

Zeitschrift



Santa's sleigh spotted near Canberra.

December 2011

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Herbie Goes to Katoomba
Boris' Picnic Day
Joe's mate Andrew Lloyd
Newcastle German Day

1955 VW road test
Rabbit v US compacts
New Beetle 10th Edition
Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



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Canberra Committee.		
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Secretary:	Iven Laufer	(02) 6254 1142
Autofest/Events	Mark Palmer	0416 033 581
Registrar:	Iven Laufer	(02) 6254 1142

*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	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
Parramatta NSW 2124		Grassmere NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

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.

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Custom Off Road	



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President's Welcome

Club Veedub caters for all Volkswagen community members - both the classic aircooled and the modern and neo-classic watercooled VW's. If you own a Beetle, a Golf, a Passat, a Kombi or even an Audi, Seat or Skoda, we welcome you to explore and perhaps even join the Club and support it's many activities and events.

Hello World!

In computer programming terms, the "hello world" program has become the traditional first program that many people learn. Tracing its origins back to 1974 it is used as a sanity test to ensure a new computer system is working as it should.

In 1974 the first Toshiba floppy disk was introduced and a commercial version of ARPANET known as Telenet was introduced and considered by many to be the first Internet Service Provider (ISP). Volkswagen sold 14,111 vehicles into Australia including the new front wheel drive Passat.



Fast forward just 37 years and that little thing called the internet has taken the world by storm enabling people to communicate in ways they never dreamed were possible, but even more amazing for the first time in it's history, the local Holden Commodore is outsold by the humble Volkswagen Golf. How times have changed!

But what does it all mean for Club VeeDub?

It's out with the old, and in with the new! It has been long time coming, but after many many hours our website has been

dragged kicking and screaming into the 21st century. We now have a live calendar of events, something you can even subscribe to and have on your smartphone or computers calendar as well as back catalog of magazines available to all members. There is a selection of photos from our previous events and an ever growing library of information detailing the history of the Volkswagen with a special focus on Australia.

How do I access it?

To log into the website, www.clubvw.org.au, you need your membership number which is on the sticker on the front of the envelope you received this magazine in. If you have already thrown the envelope out simple head over the website and use the [contact us form](#) to request your number to be sent out to you. (While you're waiting, have a browse around anyway and check out what is on offer).

Once you have your number, head over to the [first time login screen](#) to set your password. You can also type directly into your web browser:

<http://tinyurl.com/clubvw2011>

What can I do to help?

Give us your feedback. Tell us what is missing, what you want to see (and what you don't). We are actively seeking photo's and write ups from your cars history so we may share your pride and joy with the rest of the community. Email through your thoughts, or better yet, come along to our monthly meetings, share a cold drink and tell us in person.

Aaron Hawker

webmaster@clubvw.org.au

VW Pizza and Pasta Restaurant Night

Let's start off 2012 with a Pizza and Pasta night at Monte Carlo's Pizzeria at Riverwood. Great Italian food, best pizzas in southern Sydney.

Bring Your Own Grog.

Don't forget to wear your best Hawaiian shirt!



Saturday 21 January

From 7:00pm



**Monte Carlo Pizzeria
208 Belmore Rd
Riverwood**

**(parking in the rear - enter laneway
off Cairns St)**

Ring Dave Birchall on 9534-4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close off for booking is Wednesday 18th Jan.



VW Watercooled Summer Cruise 2012



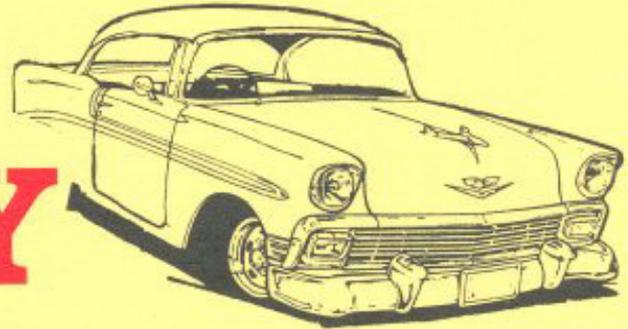
Sunday 22nd January 2012

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am, departing at 10:30am and finishing at Stanwell Park at 12:30pm. If you're not up for a cruise head straight to Stanwell Park and meet us under the Club VW Marquee.

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach. All donations on the day will go to the Cancer Council.

Contact Aaron Hawker - 0413 003 998

ANNUAL SYDNEY SUPER SWAP



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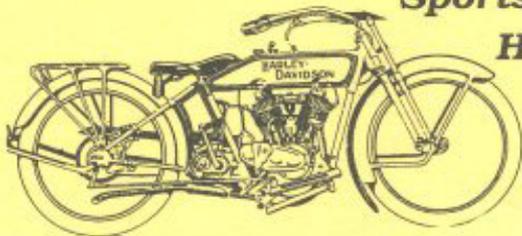
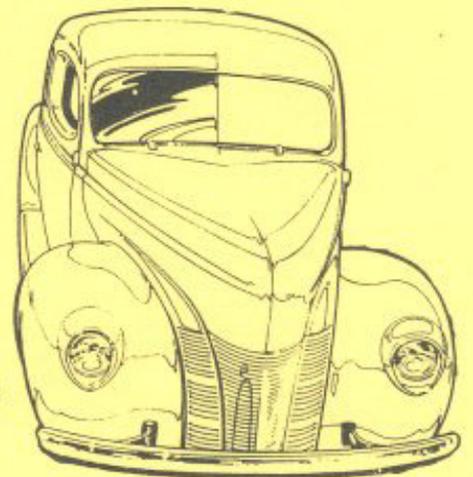
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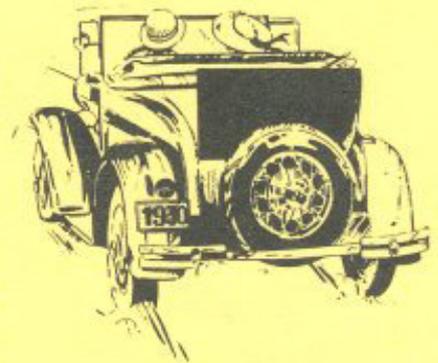


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EUROAUTOMOTIVE



Von dem Herrn Präsident.

Well Christmas is nearly here again and I still haven't got my new / old bug on the road. I'll have to stop doing overtime and working on my son's cars etc.

I wrote a report on the big screening of the 2011 VW Nationals documentary at the Edge Cinema at Katoomba, and it appears elsewhere in this issue.

Boris's picnic day was a great success. After the dreadful rain we've had, I think everyone was going stir crazy and needed to get out of the house and drive their VW. Likewise the turnout at the German car show day in Newcastle was also good, and there are photos in this issue.

Don't forget our Christmas meeting and get together on the 15th at the Greyhound Social Club. It will be a very short meeting, with a big Christmas present raffle. You'll need to bring along a wrapped present to the maximum of \$5 value to get a raffle ticket. We will also cater free chips, lollies, cake and nibbles, as well as drink vouchers to thank our members for our support this year. Don't miss it!

And the first event for the new year should be a beauty, the VW Watercooled Summer Cruise, 22nd January, 2012, see the add in this magazine for more info.

Hope to see you at an event soon.

Vale Ben Durie.

I was sad to hear of the passing of Ben on the 18th November 2011. Ben was a passionate VW racer, sometimes Nationals sponsor, and a real nice guy. He will be missed.

My condolences to his family and friends.

Steve Carter



Kanberra Kapitelreport.

G'day, I can't believe it is December already and the Festive Season is upon us. The Canberra Chapter has had one event this month – Marquee In The Park – and the report and photos should be in the magazine. The turnout was OK, numbers were down across all clubs due to a few issues, but we had a good display. Also this month we had some members attend the Cooma Motorfest as well as making the trek to Melbourne for the Day Of The VW. Well done to everyone who has been out dubbing.

In December we have our last club event, being the Xmas Lights Cruise. It may be over by the time you read this but they flyer was in last month's magazine. We've had this for the last few years and it has been a great way to see some Xmas lights here in town. Contact us for info, you will need to let us know that you are coming by emailing...check the flyer and email us. We'd love to see you there and know it will be a

great night. If you have a UHF radio, feel free to bring it along as it may help with directions etc.

In January we have some members getting ready for the South East Dubfest, being held late in the month in Victoria. If anyone would like more details we can get you in contact with the dubbers heading that way. The Summernats family day display will also be on early in January, at time of writing I am awaiting entry information and will make it available to members when I have more.

Its been a busy year with many events, how many have you come along to? I'd like to thank everyone who has assisted the club in 2011 and certainly those members who have come to events and made them what they were. 2012 will be another big year, why not dust off the VW and bring it out to the sunshine? A merry Christmas to all and a safe holiday on the roads, we'll catch up again in the New Year.

Bruce Walker



Klub Kalender. December.

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.

Saturday 17th:- Canberra Chapter Xmas Lights Cruise. Meet at Russel carpark and drive to a location for a bite to eat, then set off at 8pm to see the best of Canberra's Xmas lights. BYO picnic dinner. Contact Bruce for more info.

No Canberra meeting in December.

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.

Saturday 21st:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7.00 pm. Ring Dave Birchall on 9534-4825 to confirm your booking and numbers – leave a message if no answer. Name and no of

people attending! Closeoff for booking Wed 18th Jan. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt!

Sunday 22nd:- VW Summer Cruise 2012. Meet at Uncle Leo's Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am and finishes at Stanwell Park at 12:30pm. Or meet at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the beach close by. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome – air and water-cooled. Phone Aaron on 0413 003998.

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

February.

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

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

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

Sunday 19th:- Sydney Super Swapmeet at Hawkesbury Showground, Racecourse Rd Richmond, from 6am. \$20 one-man swap sites, additional adult \$5. Lookers \$5. Free Parking. Weekend passes and Saturday setup available for large sites. Car parts and collectables, veteran and vintage cars, customs, classics, street machines. Phone 0410 447927 for more info.

Sunday 19th:- The first annual Sydney German Show n Shine, in the car park of Canada Bay Club, 4 William St, Five Dock. All German vehicles welcome – Volkswagen, Audi, BMW, Mercedes etc. There is no entry fee, and the club has excellent facilities for morning tea and lunch. Organised by the Mercedes Benz Club of NSW. Contact Vince Thompson (MBC Prez) on 0411 773 440 for more information.

Saturday 25th:- Sydney VW Drag Racing at WSID, Eastern Creek. Day/Night 1/4 mile VW drag racing. VW Bracket Racing, stock to Pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, food and drink. Presented by VWMA (www.vwma.net.au). More information next month.

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

March.

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

Sunday 4th:- Thirlmere Festival of Steam 2012 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. A great family day out! Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure. Arrive by 9:30. Street parade at 1pm.

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

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

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

April.

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.

May.

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

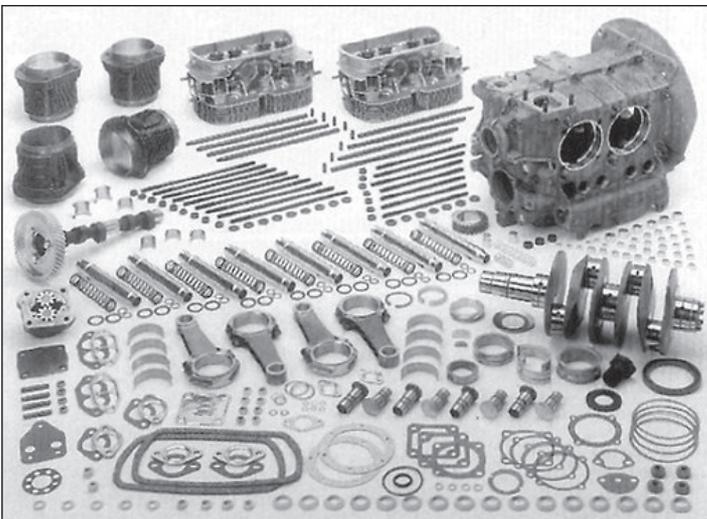
Sunday 27th:- VW NATIONALS 2012 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, great food and drink, VW fun all day.

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.



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).

Wanted:- New or Used 6 Volt Headlight Relay, of any of the Genuine Accessory Brands i.e. VW part 311-941-581c or Bosch part 0 332 204 001 or Hella Kipprelais 91/46-3-6V bis 100W Please phone Mark 0402 556 228.

For Sale:- 1974 VW Safari (Type 181/Thing) softtop. 1600 engine in reasonable condition. Was driven to storage. Body is fantastic but needs some work underneath before it can be registered. Has rust in the front end, which can easily be replaced by the right person. I have come to my senses and recognise that I have way too many projects so this one has to go. All parts are available from the Thing Shop in the USA. Softtop is in pretty good condition. Great car for summer fun. Contact Steve on 0416 182399 \$12,500 ono Stored at Brookvale, Sydney.

For Sale:- number plate: "OLD BUG". Asking \$2000 or near offer. Black lettering on a wheat background. Contact: Garry Webster 0412 333111. email: info@fariosafari.com

For Sale:- 1995 Golf VR6. Increasingly rare and unique, this '95 model year Golf VR6 presents in stunningly well preserved condition. The word 'immaculate' is overused, but this car is as close as you'll find. Completely unmodified, the car still has its full complement of original exhaust and silencer pieces, underbody splash guards and importantly, textured Euro bumpers, arch flares and 15" BBS alloy wheels, not to mention the original Hella smoked tail lights and correct badging that complete the factory look. The interior is also fresh as a daisy, with the original Isola cloth. The only additions the 'old school' Fischer C Box, which holds CDs for the Sony MP3/Auxiliary front input stereo. The original Volkswagen Radio/Cassette is in a box and will be supplied. Externally, a European front lip has been fitted, but the Australian spec 'duck bill' will be included. On acquiring this car, the first thing I did was replenish all factory suspension bearings and bushes, including the front control arm bushes which were uprated to R32 items, improving steering feel with no appreciable increase in road surface vibration. The struts were then replaced with Bilstein B6 - for drivers who prefer a sports suspension but are not particularly interested in lowering the body. These are 'lifetime' units and can be serviced. The car has never been lowered and is free from annoying buzzes and rattles. The ABS, electronic diff lock (traction control), power window regulators, heating and air conditioning all work properly. The A/C system was recently replenished with a new compressor and filter dryer. I'd like to sell the car to someone who appreciates its originality and will preserve it. Registered until June 2012. The car comes with full books, service history (with Mobil 1 oil) and receipt file from new. Price is negotiable, but if you're looking for an average example, look elsewhere. This is something unique. No trades. Asking price \$9,999. Contact Reef Gaha on Phone (Business Hours) 0414385239; Phone (After Hours) 0414385239 or Phone (Mobile) 0414385239 or email reefg@graffiti.net.

For Sale:- Ben Durie's VW Workshop Garage Sale. Due to the sad passing of Ben, his workshop, including all stock and equipment, is being cleared out. New and used parts, body panels, motor bits (heads, mufflers, heater boxes, cranks etc) and workshop equipment. Saturday 10th of December, 9am

Trades and services directory.



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til 3pm. Phone Kerrin on 0407256328 or Heath 0418613267
@ 2 Park street Teralba, Newcastle.

2nd Month Ads.

For Sale:- 'Clive', my 1961 Beetle, Beryl Green. Same owner for 50 years. Serviced on a regular basis. Some modifications to keep up with Australian standards. 12-volt System. Registered to Sept 2012, many spares on hand. Chassis No 3558270, Eng No 5424897. \$8,000 ono. Contact: Dennis Hawes Ph. 9708 3089

For Sale:- Beetle, Kombi and Type Three parts. Cylinder heads, 009 distributors, carbies, mufflers, mag and steel wheels, gear boxes, front beams including disc brakes, steering boxes and fenders etc, tow bars, seats, bonnets and a heap of other VW spares. Please contact Sal on 0423409718

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in Mortdale, St George area Sydney. \$1500 Call Richard on 0409 469 331.

For Sale:- 2007 Volkswagen New Beetle, Luxury Edition. 1.9-litre turbo diesel engine, leather trim, alloys, sunroof, Sunshine series with good mileage! \$14,990. It's at Cumberland Ford, 145 Main St Blacktown. Phone 1300 858958 to inspect.

For Sale:- VW T4 LWB Campervan. Diesel engine, Trakka high roof, optional bathroom with window. \$19,700 ONO. Phone 0405 183918.

Trades and services directory.



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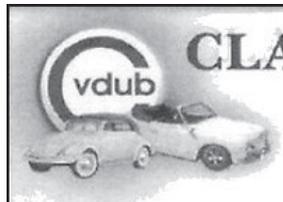
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Golf Cabriolet returns.

The 2012 Volkswagen Golf Cabriolet is now on sale in Australia. The Cabrio returns to the line-up after a nine-year absence in Australia and will fill the hole left by the New Beetle Cabrio, which is unlikely to be replaced in Australia by the all-new model until at least 2013.



The Golf Cabrio is priced from \$36,990 (before on-road costs), undercutting the power hardtop Volkswagen Eos by \$13,000.

The Golf Cabriolet will have a nice little niche to exploit in Australia. From a price perspective, its nearest rival is the light-sized Peugeot 207 CC hardtop, which ranges from \$33,490 to \$38,190. The MINI Cooper Cabrio and Mazda MX-5 soft-tops both start over \$40,000, while the Peugeot 308 CC and Renault Megane CC compete more directly with the Eos.

The Golf Cabriolet has been launched with just one engine: the 1.4-litre twin-charged (turbocharged and supercharged) 118TSI. The engine – also found in the Golf hatch and Golf Wagon line-ups – produces 118 kW of power and 240 Nm of torque, launching the Cabrio from 0-100 km/h in 8.4 seconds. Combined cycle fuel consumption is 6.6 litres/100km when teamed with the six-speed manual and 6.5 litres/100km with the seven-speed dual-clutch DSG.

The Golf Cabriolet's fully automatic three-layer fabric soft-top opens in nine seconds – even when the car is travelling at speeds of up to 30km/h – and folds away in 11 seconds. Interestingly, the Golf Cabrio no longer has the intrusive anti-roll bar that the previous Mk1 and Mk3-based Cabrios did.

The Cabrio's 250-litre boot volume is unchanged whether the roof is up or down, and the rear bench splits 50:50 to free up even more space. There are only two seats in back, which means you will probably have to make a few extra trips over summer to keep your friends happy.

On the outside, the Golf Cabriolet scores 17-inch alloy wheels (space saver spare), front and rear fog lights, LED taillights (similar to the Golf R) and tinted windows.

Inside, the Cabrio comes standard with dual-zone climate control, cruise control, automatic headlights and rain-sensing wipers, multi-function trip computer, and a six-speaker audio system with AUX/USB/Bluetooth music streaming connectivity. The seats are cloth, the steering wheel and gearstick are leather-bound, and the rest of the cabin is finished with soft-touch plastics and matte chrome, chrome, and aluminium trim highlights.

The standard five-star Euro NCAP safety package includes five airbags (dual front, side and driver's knee), active rollover protection, electronic stability control, Hill Start Assist and a number of other active and passive features that make it one of the safest cars in its class.

2012 Volkswagen Golf Cabriolet manufacturer's list prices:
118TSI six-speed manual – \$36,990
118TSI seven-speed DSG – \$39,490

VW Golf outselling Ford Falcon.

The Volkswagen Golf had its most successful month in history in Australia in October.

Volkswagen Group Australia delivered 3,337 Golfs, eclipsing the model's previous record of 3,275 units set four months earlier in June. The result pushed the Golf to its highest monthly ranking on record, putting the popular Volkswagen third overall behind only the Toyota Corolla (3,593) and HiLux (3,480).

Not only did it leapfrog some of the most popular cars in the small car class, including the Mazda3 (3,185), Holden Cruze (2,805) and Hyundai i30 (2,798), the result also put the Golf clear of Australia's traditional sales heroes, the Holden Commodore (3,018), Toyota Camry (2,725) and Ford Falcon (1,591).



The massive month puts the Golf 724 units ahead of the Falcon for total 2011 sales and just 53 vehicles off the pace of the Toyota Camry.

Total 2011 vehicle sales to end of October:

Holden Commodore – 34,995
Mazda3 – 34,624
Toyota HiLux – 31,169
Toyota Corolla – 28,737
Holden Cruze – 28,608
Hyundai i30 – 24,853
Nissan Navara – 18,476
Toyota Camry – 16,659
Volkswagen Golf – 16,606
Ford Falcon – 15,882

Volkswagen Australia's Karl Gehling said the record October was the result of a driveaway sales campaign, similar to the one conducted in June. He said the campaign was "more successful than we expected", with the 90TSI, 118TSI and 103TDI models proving the most popular.

Volkswagen Australia expects Golf sales to drop off for the rest of the year in the wake of the sale. Most of Volkswagen Australia's Golf stock had been exhausted for the year and no more driveaway offers are planned.

Mr Gehling said he could not disclose information about when customers could expect another similar driveaway campaign.

He said Volkswagen Australia did not explicitly set goals to beat the local large cars, and said it was not a factor in the brand's planning.

Asked whether he expected the Golf to feature consistently in the top 10 in 2012, Mr Gehling said it would largely depend on the performance of the car's competitors.

Golf sales have increased 27.9 per cent year-to-date, up 3,625 units from the first 10 months of 2010 (16,606 vs 12,981). The 2012 model year Golf was launched in September, with subtle equipment changes relating to the vehicle's infotainment and Bluetooth connectivity.

A Volkswagen model has only ever outsold the Falcon in yearly totals just once in history. In 1960, VW Australasia Ltd sold 24,388 locally-manufactured 1200 Beetles, the all-time Australian VW one-year one-model record. The Beetle was Australia's second-best selling car, behind only the FB Holden. In that year the new XP Falcon was released for the first time, but was only on sale for 4 months.

VW XL1 for production.

The ultra-efficient Volkswagen XL1 will become a production reality in 2013.

Volkswagen Group CEO Martin Winterkorn confirmed the two-seater plug-in hybrid would hit the streets in low numbers in less than two years' time.

"We will start small series production by 2013, in Germany," Mr Winterkorn told Automotive News.



The Volkswagen XL1 Concept made its global debut at the 2011 Qatar Motor Show in January.

Space-age looks aside, the most eye-catching feature of the XL1 Concept is its outstanding fuel economy. Rated at 0.9 litres/100km on the combined cycle, the XL1 is one of the most fuel efficient vehicles this side of a full-blown EV.

The XL1 Concept is powered by a 35 kW 800cc two-cylinder TDI diesel engine and a 19 kW electric motor. It may not sound like much, but teamed with a seven-speed dual-clutch DSG transmission the XL1 can accelerate from 0-100km/h in around 12 seconds, putting it on par with a number of small- and light-sized diesel-powered cars.

Helping performance is the car's unprecedented 0.186 drag coefficient and its total weight of just 795 kg. The body is constructed from carbon fibre reinforced polymer and resin transfer moulding and weighs just 230 kg.

The XL1 Concept is about as long and wide as a Volkswagen Polo, but has a height closer to that of a Lamborghini Gallardo.

There is no word yet on exactly how much of the body work or technology from the concept will carry over to the production model. The initial run has been rumoured at around 100 cars, mostly likely to be used in some form of pilot trial program.

2012 Passat CC.

The first images of the updated Volkswagen Passat CC have been released ahead of the four-door coupe's world premiere at the 2011 L.A. Auto Show later this month.



The Passat CC will go on sale in the US in the second quarter of 2012. Volkswagen Australia has confirmed the updated 2+2 entry-luxury four-door will arrive in local showrooms sometime next year, although specific timing details are still to be finalised.

The new Volkswagen Passat CC adopts the exterior styling of the new Passat sedan and wagon range that arrived in Australia earlier this year. The Passat CC was the last Volkswagen model to still have the old 'shield' grille, that was steadily replaced by the current angular, horizontal Walter deSilva design language across the range.

Square lines and sharper angles replace the bulbous headlights, taillights and rounded grille of the first-generation model. The new chrome grille is broad and bold and integrates with the headlights in a similar fashion to the Volkswagen Phaeton.

The taillights now have a simpler, rounded-rectangle design that appears reminiscent of the VW Touareg and Golf R, as well as numerous current Audis.

The interior also benefits from a number of subtle revisions to give it a more premium appearance.

Depending on the market, the new Passat CC will come standard with bi-xenon headlights with Adaptive Front Lighting System, LED daytime running lights and LED taillights. Australian specifications are still to be confirmed.

Volkswagen is keeping powertrain details under wraps for now, but the updated model is likely to continue with a similar package to the outgoing model.

In Australia, the 2011 Passat CC is available in two distinct trim levels: the \$54,990 125TDI (125kW/350Nm 2.0-litre diesel) and the \$64,990 V6 FSI (220kW/350Nm 3.6-litre petrol).

Australian specification and pricing details will be revealed closer to the local launch of the 2012 Volkswagen Passat CC next year.

Tiguan R-Line.

The Volkswagen Tiguan is the most popular SUV on the German market. And now, the latest version is available with R-Line features. Note that, like the Polo R-Line, the Tiguan R-Line is a styling package, NOT a hot Golf R-style modification. Specifically, it's an exterior pack and an interior pack for Tiguan. The R-Line packs were designed for the dynamic 'Sport & Style' equipment version.

Especially distinctive are the bumpers sculpted by R-Design. Their look is tuned to body-coloured side sills with 'Matt chrome' inserts and an R-Line roof edge spoiler. Other body specifications of the R-Line 'exterior' pack include a black textured rear diffuser, aluminium door sill plates with R-Line logo and another R-Line logo on the radiator grille. In addition, the exterior pack offers newly designed 19-inch 'Mallory' alloy wheels in 'Sterling silver' with 255/40 tyres.

The R-Line 'exterior' pack may be combined with the Tiguan body colours Candy white, Reflex silver metallic, Deep Black pearl effect, Night blue metallic and Pepper grey metallic.



The R-Line 'interior' pack may be ordered as an extension pack. In this case, Tiguan features are supplemented by sport seats (front), 'Kyalami' style seat covers (front and rear) with lateral supports in 'San Remo' microfibre fabric (front), head restraints with integrated R-Line logo and a multifunction steering wheel with aluminium accents and R-Line badge. Additional interior pack components: a 'Titan black' roof liner and pedals with stainless steel caps.

Tiguan may be ordered with an R-Design rear spoiler and/or a 'Titan black' roof liner as separate options without either the exterior or interior pack.

There are no plans to import the Volkswagen Tiguan R-Line to Australia.

Up! GT revealed.

The Volkswagen GT Up! concept has been revealed, potentially previewing a sporty production version of the new entry-level Volkswagen Up!.



Following in the theme set by the Volkswagen Golf GTI and Volkswagen Polo GTI, the GT Up! concept showcases the same trademark attitude. At the front there's a honeycomb grille, LED lighting and a large central air dam in the bumper bar, while at the rear there's twin exhaust tailpipes, a roof-mounted spoiler and a sporty rear bumper with a black diffuser.

Inside, the Volkswagen GT Up! concept features sporty trimmings with blue chequered material. It also features a gloss black dashboard and more blue highlights around the air vents. Sports seats and a three-spoke sports steering wheel complete the package.

Volkswagen is yet to reveal engine details although the company says it is powered by a unit that could "potentially pack 74kW or more". This points to the possibility of the 1.2-litre turbocharged four-cylinder engine currently offered in the Polo and Golf, producing 77kW and 175Nm.

Volkswagen doesn't have any plans to put the GT Up! into production at this stage, but rumour suggests this may soon change. The standard range of Volkswagen Up! models will go on sale in Australia towards the end of 2012. We'll keep you updated.

16 people in an Up.

Volkswagen has taken its smallest new car, the Volkswagen Up!, and crammed in 16 people in an attempt to break an unofficial world record. The three-door Volkswagen Up! is 50mm shorter than the Volkswagen Polo and is a strict four-seat hatch.

Yes, four seats for obvious safety and legal reasons, but during record attempts like this, the seats can be used to hold two or three people. Volkswagen decided to use 16 of its



workers for the attempt, which involved cramming two people in the 252-litre boot, seven on the back seat, four in the front seats, two in the foot wells, and one more across the dashboard.

All 16 were successfully wedged into the poor little Up!, compressing the suspension right down to the ground. It may not sound like many but keep in mind the Volkswagen Up! is only 3.54 metres long, 1.64 metres wide, and 1.48 metres tall. Unfortunately, an official world record was not recorded as authorities were not on hand during the attempt.

Future attempts at Up! cramming should break this record. The website www.recordholders.org/en/list/carcram lists similar efforts for other vehicles, some of them smaller than the Up, with greater numbers. The record for the little Smart Car is 19, while the Citroen 2CV is 21 people, same as the original Mini and the Trabant. 27 people have been crammed into a New Beetle; 30 into a VW Golf.

The Volkswagen Up! is set to go on sale in Germany this month, and will eventually come in five-door form – maybe Volkswagen will be able to cram in another six people then. An electric version is also being planned for further down the track, as well as a GT version.

Volkswagen Australia has confirmed the Up! will go on sale Down Under in the fourth quarter of 2012, providing the brand with an new entry-level model. Prices are expected to kick off at around the \$15,000 mark.

VW eT! concept.

Volkswagen Group Research, together with the German Post Office ('Deutsche Post AG'), one of the largest customers of lightweight commercial vehicles, as well as the University of Art at Braunschweig, recently formed a think tank on future transport and mobility issues. These research activities led to a completely new vehicle concept for the delivery and logistics field: eT!

The eT! research vehicle could someday revolutionise the world of lightweight commercial vehicles. Completely reimagined, planned to the last detail, driven with zero emissions and driving semi-automatically if necessary.

"The eT! research vehicle," explains Dr. Wolfgang Schreiber, VW Commercial Vehicles spokesman, "unifies a

whole gamut of innovative functions, which will gain in future importance, specifically for logistics businesses. In particular, the possibility of driving the car semi-automatically – and electrically – in downtown areas unifies economical and environmental aspects more systematically than ever. As a vision of the future, the eT! is showcasing what is the maximum feasible technology for electric vehicles in the commercial market today with a special design that systematically addresses future customer needs."

"eT! is a pure electrically powered transporter that systematically transfers E-mobility to the area of commercial use," says Dr. Rudolf Krebs, Group Manager for Electric Traction at Volkswagen. "As a transport specialist, the eT! is advancing to become the automotive building block for an innovative, future-oriented logistics concept, which not only drives with zero emissions in urban areas – thanks to its electric wheel hub motors – but also offers maximum freedom in manoeuvring and turning as well as optimal utilisation of the vehicle's interior space. If 'refuelled' with electricity generated from renewable energy sources, the eT! can indeed be operated with zero emissions. Naturally, the eT! is not a vehicle which – unlike the Golf or up! with an electric motor – could become available very soon. But we must make plans today for what the world of lightweight commercial vehicles might look like starting in the second half of this decade, including with regard to electrical drives."

To make the working world of mail delivery personnel and courier drivers simpler and safer, to optimise the logistics of delivery and to shorten delivery times, eT! can be operated semi-automatically in certain situations. The car can follow the delivery person from house to house ("Follow me!"), or the car can return to the delivery person on command ("Come to me") – driverless! As an alternative, the driver can direct the car's movements via a 'drive stick' from the passenger's side that also offers a standing seat and quick access to the vehicle. On the passenger's side – the side that faces the



footpath and therefore the working area of the delivery person – there is therefore an electrically opening sliding door that opens to 2 different stages; this enables extremely quick entry into the vehicle as well as quick access to the mail parcels. This makes unnecessary walking movements around the vehicle a thing of the past.

Variants of this lightweight transport vehicle could be implemented for all conceivable business uses. And these derived concepts are also the focus of research activities. Meanwhile, the eT! concept shown in a world premiere at the

Design Centre of Potsdam was specially designed for delivery of mail shipments of all types. The research vehicle will now be integrated in a driving test study and further analysed.

Polo WRC testing.

Volkswagen has successfully started the tests with the new Polo R WRC.

Dr Ulrich Hackenberg, Volkswagen Technology boss, and the two-time World Rally Champion and “Dakar” winner Carlos Sainz (Spain) completed the first test kilometres in the vineyards of Veldenz near Trier (the location of the ADAC Rallye Deutschland), without any problems. Before competing in the FIA World Rally Championship (WRC) from 2013 onward, Volkswagen will intensively test and continue to develop the four-wheel drive vehicle that delivers an output of about 225 kW.



“The first test with the new Polo R WRC is a special moment and marks an important milestone in the preparations for our entry in the WRC,” Dr Hackenberg said. “We’re well on schedule and are now able to start testing our concepts and developments in reality. The WRC is the top category in rally sport and a great challenge for the team, the drivers and the technology. We’re taking on this challenge and will be making efficient use of the time before we start into our first competition.”

Volkswagen Motorsport Director Kris Nissen added, “The first Polo represents a preliminary stage of the subsequent rally car, and during the upcoming months will serve as a test vehicle for various components such as engines, gearboxes or suspension parts. The findings obtained in these tests will be directly fed into the first thorough-bred Polo R WRC.

“Next year we’ll be running an extensive testing programme on tarmac, gravel, mud and snow in order to prepare ourselves for the 2013 season as best we can.”

On the first test day both Carlos Sainz and Dr Ulrich Hackenberg drove about 100 kilometres on the 2.8-kilometre tarmac circuit. The initial functional test was followed by tuning and set-up work on the engine and the suspension, all of which were performed without any problems. “I immensely enjoy being involved in the development and testing of the new Polo R WRC – and having the privilege of driving the first kilometres is naturally a great honour,” says

Carlos Sainz. “The car is still in an early stage but already feels very good. For the whole team, whether engineers, mechanics or drivers, it’s very important to get to know the first real car as early as possible and to test and continue to develop it.”

In parallel to the tests with the Polo R WRC, Volkswagen is continuing its trial runs in the World Rally Championship. Next week Sepp Wiegand and Timo Gottschalk, and Kevin Abbring and Lara Vanneste, will be competing in the Great Britain Rally in Wales. The Volkswagen factory team will again field two Skoda Fabia cars in order to evaluate talents and gather valuable experiences with the team at this famous gravel rally.

670 kW Mk2 Golf.

German tuning company Boba Motoring have built a killer street-legal Mk2 VW Golf that runs the quarter mile in 9.34 seconds at 256.8 km/h (159.6 mph).

Boba Motoring started with a 1.8-litre LZ diesel block with a billet steel crank shaft, Pauter connecting rods, forged pistons and a 16-valve cylinder head. A Garrett GTX420R turbo shoves a stack of boost down the engine’s throat, with the engine controlled by a KMS MD35 ECU. The finished product is said to be good for 9000 rpm and 670 kW (around 900 horsepower) on E85 petrol. The muscle gets dropped to the pavement via a stock late-model VW 02M six-speed manual transmission, and a 4Motion all-wheel drive system from a late-model Golf R.



The monster Golf can hit 100 km/h in a scant 2.7 seconds; 0-200 km/h is 6.2 seconds and 0-250 km/h is 8.87 sec. Cruise at 100 km/h and plant your foot – you’ll be doing 200 km/h 3.42 sec later, and 250 km/h in 2.68 seconds more.

At the German Speed Week drag racing in October, the Boba Golf did the 60-foot mark in 1.496 sec; reached the 1/8th mile in 6.221 sec at 198.96 km/h (123.6 mph); and the quarter mile in 9.344 sec at 256.8 km/h (159.6 mph).

Go to www.boba-motoring.de/ to see some footage of the Golf in action, or do a YouTube search on Boba Turbo to see some more awesome examples of their work.



Herbie goes to Katoomba. Sunday 12 Nov.

On Saturday the 12th of November a few club members attended the screening of a film documenting the VW Nationals 2011. I say a few because we had a very poor turn-up.

We only had six VWs turn up at Eastern Creek for the convoy to Katoomba; five Beetles and a Golf. A couple of them peeled off home before we got to Katoomba, so we only had four VWs arrive. Fortunately there were three or four more already there, and another half dozen arrived later. Even so, a very disappointing turnout.



Phil Mas went to great deal of trouble to film all the action of the two days of the 2011 VW Nationals, both the Supersprint on Saturday and the Fairfield show on Sunday, and edit all the footage down to two very enjoyable hours. It was great to relive the event on the big screen, as I'm usually so busy I don't get a chance to see everything that is happening.



Phil was really able to zoom in on the action at Wakefield Park and included a few laps from every car that was running. Greg Mackie the driver of the famous #8 Beetle came along and before the film started told us of some of his racing exploits in Beetles, from his daily driver that he raced on weekends and drove to work through the week in the 1960s, the Superbug sports sedan that held many hill climb



Club VeeDub. Aus Liebe zum Automobilklub.



and track records in the 1970s and 1980s and the current car #8.

Those that attended were greeted in the foyer by the genuine Disney Herbie, owned by club member Alex. His US-spec Herbie was used in the filming of "Herbie Goes Bananas", specifically in the 'bullfight' scene where Herbie's back wheels turn in and he spins in his own length. If you look under Alex's Herbie's rear you can see where Disney cut the body away to fit the turning back wheels. The car was rescued and recently restored in the USA, nowadays looking like a 'Herbie Goes To Monte Carlo', complete with fake front external fuel cap. Fantastic historical film car.

Phil had also setup some VW memorabilia in the foyer area, and the Edge cinema people were very accommodating.

Phil did indicate that he would be willing to do the same thing again next year; perhaps showing one of the Herbie films or some movies from our collection on the big screen. Hopefully we can get a better attendance then.

A special thanks to all who attended, Alex Micakovski for bringing Herbie to the mountains and of course Phil Mas for filming the event and booking the venue at his own cost.

I have known Phil Mas for over 30 years and he has been documenting Porsche Club of NSW events for many years. He even travelled around Europe with Ian Hamilton, a renowned Porsche racer, driving a steel sunroof German 1303S Beetle rental car.

Steve Carter





Boris' Picnic Day. Sunday 27 Nov.

What a relief it was to wake up to fine sunny weather that Sunday morning, especially after the preceding days of heavy rain and also considering what happened to the picnic in 2010.

An early start and on the road we expected to see a few more VWs, but we only found one beige Oval Beetle with a load on his roof rack heading to the park along The Grand Parade at Brighton.



When we arrived in our Beetle it was reassuring to find the big blue Kombi marking the entrance, and only \$5 per car entrance fee taken from us to cover part of the costs of the day. There was a varied collection of VWs parked on either side of the car park right beside the sparkling blue waters of the Bay. There was plenty of room and plenty of shade under the trees to set up a few chairs and read the papers.



I spoke to several VW owners and was particularly interested in the Kombi delivery van with the Mark Foys sign on the back. I spoke to the owner who gave me a rundown on its history and told me of his plans for a complete restoration in 2012. It was also fun to see the ratted-up versions of the Beetles and see what they have done to their cars as they compete to go as low as possible.

The club stalwarts had set up two marquees - one for the BBQ and one for the club shop. We bought a few raffle tickets but I don't know what the prizes were or who won, but I suppose we'll hear the results at the December Xmas Party meeting.



I recommend that next year people should bring their swimming gear as my swim in the Bay was fabulous once you managed to get in. Thanks to Boris and the club for organising this event, and to Joe for some of these photos.

Peter James

Canberra Marques In The Park.

Sunday 13 November was the annual Marques In The Park carshow here in Canberra, with hundreds of cars of many makes and models on show in Belconnen. The numbers in general were a bit down this year due to recent weather and clashes with other vehicle events (both local and interstate) however the day went off well and the public took in all that they could.



Club VeeDub had cars on display and suffered similarly with the numbers. However the cars looked great, having 2 Polos, an early Golf, and three Kombis on show. We handed out a number of membership forms and talked to members of the public about the cars and club. We had a great position this year after being overrun for space by a neighbouring club last year.

Of note was a photo opportunity we took in having 3 generations of white Kombi utes on display, totally unplanned, and it made for a great photo.



Thanks to everyone who came along, it was a relaxing day and helped to publicise the club.

Bruce Walker

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The Toy Department.

Most of you that know me well by now would know that my passion for VW model collecting has been restricted to Kombis and having traded my beetle collection over the years to make more room for more Kombis.



Well perhaps that's all about to change since my son Tim bought himself a Golf GL MK3 – which now brings me to this 1/18 scale (approx 22cm) 2 door version which is actually Golf Mk3 VR6 in dark blue made by Otto but expect to pay \$120 plus shipping costs for this beauty.



Or this 1/43 scale made by Schabak in Germany, both these models are available to purchase on line.



On a smaller scale this 1/64th Siku driving school model is available on line for just \$9.99

I am taking a guess that the two door coupe was only destined for Europe and the US.

I would be happy if any water cooled guys out there who would like to share some their rare Golf models in a future edition of the Toy Department - my email is listed below.

Finally many thanks for all the help with some “minor” issues with Tim’s MK3 from Ian Rose Automotive, Kimm at Indian automotive and all the Club VW Sydney members who provided advice you know who you are, many thanks to you all including my good neighbour John (AKA never give up John) who kept up the encouragement and changed that accessible fuel pump at 10 pm.

Happiness is having two VWs in the garage (I hope!)
Till 2012 Merry Christmas to you and your families!

Tony Bezzina
kbezzina@bigpond.com

My friend Andrew Lloyd.

I caught up with Andrew at St Marys Community Fun Run on Sunday 30th October, he was there to start the race and then join in the run. The first time I met him was at a 12 km Fun Run at Blackheath 27/11/1985; He was recovering from that tragic car accident that claimed the life of his first wife. The injuries sustained in the accident would necessitate seven operations over time to his right ankle and right elbow.

When I asked him to have a photo taken with my Superbug, he told me that when he was in his 20’s living in England doing track circuit, he was driving around in a 1972 Beetle and shared with me some of the mechanical problems he had with the car using ‘F’ words. Andrew Lloyd is perhaps Australia’s most versatile runner of all time. He was the king of Fun Runs in the 1980’s, winner of 3 City to Surf, won the Melbourne Marathon in 1979, 1980 and 1981, his best time for half marathon was in Tokyo 62.54 and in 1984 he ran the Sydney marathon in 2.14.36.

The highlight of his illustrious running career was without doubt his miraculous victory in the 1990 Auckland

Commonwealth 5000m race. I can still see the headlines: 'Buggar the Silver, let's go for Gold!' During this race John Ngugi of Kenya established an enormous lead of 40m over the field in the early stages with the runners behind him, led by Ian Hamer of Wales, starting to make their moves as they fought for the minor medals. Lloyd battled Hamer for second place around the last lap, finally passing the Welshman soon after entering the straight. At this stage Ngugi's lead still seemed unassailable, but he was starting to falter, and sensing his chance, Lloyd produced an incredible finishing burst to just pip Ngugi at the line by a mere 0.08 seconds.



Andrew Lloyd was born in the UK in February 14th 1959 and moved to Melbourne in 1964 and his family settled at Mooney Ponds. At the age of 10 the family moved to Church Point in Sydney, he has an older brother David (by 13 months). In 1985 he moved to Canberra on a scholarship, and from 1987 to 1993 lived in the US for 3 months of the year doing road race circuit. Then he moved back to Sydney 1994 where he became the editor for running magazine for 12 months. He also worked for Reebok for 5 years in promotions and Sponsorship. Then he took over GU energy Gels as Australian distributor since 1999 and still enjoying to this present day. GU gels are an energy supplement and Andrew is the biggest importer outside the USA.

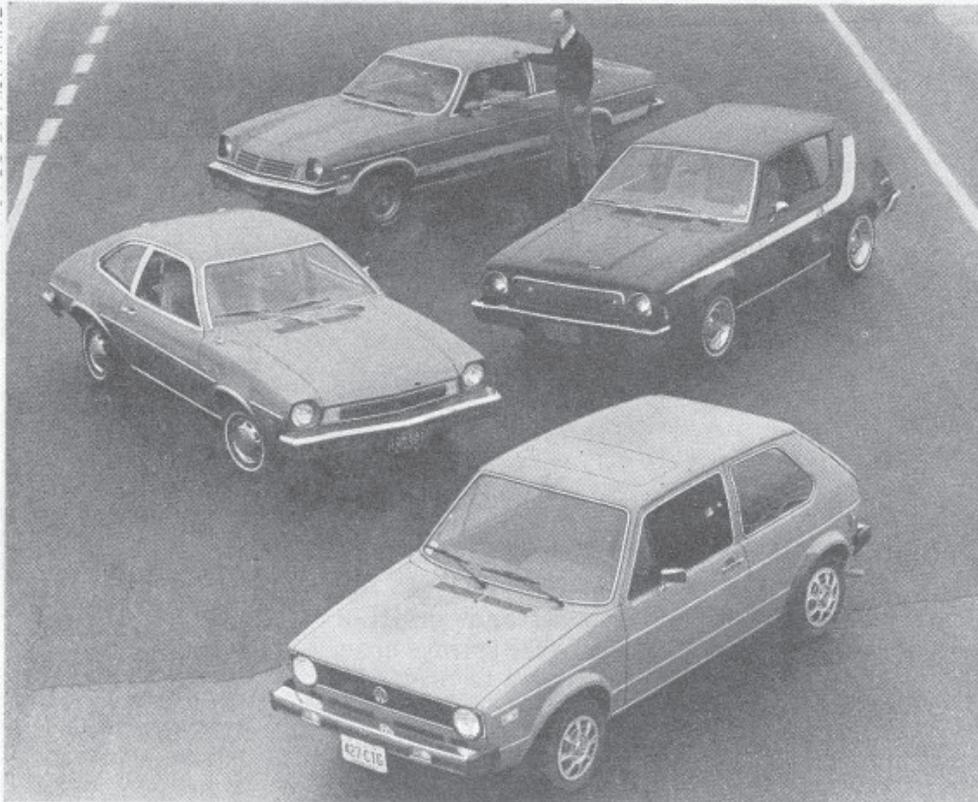
Joseph Buttigieg



Newcastle German Day.

Photos by Tony Bezzina





Test cars assembled at Bridgehampton include the Rabbit (foreground), VW's newest addition to the subcompact field; and, clockwise, Ford Pinto, Chevy Vega, and AMC Gremlin. Of the four, only Rabbit has front-wheel drive.

Our own tests show that the Rabbit is the economy leader among the four subcompacts examined, but it took some retesting on our part to confirm our findings. The first test of the Rabbit showed that economy was just about the equal of the Pinto. But we noted chronic engine misfiring during the test, and ran the Rabbit through once again, this time using a car that was running smoothly. Our results in the second test confirmed the EPA findings. VW is one of the top cars for fuel economy, well ahead of the Vega, Pinto, and Gremlin in squeezing more miles out of a gallon of lead-free gas.

One surprise cropped up. Pinto recorded excellent fuel-economy figures, placing ahead of the Vega. We think we know why. Ford, in an all-out effort to boost economy on its smallest model, put a catalytic converter in Pinto as a mid-model-year change. This allowed Ford engineers to recalibrate the engine so that it leaned more toward fuel economy than emission control. The result: Economy jumped 4.7 mpg in one of our tests. At the same time, performance improved in all driving

US subcompacts v the VW Rabbit.

How does VW's latest sub-compact stack up against its U.S. competitors? Not bad at all.

By Jim Dunne
Popular Science magazine, June 1975

A totally new kind of small car, Volkswagen's Rabbit, may make things difficult for U.S. small-car makers in the coming months. It is smaller, lighter, just about as roomy, more economical, and equals or betters the performance of Vega, Pinto and Gremlin. Its body design shows the direction U.S. subcompacts may take in the future - lots of glass, a small overall length, and usable passenger room in the rear seat area. In addition, a hatch-like trunk lid and foldable rear seat open up the rear end to station-wagon dimensions.

American cars are not slouches: Improvements in ride, sound control, handling and economy have kept U.S. cars competitive in the highly volatile subcompact market, where the new ideas in personal transportation show up most frequently.

Right now, though, economy is the name of the small-car game. And that's where Rabbit makes its reputation. Named the first or second most economical car of all the 1975's by the Environmental Protection Agency, the new VW far outdistances its U.S.-built competitors in highway-driving economy, and is surprisingly close in city driving conditions.

ranges.

The Gremlin is at a great disadvantage in the economy comparison, partly because it has a six-cylinder engine while the other cars are powered by fours, and partly because it is the heaviest car in the group. Fuel-economy results for the AMC model are the lowest of the group, bracketing the 20-mpg level for the variety of measurements we make. The Gremlin is more than 1000 pounds (455 kg) heavier than the Rabbit, and that alone accounts for much of its fuel-economy shortfall.

Design for space

It is no coincidence that the small-car bodies have a hatchback opening at the rear. Carrying space is minimal, at best, if standard trunk layouts are used, so the designers have resorted to the wide-opening hatch plus fold-down rear seats to make up for the lack of space. The results are mixed, and depend on the model you evaluate. Vega appears to have the most roomy and convenient layout, with a very large hatch door and a long, flat loading floor. Volkswagen's three-position folding rear seat is more adaptable to specific loading requirements, but I wonder if all those tricks are really necessary. VW could save some money by eliminating the extra hinge on the rear seat back, at least. However, the

PS ratings—test report in a nutshell		Rabbit	Pinto	Vega GT	Gremlin X
The table at right shows our ratings for 10 performance or design areas in the four cars tested. The ratings are based strictly on test results and actual measurements. Personal bias or subjective opinion play no part, as the ratings have a direct mathematical relationship to test data and specifications. An excellent rating is 5 points; very good: 4; good: 3; fair: 2; poor: 1; and very poor: 0.					
Fuel economy		4	3	3	2
Acceleration		4	4	4	4
Braking		4	4	4	3
Handling		5	3	3	1
Maneuverability		5	5	5	3
Ride comfort		3	2	2	2
Quietness		0	0	0	1
Roominess		3	3	3	3
Visibility		4	3	4	0
Entry/exit ease		3	3	2	4

Wide-opening hatchback bodies are growing more popular in small cars. Vega's large door and expanse

of flat rear-floor area offer the best layout. Pinto has similar shape, but spare-tire bulge interrupts flat floor.

Rabbit has three positions for its rear seat, making it most versatile. Gremlin has poorest arrangement.



security panel that covers the luggage compartment and its contents is an exclusive among the cars tested, and a valuable one. Stored valuables that are out of sight are less likely to lead to break-ins and theft.

Our biggest criticism is the two-latch release system for the Rabbit's rear seat. It is awkward to operate, and requires the use of both hands. And, finally, it is comparatively difficult to arrange the Rabbit's rear cargo area into its three different configurations. Once set up, though, it's fine. The spare tyre and gas tank are below the flat floor, out of the way.

The Pinto has a layout similar to the Vega's, but its smaller hatch door and spare-tire bulge in the floor make it a decidedly inferior system. Like the Vega, there is no place to hide stowed items from outside view, and this causes problems when carrying valuables. The Gremlin has, we thought, the poorest layout. Its 'trunk' is smaller than the others', and more difficult to load because of the 38-inch (97 cm) lift-over height. Floor storage is ruined by the spare-tyre location - just plopped to one side on the floor.

Interior room on all the models is laid out for four passengers, and features front bucket seats and lightly padded rear seats. Rear seat room in the Vega and Gremlin is cramped, compared with the more liberal dimensions of the Pinto and Rabbit. Front seat room is good on all four cars, once you get seated. Entering and exiting can be a problem for rear-seat passengers, and is not exactly ideal for front-seat occupants, either. The low placement of the seats calls for stooping when getting in the car, and standing up from a low position when exiting. It can become tiresome after a time.

Our test Rabbit was equipped with VW's clever answer to the NHTSA's call for a passive safety-restraint system. A strap that fits diagonally across the chest of each front-seat passenger is hooked to the door, and automatically belts

passenger and driver in place when the door is closed. We found this system pleasingly convenient, and a great improvement over the ignition-interlock belt system previously required. It does the job of lap and shoulder belt with no more effort than an occasional nudge out of the way when entering the car.

Acceleration times

It was not surprising to find that the acceleration times for the Gremlin were the best of the group—well under 15 seconds, since it is the only car with a six-cylinder engine. The Gremlin also was the only car with a three-speed manual transmission, and though it lacks the flexibility of the four-speeds on the other test cars, the high

torque of the six more than makes up for the shortcomings. You have to be impressed with the performance of the small VW engine. Its 0-to-60-mph acceleration times were just above the 15-second mark, which places it in a faster range than the Pinto or Vega. That VW can get good performance and top economy out of the same engine is admirable.

Ford's retuned 140-cu.-in. four showed the effects of the newly installed catalyst. Pinto improved its 0-to-60-mph acceleration times almost four seconds over the 1974 model's. What the car manufacturers say about the catalyst is true: It allows recalibration of the engine, and that gives better performance and improved economy.

As a group, the cars show acceleration times that put them in an 'acceptable' category. Performance in traffic or merging onto freeways is no longer a problem.

What may still be a problem, though, is the level of comfort afforded the passengers. Noise levels are slightly higher than in the average sedan, and the ride-comfort level is near the minimum for any size car. Gremlin showed up as the quietest car in all three tests we run for sound control: 60 mph and 30 mph on a

smooth surface, and 30 mph on rough surface. The noisiest car was the Vega GT, and that was a surprise. Most likely, the undampened noise of the aluminum engine in the Chevy is responsible for most of the high readings we got. Pinto and Rabbit placed between the extremes of the Gremlin and Vega,



Fuel tests: VW led the way. Pinto, with a new catalytic converter, was second; Vega was third; and Gremlin fourth.

Fuel Mileage (mpg)

	Rabbit	Pinto	Vega	Gremlin X
Constant 45 mph	28.0	24.4	23.5	22.9
Constant 60 mph	22.0	20.0	16.7	15.3
EPA Test (LA4)	24.0	23.0*	22.0	21.0

*Estimated



Rabbit handles with sure-footedness its name implies

Rabbit negotiates slalom during test. High traction of front drive, plus light weight and small dimensions, makes the Rabbit a top performer in PS handling and maneuverability tests. Light responsive feel of Rabbit inspires driver confidence in tricky situations. In tight traffic conditions—where sudden stops, quick lane changes, and overall handling can be very important—tests indicated Rabbit would do best of the four.



Passive-seat-belt system is now available in VW Rabbit. Diagonal strap acts as chest belt. It is attached to the door and wraps in place as the door is closed.



A special knee panel on the bottom of the instrument panel takes the place of the lap belt, keeps passengers in place by restricting forward movement of lower



body during a front-end collision. Each car has a distinctive front end. From top left, clockwise: VW Rabbit, Ford Pinto, AMC Gremlin, Chevy Vega.

Smooth servicing

Economy-minded buyers get another bonus in the small cars tested this month. Particular care is taken to insure that underhood maintenance parts are easy to reach and service. The in-line engines leave room to each side for the mechanic to reach spark plugs, filters, carburettor, and distributor. Only on the Pinto - where the spark plugs are partially hidden by the air-intake system - did we find potential problems. The three U.S. cars have electronic ignition systems that virtually eliminate the need for annual tune-ups, so the

with the Rabbit showing up just a fraction better than the Ford.

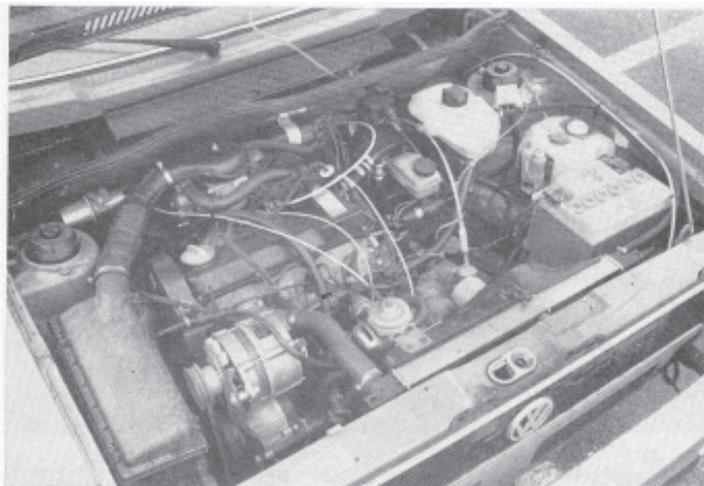
Driving impressions vary, but there is agreement that the Rabbit, with its front drive and small dimensions, is an outstanding car for handling. Its speed through the manoeuvring courses matched or exceeded the best times of the other test cars, and the feeling of control is ever present, even at high speed and in extreme turning tests. Rabbit has a handling advantage built in: Its light weight and small outside dimensions permit quicker reactions, allow the car to slip through handling courses much easier than its competitors. Front drive appears to be the design of the future for small cars, and it is not difficult to understand why. The sense of solidness in the steering wheel, and added traction, make small cars feel bigger, heavier, and more controllable on the highway. That, plus the fact that the layout provides more interior room, makes front drive a logical choice.

Vega, also a fine car for handling, incorporates the best features of the front-engine, rear-drive power train. It scored a grade above Pinto and Gremlin in our handling tests. A handling fault we found in the 1974 Pinto showed up once more. The rear end of the car swings out quickly when turning at speed, an oversteer reaction that can be disconcerting to drivers accustomed to the understeer feature in most other U.S. cars.

position of the distributor is not as critical for servicing as it once was. The Rabbit, however, is still equipped with a mechanical ignition system.

One of the traditional drawbacks to front-wheel-drive systems is the crowding of mechanical systems under the hood. With the engine, transmission, drive axle, and associated controls jammed inside the engine compartment, servicing problems are to be expected. But we found just the opposite was true on the Rabbit. Maintenance parts are presented to the serviceman in a wide-open position for working on.

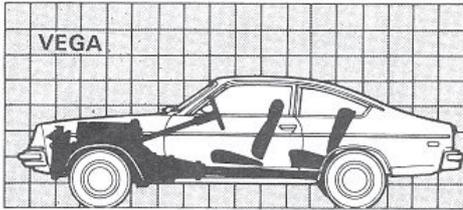
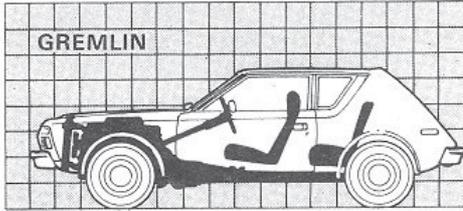
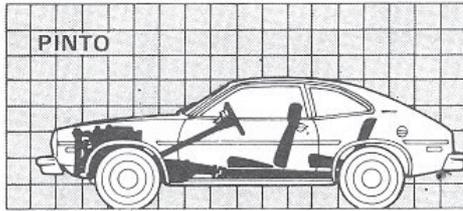
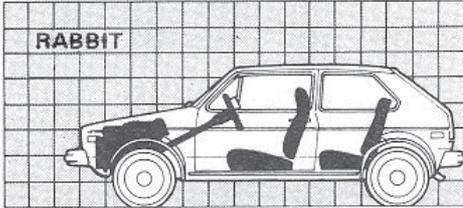
The Rabbit incorporates most of the latest small-car designs that other makes will pick up in coming years. The U.S. cars, carrying over a five-year-old body and chassis design, are beginning to show their years, and are due for a change. Right now, with economy a top-selling feature, changes may come quickly. Economy means light weight, small engines. VW has it now. The others have a way to go.



Drive-train of Rabbit is crammed under the hood with the engine, yet there is room for easy access to regular - maintenance parts on the front-drive car. Of the four vehicles tested, only the Rabbit has breaker-point ignition. Others have electronic ignition.

Performance comparison with selected 1974 & 1975 models

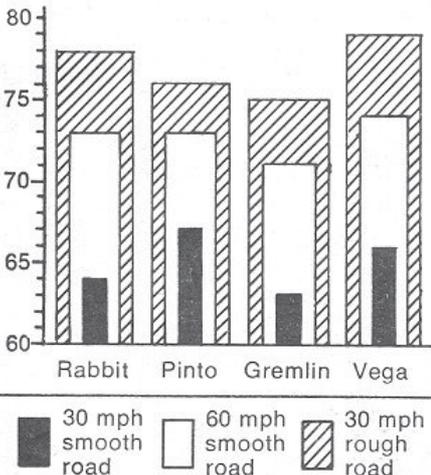
	MPG @ 60 mph	Accel. 0-60	Accel. 0-80	Brakes 60-0 (ft.)	Handling (mph)	Maneuver. (mph)	Noise @ 60 mph	Price
1974 CHEVY VEGA 4	19.0	18.4	18.8	140.4	67.1	28.6	72dBA	\$2708
1974 FORD PINTO	15.3	18.8	20.5	144.8	60.0	28.0	72dBA	\$2568
1974 AMC GREMLIN	17.9	15.8	19.8	166.5	53.0	25.3	72dBA	\$2359
1974 VW BEETLE	20.9	24.2	28.7	142.8	64.7	27.6	75dBA	\$2849
1975 CHEVY NOVA	14.4	16.0	17.6	140.8	64.7	26.4	67dBA	\$3991
1975 FORD GRANADA	11.9	23.1	30.5	183.0	60.0	25.7	72dBA	\$3756
1975 FORD MUSTANG	13.4	12.5	15.0	138.0	64.7	28.1	67dBA	\$4093
1975 CHEVY MONZA	15.7	13.7	14.8	147.4	63.6	29.6	70dBA	\$3822
1975 MERCURY MONARCH	12.6	17.7	21.1	167.6	60.0	27.9	67dBA	\$4468
1975 MERCEDES 280	14.4	17.2	20.7	136.5	65.9	31.1	67dBA	\$11,400



Front seat room of all four cars is adequate once you're seated. But entering and exiting require a reasonable amount of body flexibility because of the lowness of the seats. Rear seat room of all four could stand improving.

NOISE - LEVEL TESTS

Interior noise is measured in decibels on the A scale on our standard General Radio sound-level meter applied under three sets of conditions. A reading of 50-dBA is like an average residence. A 60-dBA reading is like a large store; 70-dBA, like a freight train going by 100 feet away; 80-dBA, like a pneumatic drill at 50 feet.



Four subcompacts we tested—specifications, dimensions, and performance

	VW Rabbit	FORD Pinto Runabout	CHEVROLET Vega GT	AMC Gremlin X
DIMENSIONS (inches)				
Ground clearance	4.8	4.9	4.6	5.1
Front leg room (max.)	42.0	40.8	42.1	42.1
Front head room	37.0	37.3	38.3	38.0
Rear head room	34.0	35.8	35.3	36.4
Rear leg room (min.)	36.5	30.4	29.6	27.8
Wheelbase	94.5	94.2	97.0	96.0
Overall height	55.5	50.5	51.9	52.3
Overall width	63.4	69.4	65.0	70.6
Overall length	155.3	169.0	175.4	170.3
Front track	54.7	55.0	55.2	56.7
Rear track	53.1	55.8	54.1	57.1
Front hip room	48.0	51.8	49.2	54.9
Rear hip room	50.0	42.0	42.5	53.0
Couple distance	29.0	28.7	29.0	23.7
Min. rear knee room	4.75	2.2	—3.5	—5.04
SPECIFICATIONS				
Engine type	SOHC 4-in-line	SOHC 4-in-line	SOHC 4-in-line	OHV 6-in-line
Displacement (cu. in./cc)	89.7/1471	140/2300	140/2300	258/4229
Compression ratio	8.2-1	8.2-1	8.0-1	8.0-1
Carburetion	2 bbl.	2 bbl.	2 bbl.	1 bbl.
Net hp @ rpm	70 @ 5800	83 @ 4800	87 @ 4400	95 @ 3050
Net torque @ rpm	81 @ 3500	109 @ 2800	122 @ 2800	179 @ 2100
Transmission	4-speed manual	4-speed manual	4-speed manual	3-speed manual
Axle ratio	3.9-1	3.18-1	2.92-1	2.73-1
Tire make	Michelin	Firestone	Uniroyal	Goodyear
Tire type	ZX	Steel Radial 500	Steel Belted Radial BR78X13	Custom Polysteel Radial DR78X14
Tire size	155SR13	BR78X13	BR78X13	DR78X14
Steering	Nonassisted	Nonassisted	Nonassisted	Power
Overall steering ratio	17.37	24.06	22.5	16-12:1
Turns, lock to lock	3.25	4.25	4.1	3.3
Turn diameter (ft.)	34.4	30.6	33.0	35.3
F suspension	Ind. MacPherson struts with coil springs	Ind. SLA with coil springs on lower control arm	Ind. SLA with coil springs mounted on lower control arm	Ind. SLA with coil springs mounted on lower control arm
R suspension	Ind. coil springs	Rigid axle and four-leaf springs	Rigid axle and Salisbury and coil springs	Rigid axle and Hotchkiss drive, with 3.5 leaf spring
Hatchback loading-area*				
Length (in.)	50.0	56.0	60.0	47.0
Width (in.)	41.0	40.0	41.0	40.0
Height (in.)	32.0	21.0	19.0	21.0
Cu. ft. avail.	38.0	27.2	26.9	22.8
Brakes	Power	Nonassisted	Nonassisted	Nonassisted
Brake type	Disk/drum	Disk/drum	Disk/drum	Drum/drum
Brake swept area (sq. in.)	212.35	244.4	225.9	254.4
Fuel tank (gal.)	11.9	13.0	16.0	21.0
Trunk space (cu. ft.)	12.4	6.3	8.7	5.8
Liftover height (in.)	30.0	30.0	33.0	38.0
Curb weight (lb.)	1870	2570	2668	2901
F/R weight distribution (%)	58/42	55/45	54/46	58/42
Basic price (before mid-1975 price cuts)	\$2999	\$2984	\$2899	\$2798
Price as tested	\$3759	\$3435	\$4226	\$3678
TEST RESULTS				
Acceleration 0-60 mph	15.2 sec.	15.9 sec.	17.5 sec.	14.6 sec.
Acceleration 0-80 mph	30.6	31.3	33.0	29.9
Acceleration 25-70 mph	17.0	19.7	21.0	17.9
Brake test (cool) 60-0 mph:				
Stopping distance	128.0 ft.	117.0 ft.	127.7 ft.	150.0 ft.
Pedal pressure	80.0 lb.	70.0 lb.	140.0 lb.	160.0 lb.
Efficiency (% of 1g)	100+	98	100+	100+
Temperature	185° F	156° F	109° F	87° F
Brake test (hot) 60-0 mph:				
Stopping distance	128.0 ft.	131.0 ft.	137.8 ft.	164.0 ft.
Pedal pressure	90.0 lb.	200.0 lb.	160.0 lb.	200+ lb.
Efficiency (% of 1g)	100+	100+	100+	95
Temperature	585° F	473° F	655° F	270° F
Handling test (mph)	66.0	60.0	66.0	55.0
Maneuverability (mph)	29.1	28.0	28.0	26.0
Interior Noise @ 60 mph	73dBA	73dBA	74dBA	71dBA

TEST CONDITIONS: Ambient temperature 40° F; relative humidity 80 percent; barometric pressure 30.08 inches
 * Average from front seat rearward



Driving the New Beetle 10th Anniversary Edition.

Few cars are as easily identified by the masses as the original Volkswagen Beetle. The iconic 'people's car' is one of the world's most highly recognised post-WWII symbols of mobility. Beetles were manufactured and enjoyed around the world, including in Australia. Even today, the highly prized Beetle still provides immense satisfaction to Volkswagen enthusiasts as they continue their epic journey into motoring's future.

In 1998, Volkswagen AG released a 'New' Beetle for the world to admire. It had been styled primarily in the USA for the USA market, as the Americans never 'got' VW's modern range. They still wanted the classic models that had been dead for decades and resisted buying Golfs and Passats. The 'New' Beetle was designed to boost US VW sales by using a retro shape with modern VW mechanicals. The first 'Concept 1' prototype was built on the Polo but it proved too small, so VW Germany redesigned it on the larger Golf IV platform.

This retro-styled delight on wheels updated the traditional Beetle-look and, coupled with modern day technology, provided a trendy small car for the world. It became VW's contribution to the emerging trend towards 'lifestyle' motoring, and one of the first 'retro' modern cars that harked back to earlier models. Other 'retro' models such as the Chrysler PT Cruiser, Ford Mustang and Thunderbird, and the BMW Mini, followed the same path. The New Beetle was an instant hit in the USA, and after a few 'sneak peeks' at local motor shows it went on sale in Australia in early 2000.

With an engine upfront and a boot in the rear, the New Beetle couldn't be more different from the original (of which

more than 21 million came off the production line, 255,000 of them in Australia). It was made in VW's Puebla factory in Mexico, which at that time was also still making the original air-cooled Beetle, as well as Golfs and Jettas for the US market. Americans loved it. Over the last ten years they have bought more than half a million New Beetles.

In Australia the New Beetle's reception was quite different. Over 1,000 were sold in 2000, but since then sales have been steady at just a couple of hundred a year. It's not a mainstream model like the Golf, Polo or Passat, but has remained a 'niche' model on the local market.

To celebrate the first decade of the New Beetle, Volkswagen Australia released a '10th Anniversary' limited edition model in 2008. I took the opportunity then, during a road test, to give it quite a 'run'.

The 10th Anniversary model was only in Campanella White with a contrasting black roof, and special black side decal stripes with a '10' motif. In addition to the standard feature list, the Anniversary Edition gained 17" Versus alloy wheels, sports suspension, fog lamps and cruise control. Leather wrapped steering wheel, leather wrapped gear knob, leather wrapped handbrake grip, leatherette (vinyl) white and black sports seats and matching white bordered carpet floor mats all for just \$2,000 more than the regular recommended retail price. Quite the collectors' item.

I managed to complete some 2,638 kms in the New Beetle 10th Anniversary Edition during a drive from Melbourne to Sydney and back again. My test car was fitted with the optional 6 speed automatic transmission. Also fitted was the optional sunroof.

Other features I admired include the very comfy upfront seating. The front seat bolsters and driver's lumbar support, together with the very nicely presented 'leatherette' trim, made for an attractive interior that was fully satisfying for all 2,638 km that I drove in it.





Volkswagen's standard flower, mounted on the dashboard, was included for the anniversary. Also included were worthy features such as 4-way adjustable steering column, power windows, cruise control, single disc CD player, driver's footrest, four airbags, self-locking doors (upon take-off) and dark tinted side and rear windows.

I first drove the New Beetle in Ikon and Turbo guise quite some years back and must pass comment that this latest variant does indeed feel considerably slower than either of those two models, leading me to believe I was perhaps quite spoiled back then. This version, for one quite obvious reason, is a little more relaxed in the pace department.

This funky white Anniversary Bug was powered by a 1.6 litre naturally aspirated four cylinder engine which produces a rather modest 75 kW at 5,600rpm and 148 Nm of torque @ 3,800rpm. This translates to a competent but unenthusiastic performer who although happy enough to keep with the steady flow of city traffic does not like being heavily loaded and will certainly not win you any races, especially when overtaking.

What it does do incredibly well, however, is perform honestly for years on end. Being such a well proven engine, the humble Golf 1600's trusted reliability means that although it's a little slower than some of its competitors, it's also very unlikely to ever present any real issues, which in my books is a good attribute to have on your side.

On the road, the New Beetle impresses with its compliant ride and good steering, braking and suspension qualities. As indicated, the automatic transmission was well suited to the engine. Fuel consumption is a little higher than preferable in today's climate and at 10.0 litres / 100km (combined) is unlikely to challenge similarly sized rivals at the pump. It's no surprise given the comparatively heavy body the Bug is forced to lug around and I did find that in a week of very conservative driving, this figure was very hard to break.

Despite its weight, which is a considerable 1,265 kg primarily because of the amount of safety built in to the car, the Anniversary Edition handles rather well, thanks in part to the bonus of grippy sports tuned suspension.

Cornering is a controlled and reasonably well balanced affair even over mid-corner lumps and bumps, and despite such a high stance body, the Bug presents minimal body roll. The comfort offered is also quite impressive and not nearly as stiff as you'd expect from a sporty riding car which allows an enjoyable ride to see and be seen in.

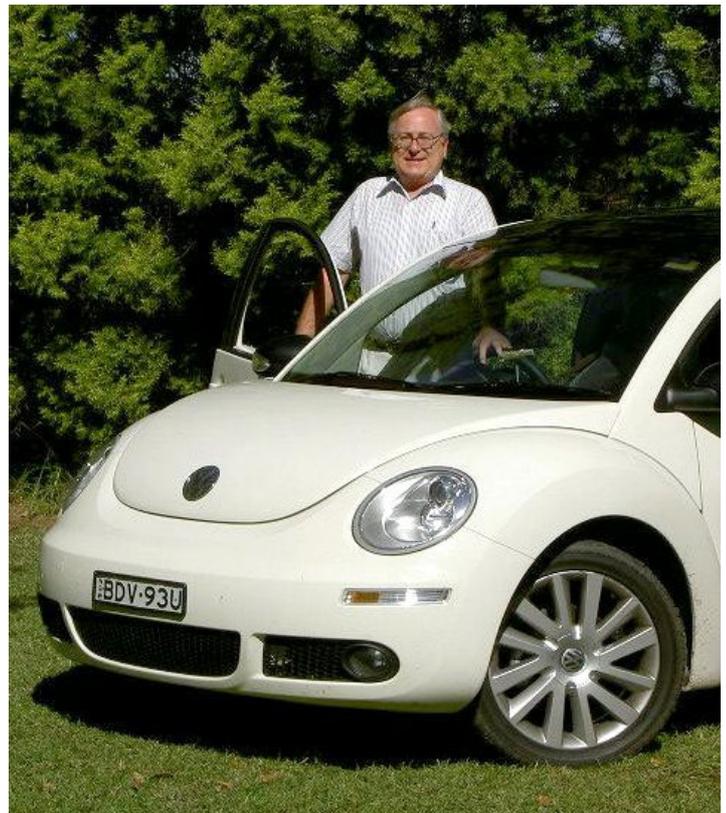
As with all New Beetles the body shape dictates quite tight rear seat accommodation, especially in the headroom

department and the boot space on offer is also quite minimalist at 209 litres. You may also wish to bear in mind that it a dedicated four-seater which could see one of your friend's in a cab, though I'm sure with the looks and personality exuded most buyers won't mind.

Small door pockets are fitted for tiny carry-on luggage (such as a diary).

To me, this 10th Anniversary model of the now-familiar Volkswagen New Beetle is an excellent package. And it's not just the trendy styling, which is an excellent way to pay homage to the original Beetle (and to ease the 'transition' to VW's modern range for the air-cooled die-hards). It is also because of the comfy seating upfront which is provided by quite attractive black and creamy white leatherette trim (unique to the anniversary model). There is, also, the excellent automatic transmission and the compliant 'nature' of the ride. These all combine to make the entire package one that is very easy to admire.

This is one 'limited edition' which is, indeed, a celebration. The 10th Anniversary of the new Volkswagen Beetle has provided quite a desirable piece of machinery. In 2008 prices began at \$27,990 (RRP) for a 5 speed manual version. The auto was optional at \$2,300, whilst the sunroof was \$1,890.



In 2011 this Anniversary model is no longer available. The current New Beetle range comprises the 'Miami, with the same 1.6-litre 75 kW petrol engine as the Anniversary, or the TDI Diesel (77kW, 250 Nm). The New Beetle Cabriolet has the 2.0-litre petrol engine (85 kW, 172 Nm). The 'Black-Orange' trim models are still available to order.

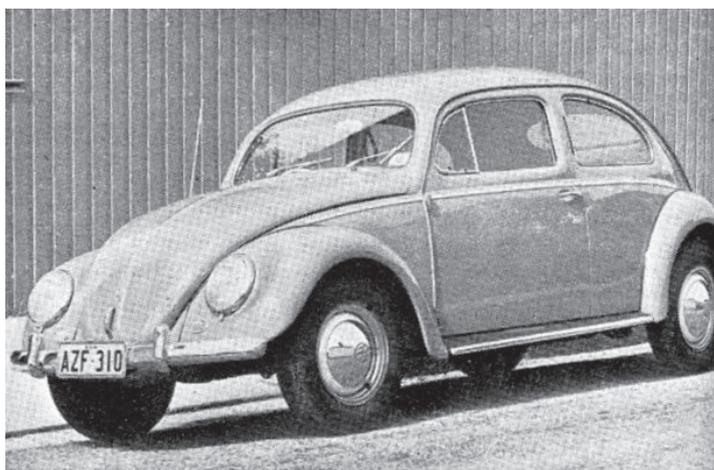
The entire New Beetle model will be discontinued later in 2011 as stocks of the model run out. It will be replaced by an all-new, larger 'Mk2' New Beetle in 2012.

Stephen Walker

1955 Volkswagen road test.

By Stuart Griffith, B.E.
Sydney Morning Herald, 27 June 1955

The Volkswagen is a small but roomy two-door saloon in the Continental style. Like the 'people's cars' of France and Italy, The German Volkswagen has its engine at the rear, driving the adjacent back wheels.



The 'VW' is a remarkable car in several ways. It rides superbly on rough going, and it has an engine which is so designed and geared that it can be driven indefinitely at full throttle.

Originally designed by the brilliant Dr. Porsche under inflexible instructions to achieve maximum economy of manufacture, the layout has necessarily some drawbacks.

The rear engine, and front petrol tank, preclude an externally opening 'boot' in the accepted sense. The car has an extraordinarily high top gear, provided for fuel economy, and to give maximum car speed at a very moderate engine speed.

This high gearing necessarily deprives the car of the good performance in top gear which we have come to expect, even from small cars. Whilst this arrangement suits the Volkswagen well for operation in flattish country, it robs the car of a pleasing performance in anything approaching hilly country.

The Volkswagen was last tested a year ago, in June 1954 (see October 2010 Zeitschrift). Since then the car has received detail improvements, an increase in compression ratio from 6.1 to 6.5 to 1 for slightly better performance, and a larger front boot. The price of £843 (incl. Sales tax) is unchanged.

The VW is very easy to drive, and the convenient central floor gearlever is associated with the best synchromesh I have ever experienced. The lever can be pushed around anywhere between second, third and top gears at almost any time, and without a pause or a sound.

The mountainous route test route is of 295 miles (475 km), Sydney – Windsor – Mt Victoria – Bathurst – Bell – Kurrajong – Richmond – Sydney. It includes twice climbing to 3,800 ft (1160 m), exceedingly winding roads, strenuous test hills, a little flat country, and road surfaces of various kinds. A circuit is also made of Mt Panorama.

HILL CLIMBING: Third gear must be used on any serious hill, and the assistance of second is required on mountain passes. The speeds and gears used on the test hills were:

LAPSTONE (average gradient 1 in 16, maximum 1 in 13½): Climbed in top gear, with third for the steepest 400 yards.

MT. PANORAMA (1 in 9): Mainly second gear, at 45-30-38 mph.

THE VICTORIA PASS (1 in 12½, maximum 1 in 8): Third gear, with second for 400 yards on the central pinch, at 42-25-40-32-38 mph.

MT. TOMAH (1 in 9): Started in top, but mainly third gear at 50-30-36 mph.

KURRAJONG WEST (1 in 12½): Top and third in equal proportions, at 50-32-42 mph.

The power to weight ratio of the VW is reasonable at 48.4 brake horsepower per unladen ton. It is, however, over-geared in top as far as hill climbing and acceleration are concerned.

At 1,000 engine r.p.m the road speed in top is very high for a small car, at 20.2 mph (32.5 km/h).

TOURING SPEEDS: Because of the very short stroke of the engine, the VW can be cruised indefinitely without harm, at its maximum speed.

In winding country I found 55 to 60 mph (88 – 97 km/h) a comfortable speed from the point of view of control.

At the other end of the scale the story is rather different. Owing to its high gearing in top there is little response in that gear below about 35 mph (56 km/h).

The average speed over the mountain test route was 45.2 mph (72.8 km/h). This was not as readily achieved as in most modern cars of similar engine capacity because the prevalence of hills did not suit the car's top gear. Weather was fine.

ACCELERATION: For prompt overtaking third gear should be used from 25 up to 33 mph (40 to 53 km/h) over which top gear may be used. The maximum torque (pulling power) of 56lb-ft (76 Nm) is developed at 40 mph (64 km/h) in top gear, and at 27 mph (44 km/h) in third.

In both these gears acceleration is rather leisurely. Times for acceleration from 20 to 40 mph (32 to 64 km/h) are: Third gear 10.5 seconds, top gear 21.2 seconds.

RIDING: The car has independent suspension of all four wheels, and its riding is really excellent.

It shows out particularly well on bad pot holes and deeply rilled-out dirt roads, both of which are accepted without any fuss.

The front end does bottom occasionally, but there is no pitch, and the rear seating comfort is also excellent.

CORNERING: The Volkswagen corners particularly agreeably, but if it is pulled rather tightly into a turn on a greasy surface, the weight of the engine in the tail becomes manifest and the rear wheels break away.

On dry roads, however, the car can be cornered quite tightly without slide. In any event recover is very quick and positive from any slide in the rear end.

The behaviour of the car when broadside on the skid patch was perfectly normal. The tyres are very quiet on corners when they are run at the correct pressures.

STEERING: The worm steering mechanism is quite quick, as it requires only $2\frac{5}{8}$ turns from lock to lock. Steering effort is light, but there is little self-centring action, and the wheel has a somewhat inert feeling. In fact on the test car it was necessary to steer it out of left-hand turns.

There is no reaction felt in the hands over bad roads. The wheel position is fixed, but it is comfortable.

The turning circle is 36 ft (10.9 m), which is rather large for a short wheelbase car.

BRAKING: The ATE hydraulic brakes are very effective, and one has perfect control with light pedal pressures. The brakes did not show any sign of fade after coasting down the $3\frac{1}{4}$ miles (5.2 km) descent from Kurrajong Heights.

The handbrake is of the pull-up variety between the front seats, and it successfully stopped the car from 30 mph (48 km/h) down a gradient of 1 in 8.

TOURING FUEL CONSUMPTION: At an average speed of 45 mph (72.4 km/h) over the test route, the fuel consumption was 35.9 miles per gallon (7.9 L/100 km). This is equivalent to 31.4 ton-miles per gallon (loaded), which is a rather disappointing figure.

The fuel speed factor (ton mpg x average speed) is also low at 1420.

At this rate of consumption the fuel tank gives a good range of approximately 314 miles (505 km).

ENGINEERING: The whole design and layout of the VW is very interesting. It has a tubular backbone frame with which the steel floor is integrally constructed. The front wheels are independently suspended, each by two parallel trailing arms, carrying the king pin between them, each arm being mounted on one of the two transverse torsion bars.

Each rear wheel is suspended by a single trailing arm, also carried by a transverse torsion bar. Telescopic shock absorbers are used all round.

The whole engine is mounted on the frame, well behind the rear axles. Its differential and gearbox extend forward and drive the rear wheels through two universally mounted half axles.

The engine itself is a twin opposed flat four, cooled by an efficient blower which is regulated according to the engine temperature. The engine is 'over-square', having a bore and stroke of 77 x 64 mm (1192 cc).

The compression ratio on the present model has been increased to 6.5 to 1, but the specific output is still very low at 29.4 bhp per litre (36 bhp SAE in total).

Air to the Solex carburettor is drawn through a tiny oil bath air cleaner. No external oil filter is fitted. The oil capacity of $4\frac{1}{2}$ pints (2.5 litres) is low in view of the high temperatures experienced in this country.

The gear shift is by a short floor lever and its synchromesh is particularly good, allowing snatch changes between second, third, and top, and rendering very easy the change 'across the gate' from third to second gear. The gear ratios are: Top 3.6, third 5.4, and second gear 8.2 to 1.

To obtain access to the rockers for tappet adjustment, it is necessary to remove a rear wheel. Decarbonisation requires that the engine be removed from the frame, which I am informed can be carried out quickly with specialised equipment at Volkswagen workshops.

However, access to the engine auxiliaries is extremely good, as the engine is exposed by lifting a rear body panel.

A large fuel tank is located under the bonnet at the front of the car. It is fitted with a huge filler cap for easy filling from any utensil.

Engine noise is not heard in the interior of the car, irrespective of speed.

BODY: The spacious interior is fitted with individual front seats which are $18\frac{1}{2}$ inches (47 cm) wide and with a rear bench seat 52 inches (132 cm) wide.

The seat cushions are constructed with sponge rubber over springs, and upholstery is in Vynex.

The interior is quite neat and the body is very solid. The squabs of the front seats fall forward to facilitate access to the rear compartment through the single door on each side.

The screen is a fair size, but the rear window is very small by modern standards and vision in that direction is restricted.

The door windows have ventilating panels but the rear side windows are fixed. Twin self-parking wipers are provided, but their rest position is across the screen, in true Continental fashion.

A heating and demisting system is fitted as standard, and it is reasonably effective.

The facia is fitted with a small glovebox and there is a flat pocket on the right-hand door only. As a consequence one is short of stowage space for small items.

The only instrument is the speedometer, which is conveniently placed directly before the driver. Insignificant warning lights are provided for generator, oil pressure and high beam, but the trafficators have a very prominent warning light.

The ignition key also operates the starter and there is a hand-operated cock controlling a petrol reserve of $1\frac{1}{4}$ gallons (5.7 litres).

Legroom is sufficient in both seats and there is ample headroom. Luggage is accommodated behind the rear seat, whilst a suitcase can be stowed under the bonnet. The full stowage space is approximately $8\frac{1}{2}$ cubic feet (240 litres) without obstructing vision through the rear window.

SUMMARY: The Volkswagen is a 4-5 seater two-door saloon which offers exceptional riding comfort. It is a sturdy car which can be driven 'flat out' all day, and in which one can ignore the condition of the roads.

It is light and easy enough to drive and has the simplest possible gear change. The car is particularly high geared in top, so that climbing and acceleration in that gear are poor.

The car is more suited to flat than to mountainous country, as under the latter conditions it is difficult to maintain high average speeds.

The Volkswagen is convenient for city work, and its ruggedness and good riding commend it to permanent use in country districts.

The car tested was made available by the distributors, Lanock Motors Pty Ltd.

Rules for intersections in Sydney.

1. When approaching a green traffic light, slow down, wait for it to turn yellow, and come to a complete stop. Then JUST as it turns red, drive through and leave behind all the cars in back of you.
2. When making a left turn, stay as far to the right as possible.
3. When making a right turn, stay as far to the left as possible.
4. When making a left turn onto a multi-lane road, turn directly into the right-most lane. This way you cut off the vehicles attempting to make a right from the opposite direction, as well as cutting off several lanes on the main road.
5. When stopped in the middle of an intersection waiting to make a right turn, wait until oncoming traffic is only a few metres away and turn directly in front of it.
6. Never make a left turn at a red light if there are other vehicles behind waiting to make the same turn.
7. When stopped at a red light and waiting to make a right turn, wait for a vehicle that has the green light to approach. At the very last second make your turn and quickly hit your brakes (This rule also applies to stop signs).
8. It's always better to surprise other drivers. For example, if you intend to make a right turn, don't signal and drift a little to the left. Then, as the vehicles behind you attempt to pass on your right, quickly and suddenly make the turn in front of them.
9. While in the middle of a turn, if you realize that this is not the turn you want, stop and backup.
10. When driving in bumper-to-bumper city traffic, make sure that you are dead centre in the middle of the intersection when the light turns red, creating a gridlock situation.
11. When a red light turns green, wait a few moments before moving so that you can limit the number of cars that make it through before the light turns red again.
12. When stopped at stop sign, wait until every car within 6,000 km passes before proceeding, regardless of how long you have to wait.
13. When stopping behind another stopped vehicle, pull up as close as possible so that the driver can see your nose hairs from his or her rear view mirror.
14. When at a red traffic light, creep up toward the intersection a little and stop. Repeat this several times until the light turns green. When the light does turn, remain stopped until the vehicles behind start to honk.
15. When a traffic light turns green, accelerate and then hit the brakes for no reason.
16. When driving through a roundabout, drive along the outer lane and constantly come to full stops.
17. If there is a sign in the intersection that says NO U-TURNS, stop in the right lane and make a u-turn when oncoming traffic is approaching.
18. If you need to pickup or drop-off a passenger, stop in the middle of the intersection to do so.



19. When approaching an intersection with a red light, start slowing down approximately 2 km before getting to the intersection. Make sure that by the time you get to the light, you are coasting so slowly that your speedometer needle is resting against the 0 km/h pin.
20. When making any turn, go as slow as possible.
21. When you are the first car at a red light, always challenge the sportier cars in the adjacent lanes to see who can be the first to leave the line when the light turns green. Rev your engine impatiently.
22. Use the time at red lights to do other things such as look at the map, read the newspaper, look through your glove compartment, comb your hair, etc. Then pay no attention to the light that turned green 2 minutes ago.
23. When approaching a red light on a multi-laned road, if there is a car ahead of you quickly change lanes, without looking, so that you can be the first car in the next lane. Then when the light turns green, wait about a minute and accelerate slowly.
24. If you approach an intersection on a multi-laned road, where your lane is the only lane moving fast, stop and try to cut into the next lane, which is at a stand-still.
25. If the car ahead of you goes through a red light, it's always okay for you to follow.
26. At a red light or stop sign, always have the front of your car sticking out in the middle of the intersection. Do not make any attempt to backup just a little.
27. When stopped at a red light or stop sign, always stop past the stop line so that buses and trucks, who have the green light, do NOT have enough space to make the turn. Then wave your arms and yell at the truck/bus driver because someone else is stopped behind you and you have no place to go.
28. When waiting at an intersection, if there is another vehicle waiting to make a turn, gesture for him to go, even if it is not safe.
29. When waiting to make a turn, if another driver gestures for you to go ahead, do so, even if there is still heavy and fast moving traffic (with the right of way) coming directly at you.

30. If you see a police car in your rear view mirror flashing for you to pull over, do so where you and the police car cause the most interruption to the traffic flow.

31. When making a right turn, if the car in the oncoming lane signals to make left turn, pull out in front of him. He has to slow down anyway.

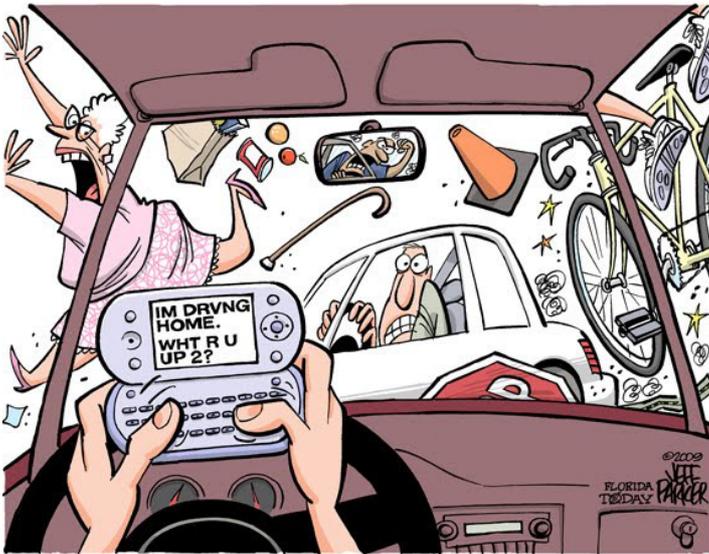
32. When approaching a red light, use the LEFT-LANE-MUST-TURN-LEFT lane to pass and cut in front of the drivers in the other three lanes.

33. When intending to make a right turn at an intersection with a RIGHT-LANE-MUST-TURN-RIGHT lane, stay over one lane to the left and drive to end of the intersection. Then stop, holding up traffic behind you, while you try to cut over and make the right turn.

34. When approaching a green light that just turns yellow, accelerate sharply as if to make it through. Then, look in your rear view mirror. If you see another car right behind you doing the same, SLAM on the brakes and stop abruptly before reaching the intersection.

35. When another driver stops and gestures for you to proceed, even though he has the right of way, remain stopped until he gets pissed off. Then when he gives up and starts to leave, you pull out in front of him.

36. When the car ahead of you stops at an intersection with a green light to let an emergency vehicle cross, lean on your horn and make obscene gestures.



37. When stopped at a red light and waiting to make a right turn, check to see if you can get one car closer to the intersection by switching lanes. If you can, backup about 2 metres and switch lanes.

38. Use your horn to honk at the vehicle in front of you if it does not move within 2 microseconds after the light turns green.

39. If you drive the same route to work every day, never use your signals because everyone should know where you're going to turn.

40. If you notice a Stop or Give Way sign is missing, where there usually is one, you NOW have the right of way.

41. If you approach a traffic light that is not working, assume your light is green.

42. When driving through a traffic light that just turned yellow, press the brake pedal slightly to keep the brake lights on. That way the driver behind you thinks you're going to stop and loses his chance to go through also.

43. When waiting to make a right turn at an intersection without a light, position your car diagonally in the intersection to block traffic in the oncoming lane. Then when an oncoming driver sees he can't get through and gestures for you to go, DON'T.

44. When you are stopped at a stop sign and there is a car coming from the right and he is about 2 km away and there is nobody behind him, wait until he is about 10 metres from the intersection to pull out in front of him.

45. When approaching a traffic light with the intention of going straight, move into the left most lane so that drivers wanting to make a left turn on red won't be able to do so.

46. When stopped at a light or sign on the top of an upward hill, pull right up to the bumper of the car in front of you. This way, if the other car has a manual gearbox, there's a chance the driver will roll back, tap your bumper, and you can get rich \$\$\$!

47. It is not illegal to run red lights or stop signs if there isn't a cop around to see you do it.

48. If the car ahead of you stops for a 4-way stop sign and then proceeds, CLOSELY follow him through the intersection.

49. Here's a good time-saving tip if you are stopped at a traffic light with the intention of going straight and you feel you have been waiting too long: Make a left-on-red turn instead, and in one motion, make an illegal U-turn, reapproach the intersection and then make another left turn. You have just succeeded in going through a red light, without going through a red light.

50. When approaching a traffic light that has a right turn arrow, which turns green before the normal green light, get into the right lane. Then when the right turn arrow turns green, don't move until the arrow turns red and the normal light turns green. Then cut off the car in the next lane and go straight, leaving behind everyone who wanted to turn right.

51. When stopped at a red light, start crossing the intersection as soon as the opposite side's light turns yellow.

52. When stopped at a stop sign, do NOT creep up to see around a building or other obstacle. Once you stop, you have met your obligation and you can proceed, regardless of whether another vehicle is coming or not.

53. As you approach an intersection where you have the right of way, and you see a car stopped a stop sign waiting for you to pass, drive very slowly and take your time.

54. If you are approaching an intersection where you will be making a right turn, do not signal. This way, vehicles in the perpendicular road at the intersection will think you are going straight and have to wait for you.

55. When stopped at a traffic light, always block shopping centre entrances and exits, driveways, and other streets.

56. Cut through petrol stations at intersections to avoid waiting for a red light.

Sealing your jugs.

To begin at the beginning, Volkswagen did not lap the barrels to the heads but they DID install sealing rings between the barrels and the heads of the Type 4 engine.

Why didn't they lap-in their barrels? Because there was no need to do so. The top of the barrel and the sealing surface inside the combustion chamber were both perfectly flat, hence there was no need to lap them in.

So why does everyone think it's a good idea? Well... 'everyone' DOESN'T think so :-)

Volkswagen was the first major auto manufacturer to use gasket-less assembly. That is, surfaces were machined so accurately that it took only a thin wipe of sealing compound, typically Permatex Type 3, to produce a leak-free fit of the crankcase and transmission halves. (Note: Early VW trannys were split down the middle, just like the crankcase.)

To achieve a leak-free fit between the aluminium heads and the cast iron barrels Volkswagen used some very sophisticated engineering. First, they made sure the sealing surface inside the combustion chamber was perfectly flat and that the depth of the sealing surface was PERFECTLY EQUAL in both chambers. Then they used cast iron barrels having a WIDE sealing surface that was also perfectly flat. Smooth, too (the sealing surface of new 77mm jugs looked like mirrors.) Finally, they provided approximately 170 FT/LBS OF TORQUE to the head-studs.

Which of course is impossible. The head-studs are merely hand-threaded into the magnesium crankcase for less than an inch. Even with the coarse pitched M10x1.5 thread you'd need nearly twice that depth to withstand 170 ft/lb of torque.

What VW provided was the amount of TENSION approximately equal to that produced by torquing the head-stays to 170 ft/lbs. How they did this is perhaps the trickiest bit of engineering in the whole engine because the assembly-torque was only 23 ft/lb (18 ft/lb for later model 8mm studs).

This seemingly impossible bit of magic was accomplished by taking into account the radically different co-efficients of thermal expansion between the magnesium crankcase (in which the head-stays are screwed), the cast iron barrels, and the cast aluminium heads (which are secured to the head-stays with nuts & washers). Here comes the tricky bit: As the cast aluminium heads heat up, they try to expand AWAY from the cooler cast-iron barrels, which have a much lower coefficient of thermal expansion. But the head-stays prevent any motion between the cylinder head and the barrels. This causes the expansion to appear IN the head-stays as TENSION, and it is this tension that clamps the heads to the barrels with sufficient force to ensure a leak-free fit even when subjected to the pressure of combustion. And that's why it wasn't necessary to lap-in the barrels. (Notice the past tense? :-)

So why does 'everybody' think it's a good idea? The main reason is because THEIR surfaces are NOT flat. Or they may be flat but of unequal depth. Here's why: Parts heat up when they are machined. Volkswagen machined both combustion chambers simultaneously on a superbly rigid

machine, taking the thermal growth resulting from the machining operation into account. The end result is heads that are virtually identical, especially with regard to the flatness and depth of the sealing surface.

By comparison, a shade-tree mechanic opens up the combustion chambers ONE AT A TIME using a spindle-type tool bolted to the head and driven by a drill press or even a half-inch drill-motor. After cutting one chamber, the tool is dismantled and re-assembled over the second combustion chamber and the process is repeated. But after cutting the first chamber, unless you wait at least an hour for the head to cool down, the depth of the second chamber is going to vary by a significant amount due to thermal expansion. Which is only part of the problem.

As for the surface finish, the typical spindle-type cutter has only one cutting edge, which must be at least 20mm long. When opening up the heads to accept 92mm barrels you're looking at a hole nearly four inches in diameter (~3.978", givertake). Ideally, the cut should match the diameter of your set of barrels, plus about half a thou per inch of diameter (remember, cast iron expands less than aluminium - the heads are going to expand more than the barrels, hence the relatively tight fit, which guarantees better alignment during a cold start). The recommended tool-speed for cast aluminium is about 100 surface-feet per minute, which is also about 1200 inches per minute. Since see equals pie dee that means our cutting tool should be rotating at NO MORE than about 100 rpm and in this case slower would be better.

This cutting speed is easy to achieve with a milling machine but impossible with the typical drill press which usually can't go below 300 rpm. (What's the lowest speed on yours? Many drill presses can't go below 500 and the typical half-inch drill-motor spins between 800 and 1200 rpm.)

Wanna know what happens when you try to open up a set of heads with the cutter spinning at 300 rpm? You get a lot of 'ripple' - - the cut surface is NOT FLAT, it's sorta wavy. And the faster you go, the worse it gets.

And that's why 'everybody' laps in their jugs... because they HAVE to.

On the other side of the coin are guys who use a real milling machine running at mebbe 50 rpm. The head is rigidly secured in a fixture that supports the over-hanging portion of the combustion chamber. The mass of the machine, which is bolted to the concrete floor of the shop, guarantees there is no vibration, whilst the slow spindle speed - typically 50 to 80 rpm - reduces the chance of any harmonics to below the level where they can effect the flatness of the finished surface. In addition, the cutting tool is either flooded with coolant or the head is allowed to cool between cuts so that the finished depths will be identical. End result: Perfect flat sealing surfaces of identical depth - that do not need any lapping.

Now back up about a thousand words and note the third reason Volkswagen didn't lap-in their jugs: The jugs had a nice wide sealing surface. Or at least, they did have, up until the 1500 engines :-). That's when VW bored out the stone-reliable 77mm jugs used on the 1200 and 1300 engines to come up with the 83mm jugs used on the 1500. And over-



bored the 83's to 85.5mm for the 1600. Which tended to leak like a bitch no matter what you did.

The reason here was pretty simple: They had increased the bore of the cylinder at the same time they'd reduced its sealing surface. (Hang on to this fact. It plays a major role in most modified Volkswagens.)

Volkswagen knew they had a problem with leaky cylinders. As early as 1965 there were plans to replace the Type 1 engine's 69 mm crank with one of 74 mm, and go to an 88 mm jug having thicker walls. This would have given them an 1800cc 'Type 1' engine with about the same cylinder sealing surface of the ultra-reliable 1300. Initially it was to be installed in the Type 3s but the odds are overwhelming that it would have found its way into all other models. Then Heinz Nordhoff died (April of 1968), bean-counters gained control of the company and virtually all R&D was abandoned in favour of short-term financial gains.

'Machine-in' 88s remained available from after-market sources and once their value was realized they were quickly displaced by 'slip-in' 88s' aimed directly at technologically naive VW owners who didn't know the difference between 'slip-ins' and 'machine-ins,' which was profound. Slip-in 88s are merely over-bored 85.5s, resulting in a sealing surface so narrow you were liable to cut yourself. Slip-in 88s quickly became known as the most unreliable jugs ever made for the VW. They are wildly popular of course.

Which brings us to 92 mm jugs. These happen to be thick-walled 'machine-in' 88 barrels bored out to 92 mm. And yes, they leak like a bitch. 94 mm jugs, which are based on even thicker barrels (and can only be used on later-model crankcases because of it) actually have MORE sealing surface than 92s.

The quality of after-market VW parts has always been spotty at best. Right out of the box, upon blueprinting a set of barrels - one step of which is to check their sealing surfaces for flatness - many jugs were simply unacceptable. In most cases the UPPER sealing surface could be made acceptable by lapping the barrel on a surface plate upon #600 wet & dry paper flooded with kerosene. Flattening the lower sealing surface was more difficult and usually required machining. But the fact professional engine builders often lapped the cylinder's upper sealing surface gave rise to the Conventional Wisdom that EVERY KIND of lapping was a good idea. As you can see from the above, it's not. But all those instant experts who say it is have never paid much attention to reality.

As for sealing rings, the proven alternative to gasket-less sealing surfaces is to use a gasket. (duh :-)

When Volkswagen introduced the Type 4 engine with its 90 mm jugs, they finally bit the bullet and installed sealing rings. To keep the cost down the rings were STEEL, coated with pure aluminium. Alas, Volkswagen quickly learned that they could not be re-used, issuing a Service Bulletin to that effect. Properly annealed pure copper rings of the same thickness were an acceptable (but more expensive) substitute.

Copper sealing rings are now available for all commonly available cylinder diameters and are found in most professionally built four-stud VW engines. Their thickness affects the compression ratio and must be included in your calculations. Their use for this purpose isn't anything new, especially among air-cooled engines, having been used on the Continental A40 aviation engine (among others). Properly

installed, especially with regard to annealing, copper sealing rings provide a reliable method of sealing a combustion chamber when the wall thickness of the barrel is less than optimum width.

A modified VW is not a certified engine. Even if purchased ready to run, YOU are the Mechanic-in-Charge. For those who elect to assemble their own, without a good background in Volkswagen engines there's a tendency to do things without knowing why, other than 'everybody sez it's a good idea'. Unfortunately, engineering is not subject to the democratic process; Robert's Rules of Order simply do not apply and the fact 'everybody' does a particular thing is no guarantee it is the proper thing to do.

Even if you assemble the engine yourself, most homebuilders will acquire only one engine-worth of experience in their lifetime. To ensure that lifetime is as long as it should be, you need to THINK FOR YOURSELF. It's important to know not only what others have done but WHY they have done so. If the best answer you can get is, 'Because 'everybody' does it that way,' I suggest you keep looking.

This post is meant to be a general answer to a number of specific questions. Rather than answer each in detail I've offered some background that should allow you to answer those questions yourself.

VW - Auto Shop 101

I'm over at the local VW speed shop and there's a bunch of kids wetting themselves around this bitchin' sano slammed '68 Bus, the one with no hatch on the engine compartment so everyone can admire the chrome. Chrome everything. The kid has even chromed the wires fer craysakes!

I go in, get the bearings and gaskets I came for, come out. The kid who owns the Bus is instructing his loyal subjects on Engineering Reality. "You don't need that spring," he says, "because the distributor is only turning at one-fourth engine speed."

I shoulda kept my mouth shut, but American kids are already too dumb to pour piss out of a boot. "Wrong."

Stunned silence. Their Master has been Challenged. And by some geezer in a greasy ol' cap driving a Toyota, yet.

I started to say something else then let it go, opened the door of the truck. Ignorance is bliss. And the more Veedubs the kiddies screw up, the more business for all those busy little VW mechanics.

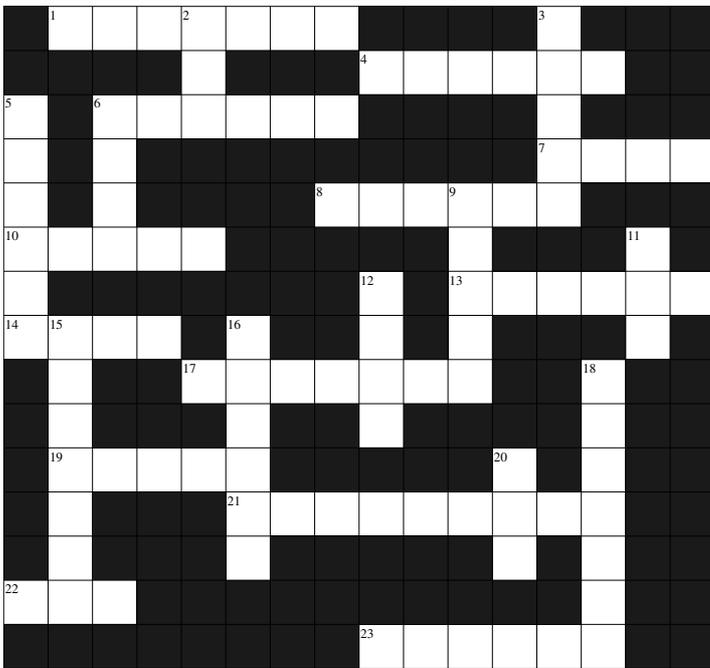
"Excuse me, sir," very snotty. "But the air-cooled Volkswagen engine is a four-stroke engine," the Master Mechanic sez, real cool. "And the distributor turns at..."

I sigh, shake my head. "Wrong again. Four cycles, not four strokes. Otto-cycle engine uses two strokes, four cycles. And the distributor turns at half engine speed, not a quarter. Go count the teeth on the gears."

Confusion ripples across a half-dozen pimply faces. Gears? Teeth? I climb into the truck, fire it up, back out. "And you need the little spring because I say you do, so put the sonofabitch back in." Hard stare at the Master Mechanic. He blinks and I drive off. The kids gape after me.

I've no idea what spring he was talking about. Being omnipotent isn't as easy as it looks.

Bob Hoover



Club Veedub Crossword.

Across:

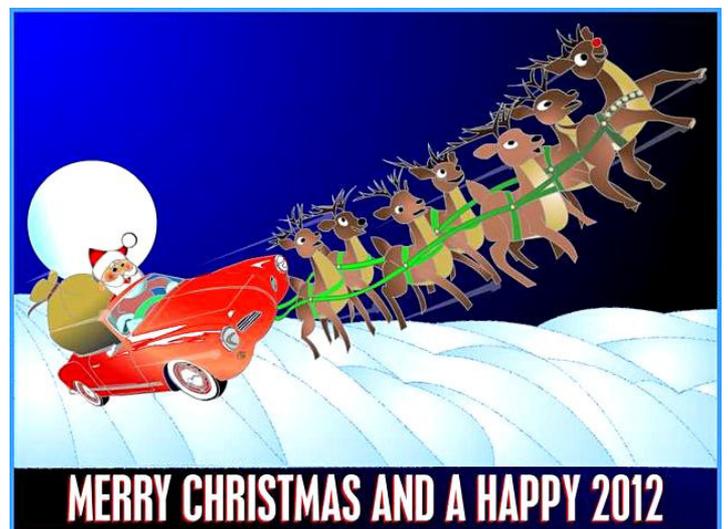
1. A US subcompact car of the 1970s, built by AMC
4. An R-Line styling upgrade has just been fitted to this Volkswagen compact SUV
6. The luxury and stylish CC model of this VW has just been updated for the local market
7. A radio DJ also famous for saying "hello world" is John ...?
8. This film VW could be seen at the Katoomba VW Nationals film day (thanks Alex)
10. One of Australia's most versatile and successful long distance runners was Andrew ...?
13. What the Americans called the Mk1 Golf
14. The Hawkesbury showground will be the venue in February for the Sydney Super ...?
17. A recent Canberra show that featured some members' VWs on display was ...? at the Park
19. One of the worst ever sub compact cars, built in the US by Ford
21. This new version of the Golf has returned to our local market for the first time in 9 years
22. The New Beetle Anniversary Edition was made to celebrate a production run of this many years
23. The Volkswagen Golf is now outselling this formerly popular model of Ford in Australia

Down:

2. The cameraman, narrator, editor and organiser of the Katoomba Edge film day was Phil ...?
3. A high quality German brand of VW pistons and cylinders
5. The best pizzas in southern Sydney will soon be sampled at Monte ...?
6. VW's world rally championship contender in 2013 will be based on this model
9. Once again, his VW Picnic Day and sausage sizzle was a

- great success
11. Tony 'the Toy Department' Bezzina's son, who has just happily bought a VW Golf Mk3 GL
 12. This will be the fastest and most powerful of VW's forthcoming small car range
 15. After lots of work, Aaron has just finished updating and improving our Club's ...?
 16. The NSW distributors of Volkswagens in 1955 was ...? Motors
 18. This is currently the record for the most number of people crammed into a VW Up
 20. This ultra-efficient 0.9 L/100 km VW may be going into production in 2013

Last month's crossword.





Wherever you may be celebrating this festive season,
we wish you an amazing adventure.



It's amazing what you can do in a Touareg.

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