcase is no longer usable, the original serial number is stamped onto the Universal Replacement Crankcase, usually followed by the letter 'R'.

If you manufacture an engine using all new parts you are legally entitled (and required, in some cases) to use a unique serial number. The last four digits of the serial number will be found somewhere on every major part of the engine. If you ever encounter a serial number that starts 'HVX', it's one of mine.

Bob Hoover



Club Veedub Crossword.

Across:

1. The original and best delivery van, people mover - and campmobile
6. Volkswagen sells more cars in this country than any other
7. This big VW SUV now holds the driving record for the Pan-American Highway
9. The Canberra Chapter are going on a camping weekend to Wee ...?
11. Apart from Volkswagens, the Germans are very famous for making this
12. The recent Winter Break was held in this NSW town
14. A Swedish truck making company that Volkswagen has owned since 2006
15. The best aftermarket forged VW stroker cranks are made by Gene ...?
20. The previous location of the Sydney Bus Museum, before it is moved to its new location
22. The world's most expensive motor sport, in which VW is considering competing, is Formula ...?
23. This town is home to Don Bradman as well as the Southern Highlands Motorfest

Down:

2. The current American President's name is Barack ...?
3. The most famous German tuning firm, famous for their hot Golfs and, soon, Beetles
4. You'll see this famous movie VW at the Edge Cinema in Katoomba in November
5. This year is the fiftieth anniversary of the Volkswagen Type ...?
8. Instead of BSF, Whitworth or UNF threads, Volkswagens thankfully use this type
10. These were the most famous and popular of all the small metal toy cars
11. Rather than waste money on a Toyota Prius, you are better

- off buying a VW Golf ...? Motion
13. Melbourne's biggest VW show has been going for this many years
15. The Show n Shine in Sydney on Sunday 18th September is in this Sydney suburb
16. Once again they are the world's largest car company
17. The VW Golf-owning Duchess of Cambridge is better known as ...?
18. The latest generation of this model began production in Mexico last month
19. This VW model is now undergoing testing for its seventh generation
21. The German truck and bus company, recently bought by Volkswagen

Last month's crossword.





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Gold Coast Veedub	Qld (07) 5537 6200	Volkscare	Vic (03) 9729 9281
Harding Performance	Qld (07) 3392 2980	Volkspower	Vic (03) 9808 6777
H & M Ferman	(02) 9533 2722	Vollkommen Art	Vic (03) 9543 7804
Hills Vinyl Leather & Plastic	0421 660 191	vollks.com.au	vollks.com.au
Indian Automotive	(02) 4731 6444	VW Classic Sutherland	(02) 9521 5333
Innovative Body Works	0409 653 872	VW Magazine Australia	Qld (07) 3806 1240
J.C. Fry	(02) 9438 4588	VW Performance Centre	(02) 4325 7911
JustCampers Australia	(02) 9645 7660	VW Speed Shop	0419 484 883
Kemp Tools	0402 888 822	Wayne Penrose VW	(02) 4272 5644
Klaack Motors	(02) 9724 5901	Westside Mufflers	(02) 9773 7244
Kombi Krazy	0416 566 245	Wolfsburg Automotive	Vic 1300 370 310
		Wolfsburg Motors	(02) 9519 4524



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