

Zeitschrift



Norm's Bug Off Cancer! Drive 2012.

August 2012

IN THIS ISSUE:

Bug Off Cancer! Drive
The last Wankel engine
Movies at The Edge
Valerie Santarossa's Kombi

Bugs n Buses by the Bay
Winter dinner night
Camper roof hatch
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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	vicepresident@clubvw.org.au	
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Amanda Stevens	Norm Robertson (JP)	
General Committee:		
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Leigh Harris	Grace Rosch	
Mark Stevens	Quentin Robbins	

Canberra Committee.

Chairman:	Bruce Walker	0400 119 220
Secretary:	Renee Richards	0438 113 126
Treasurer	Bruce Walker	0400 119 220
Autofest/Events	Simon Mead	0411 270 260
Registrar:	Iven Laufer	(02) 6254 1142

*Please have respect for the committee members and their families
by only phoning 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 meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney PO Box 1135 Parramatta NSW 2124	or	Club VeeDub (Secretary) 14 Willoughby Cct Grassmere NSW 2570 (02) 9534 4825
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Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to receive Zeitschrift as a full-colour PDF from our website - please email the Secretary if you are interested in this option.

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; late submissions will be held over.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (>2006) are also available at www.clubvw.org.au

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

We thank our VW Nationals sponsors:

25 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
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Classic Vee-Dub	VW Classic Kirrawee
Custom Vee Dub	VW Magazine Australia
Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne



Council of Motor Clubs Presents The Shannons Eastern Creek Classic

**Saturday & Sunday
18th & 19th August 2012**

Saturday

**Saturday CSCA Supersprint Circuit Event from 10am
Trade displays & sales in Pit Garages all day Saturday
and Sunday.**

Special Displays for

- 100 years AEC Buses & Trucks
- 90 years Austin 7
- 50 years Lotus Elan
- 50 years Valiant
- 50 years MGB
- 50 years Mk. I Cortina
- 50 years Isuzu Bellelt
- 50 years Triumph Spitfire
- 50 years Studebaker Avanti
- 50 yrs Alfa 105 Series
- 50 yrs Austin Freeway
- 50 yrs Wolseley 2480
- 40 yrs Fiat X19
- 40 yrs Morris Marina
- 40 years Torana LJ 6TR XU-1
- 40 years Mercedes-Benz Club of NSW

Sunday

Gates open at 10am

**Over 1900 Veteran & Classic vehicles
from 150 clubs on display and on
parade, including cars, bikes,
scooters and military vehicles.**

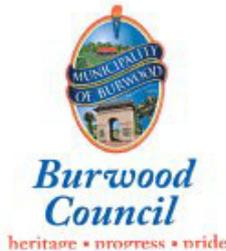
- Double-decker bus rides around the track,
- Concours Display
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Don't forget, Father's Day is coming up soon!

**It's a day for all the family with lots of
things for Dad, Mum & not forgetting
the kids with clowns & face painting**

General admission \$15

Kids under 12 years & Parking FREE

Part of the



YOU'RE INVITED!
Burwood Spring Festival
SHOW & SHINE
Sunday 16 Sept 2012 – 10am to 5pm
Burwood Park Burwood

Car owners and car clubs mark this event on their calendar and we'd like you to do that too so that you don't miss the Festival!

Your display space is on the oval at the back of Burwood Park and it's waiting for you to fill it. So pack a picnic lunch, drag out the picnic chairs, and make a great day of it.

Apart from catching up with old friends, there are the food and merchandise stalls, the rides and stage entertainment of the biggest community festival in the Inner West to keep everyone entertained.

To enter, just complete and return the attached form by Wednesday 5 September and you are booked in. On the day, enter at the back of Burwood Park; pay the \$10 entry fee, and the volunteers from the Burwood SES will show you where to set up.

If you let us know on the day, Judges from the Council of Motor Clubs will judge your car and if you've got the best vehicle in your category you could be the proud owner of one of these great trophies –

- ❖ Best Veteran or Vintage – up to 1929
- ❖ Best 30s Classic
- ❖ Best 40s Classic including WWII vehicles
- ❖ Best 50s Classic
- ❖ Best 60s Classic
- ❖ Best 70s Classic
- ❖ Best Modern – 1980 onwards
- ❖ Best Commercial Vehicle
- ❖ Best Motorcycle
- ❖ Best Exotic or Unusual
- ❖ Best Hot Rod
- ❖ Best Street Machine
- ❖ Best Custom
- ❖ Best Unmodified – Original or Restored
- ❖ Mayor's Choice – Best in Show

Closing date is Wednesday 5 September but don't wait – send you form in now and book your space!

See you there!

Rhonda Sclanders
Show & Shine Coordinator on behalf of Burwood Council
Phone 9747 2757 or email show.n.shine@bigpond.com

*** Book your show spot!**
Phone or email Rhonda (below)
Tell her you are with Club Veedub

**ALL PROCEEDS TO THE
BURWOOD
STATE EMERGENCY
SERVICE**



SHANNONS

German Auto Display Day

Club VeeDub
Canberra Chapter main event for 2012

Saturday 22 Sept - Club Cruise: Meet at
Russell Offices carpark @ 2pm for a 2:30 departure.
Club sausage sizzle afterwards. Wear your club shirt.
Snags & drinks on sale for non-members.

Sunday 23 Sept - Show Day
National Library Lawns, Parkes, A.C.T.
Food and drinks available for sale.
All German Marques in attendance.
Cars must register at the VW Club tent.
Cost: Members \$10, non-members \$15.

All cars **MUST** have drip trays regardless of engine condition.

Details at canberravw.com closer to the event.

Hubertus

Oktoberfest

4 Days fun, food, music



join in the family fun all welcome!

Authentic German Food



Local & German Beers on tap

Huge variety of German Schnapps



Childrens Rides

Raffles

Market Stalls



OOMPAH- Pah Bands & Dancing

FREE PARKING

ADMISSION \$5 - P.P.



ph: 4773 4444

COURTESY BUS AVAILABLE,

PICK UP FROM ST MARYS TRAIN STATION - FREE

205 Adams Road, Luddenham

All October long weekend!



SEPTEMBER 29-30TH



**WARWICK DRAGWAY WARWICK QLD
2 DAYS OF VOLKSWAGEN DRAG RACING**

**UNLIMITED RUNS COMPETITION STOCK TO MODIFIED STREET PARADE
SHOW'N'SHINE TRADE STALLS STREET COVER RACING FAMILY FRIENDLY**



**FOR MORE EVENT INFORMATION OR TO
REGISTER ONLINE FOR RACING:**

WWW.VWMA.NET.AU



Driver Training Day at Marulan 21st October

Wollongong Sporting Car Club is having an informal track day at the Marulan Driver Training Centre, our club has been invited to attend. They aren't trying to make any money out of it, just break even. Hopefully there will be enough entries to make it worthwhile, but the aim is to keep the numbers down to give everyone extreme value for money, so get your entries in early because entries will be limited.

Cost of the day is \$110. Track will be open from 8am to 5pm with driving 9am to 4pm. Drivers will be under the instruction of MDTC staff.

Brief Rules: Passengers are allowed but they must be 17 or over and hold a drivers licence. Drivers need to have a competition licence or you can buy a MDTC licence on the day. Cars need to be based on production models or clubmans capable of being registered. Open wheelers and go karts not allowed. Strict noise limits apply. As part of scrutineering every car will be tested.

It will be JUST a fun day out, there will be no classes or timing or trophies. Please read the terms and conditions to make sure you can comply with all requirements. Its a long way to go to get turned around at the gate. Entry form and terms and conditions can be downloaded here <http://wscc.org.au/marulan.shtml>

Any questions call Steve Carter 0439 133 354

Marulan Driver Training Centre, is just north of Goulburn.



Von dem Herrn Präsident.

Well, with the Valla Park VW show just finishing as the magazine is due, Steve is still enjoying himself on the north coast. Since he can't do the president's report this month, I'll fill in for him.

Firstly the last monthly meeting was our AGM, with all positions vacated and new nominees voted in for 2012-13. Thank you to everyone on the outgoing committee for their time and effort for our VW club. I think we can all be proud of how Club Veedub is going nowadays. Plenty of smaller VW clubs around Australia are struggling, or even folding, but we are stronger and healthier than ever. We welcome the new committee – and of course we always want YOUR input too.

In fact most of the incumbents retained their positions for another year, so thanks to everyone who put their hands up. There are some new faces in the Motorsport and General committees, which is great. There are also two new positions – Kira will be officially assisting Raymond in Merchandising, and my daughter Lily is my official Assistant Editor. So starts a new generation of VW enthusiasts – isn't that fantastic.

In July we had two film events in one weekend, the Herbie Goes to Monte Carlo dinner night at the Hubertus and the VW Nationals film day at the Edge at Katoomba. Both were great fun but we would like to have seen more people come along. Then again I guess it's winter and many people like to stay rugged up at home. Still, you missed some fun.

Norm Ellis recently finished his 14-day Bug Off Cancer! fund-raising drive to Ayres Rock, in his 1965 Standard Beetle. Joe Buttigieg joined him for most of the long drive, and reports that over \$15,000 was raised for the fight against cancer – what a fantastic result. Norm has written an excellent six-page report on his drive, which is in this issue.

I'm not sure how Valla went, I didn't make it this year and it's still on as I type this. No doubt Steve will write us a report with photos for next month. David Birchall didn't go this year as he has had surgery on his foot. Hope you are feeling better soon Dave!

Springtime is just around the corner and the calendar starts to get busy as the weather improves. The Shannons Classic Car show is on at Eastern Creek on Sunday 19th August. Our club has 20 spaces allocated; Dave has already allocated to most of them. You need a club ticket to be part of the display – the largest classic car show in NSW – so contact Dave ASAP if you haven't got one. Then in September there's another classic car show at Burwood on 16th, as part of their spring festival. Again you need to book to show your VW. See the flyer on page 4 and contact Rhonda to book your place. Tell her you are with the VW club. And the German day in Canberra the following Sunday 23rd. Contact Bruce at the Canberra Chapter for more info, or see the flyer.

The Hubertus Oktoberfest and the Warwick Drags are both on during the October long weekend – which this year is

in September! Both are good fun, very different events. And then there are more events in the calendar already, leading up to Christmas. Makes you wonder where the year has gone.

It's probably just as well that I get to write the report here this month, since I'm the Editor. As we've been telling you for a few months now, for members with modern technology (computers with email), we are moving to electronic monthly magazines. Instead of getting a boring black and white printed magazine in your letter box, you'll get a dedicated email from our webmaster with the latest news, and instructions on how to log on and securely download the magazine from the club website. It will be as a full colour PDF version of the printed magazine – the same size, exactly the same content. In fact the printers have used our colour PDF to print the magazine for the last five years.

This system has been up and working since the beginning of the year; many of you are already getting the magazine this way (and wondering why we have still been posting them to you!) But we wanted to make sure the system works before we stop printing. We've now reached that stage.

So if we have your email details, you won't get a printed magazine any more. If you haven't given us your email details yet, contact our Membership Officer Bob Hickman at secretary@clubvw.org.au and let him know your details.

Old-fashioned members without email will still get the printed copy as before. Some copies will also be available at the monthly committee and club meetings if you want to pick one up. At this stage we will give it six months or so and see how it's working; if all is good I will encourage the club to reduce membership prices for electronic members. Personally I'd like to see \$25 a year for electronic, and \$50 for post-outs, instead of \$45 flat now (or \$47 on-line, which includes \$2 Paypal fee). Not paying to print and post

hundreds of issues each month would allow a drop in membership fees for electronic magazines. Why not come along to a meeting and tell us what you think?

This is my seventh year in a row as Editor, and my tenth overall (I also did 1985-86 and 1990-92). Since 2003 I've used an IBM Netvista PC (remember when computers were white?) to do all my work at home, but last week the power supply blew up. They're not available anywhere

any more, even on Ebay, so I had to quickly buy a new computer. IBM don't make PCs any more so now I have a flash new HP. I've spent the last week trying to rescue all my files off the old PC's drive and install them on the new, and get everything working. It's finally done, but now I have to learn to use Windows 7 - and find a copy of Office 2007 Small Business for less than \$500!

If only everything else in life worked as well as a Volkswagen.

Phil Matthews



Kanberra Kapitelreport.

Hi everyone, its been a busy time in the Canberra area but luckily Spring is just around the corner and we will warm up soon. This month we had a wonderful cruise to Bathurst, organised by Simon, and whilst we only had a few takers, they enjoyed their trip and took in the local sights. The photo's I have seen were great, there will be a report on this event soon.

As we type this the Valla VW Spectacular weekend is on in northern NSW, we had a local convoy of dubbers heading up, organised by Jay and Chris. I am sure there will be some great VW stories and photo's coming back from that trip. Again we only had a few starters.

Recently we ran an email survey to the locals, getting your advice on basically how we are doing with your club – events, organisation, etc. We had minimal replies and I'll hopefully be getting back to everyone who replied to thank you for your advice.

Of course, our big event is just around the corner – German Auto Display (formerly Autofest), show is on Sunday 23 Sep and the cruise will be Saturday afternoon (22 Sep). We are hoping for a big rollup. Before I give you the big news, I will remind everyone that at this stage you will still need a drip tray, and also there is an entry fee - \$10 for members, \$15 non-members. As per previous years you will need to register at the VW tent upon arrival.

Now, as at time of writing, we have an issue – we have lost our venue. Please DO NOT head for the lawns of the National Library (as per last year). The event committee is currently trying to find another location for the show and we will advise once we know, so keep en eye in next months magazine, or ask another member, or contact us. But, at the moment, our event is homeless – this has been a recent issue and they will prevail with the best solution they can.

More Auto Display info next month, we'll list it all for you. But the big thing currently is we have no grounds*c..make sure you find out where it will be.

I visited Sydney for the AGM during July, great job to the outgoing committee and best of luck to the incoming members. Thanks to everyone for the chats and such, and to Bob for the hospitality. From discussions there I have a few irons in the fire for future things in the club and will work on those in my spare time (?). Looking forward to seeing you all soon.

Bruce

Klub Kalender.

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

August.

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:- Shannons Eastern Creek Classic 2012 at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. It is the 30th anniversary of the T3 Transporter in Australia, so we will feature these in our display. Contact Dave Birchall on 0415 957030 to reserve your spot.

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

September.

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

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

Sunday 16th:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the street festival, with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.shine@bigpond.com - say you are with the Volkswagen Club display.

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

Sunday 23rd:- Canberra Autofest. Saturday afternoon sausage sizzle. Sunday is the German Autofest car show on the National Library lawns (drip tray required). \$5 entry. Food and drink available, kids show and activities. Contact Bruce on 0400 119220 for more info.

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

Sunday 30th:- German Oktoberfest 2012 at the Hubertus Country Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom Pah Pah band, slap dancing. Market stalls, kids rides! Club Veedub will have a Volkswagen display in a prime parking position and a reserved table. Camping on ground permitted. Einen wunderbaren tag! Phone Raymond on 0408 207228 for more info. Prosit!



Sunday 30th:- VWWarwick 2012 Drag Racing at Warwick Dragway, Queensland. Street parade on Saturday, drags on Sunday. See www.vwma.net.au for more info.

October.

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

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

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

Sunday 21st:- Driver Training Day at Marulan Race Circuit, north of Goulburn. CAMS Licence needed, or you can buy a Marulan licence on the day. In conjunction with Wollongong Sporting Car Club. Contact Steve Carter on 0439 133354 for more info.

Sunday 28th:- Southern Highlands Motorfest 2012 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of classic cars, trucks and bikes. Informal show n shine event with trophies awarded to all categories. County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. Let's see LOTS of Volkswagens this year. **Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.**

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

November.

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

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

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

Sunday 18th:- Boris' Picnic Day 2012 at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for the summer and enjoy a day by the bay. All VWs welcome, old AND new. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

Sunday 25th:- Melbourne Day of the VW 2012 at Yarra Glen Racecourse. Show n Shine, trade displays, swap meet

and more. Public entry 9am. For more info visit the VW Club of VIC at www.vwclub.com.au

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

December.

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

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

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This month is the Club Veedub XMAS PARTY. Bring a wrapped present to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.

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

Marktplatz.

All ads should be emailed to: editor@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.

All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members



Club On-Line Shop Clearance 25% off ALL Nationals and "Legend" products until the end of August Promo Code: **wvwzzz25**



Did you know that you can also pay
for your membership, sponsorship,
advertisements, etc on-line?

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:- 1970 VW Beetle 2.0-litre fully worked custom cruiser. A very rare and unique chance to purchase one of the best bugs on the road. A true show car. This bug was a project of my wife's brother back in the early '80s. See 'VW Power' magazine, Issue #3, 'Full Metal Jacket.' Multi category winner in the '80s. The last 25 years it has sat at my place. For the last 15 years under cover and only ever driven 3-4 times a year and very little kms done. The 10 years before that it sat in a factory. Engine: 2.0-litre, fully worked, balanced with modified heads and Solex PICT 34mm twin carbs; 92mm Cima pistons and Cima barrels; 149 camshaft; Monza Sports Exhaust. Body: Modifications all Steel and running board rear deck boot and roof chop windowless doors. Colour is a maroon/silver/candy cherry base and a deep candy cherry with a clear total of 20 coats. Custom interior and recently upgrades to sound system. Currently registered and willing to sell with RWC. Asking Price P.O.A ALL OFFERS CONSIDERED. Phone Ronnie Walker on (Mobile) 0400 002737 or Email ronnietwalker@hotmail.com

For Sale:- VW Superbug S 1971. Currently just 85,637km. Rebuilt 1600 twin-port engine (new carbie, alternator, distributor). Brand new front tyres, rear tyres have about 80%

tread left. Aftermarket accessories include external oil cooler behind front bumper, sport seats and steering wheel. Fully garaged, Rego till 23/6/2013, Original Owners Manual, Well Maintained, Lady owner. Minimal surface rust - no issues. This has been a daily driver for many years, and can be used as one straight after purchase. Perfect for a Beetle enthusiast, a first car, or even a second car! Car is available outside business hours for an inspection in Drummoyne NSW. Asking Price \$7,500 ono. Phone Claire on 0416 148 529 or email clairejones3@bigpond.com

For Sale:- Golf GLI cabriolet 1982. 93600 miles (149,760 km). Private import from the UK by current owner in 1989. 1.6 fuel injection with 5 speed. (same engine/gearbox as the legendary original European Mk1 Golf GTI) Stainless exhaust. Rego till March 2013. NZZ-999. Asking Price 3500.00 Phone Graeme Unmack on (Business Hours) 99588581 or (Mobile) 0412455233 or email gdunmack@optusnet.com.au

For Sale:- 1985 Water-cooled engine than needs replacement or rebuilding It is not running at the moment but is in good condition. I was rebuilding it for a hobby and my personal car but have suffered a serious back injury forcing me to sell it. Any offer considered need to sell asap as I need money for back surgery! If you want it make an offer! Asking Price \$3000 Contact Matthew Ayton on (Business Hours) 0249470097 or (Mobile) 0478118193 or email let_me_be_heard@hotmail.com

Trades and services directory.



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Dr. Moshe

Tel: 9534 1077

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2nd Month Ads.

For Sale:- Unfinished project 1971 Superbug Convertible under hi-fill. The car has been garaged and covered. Together with the purchase of the vehicle comes a spare Beetle for parts, door seals and door moulds. Please contact seller regarding any questions you may have. Asking Price \$4,800. Contact Arthur on 0400 384 833.

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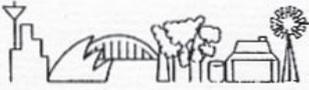






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Amarok 2-door and Auto.

The Australian Volkswagen Amarok range has been much expanded, with the addition of an eight-speed automatic transmission and a new single-cab body style, taking the total number of individual variants offered in Australia to 24.



Volkswagen becomes the first manufacturer in the light-commercial segment to offer the choice of an eight-speed automatic transmission in its ute range. It is a traditional torque converter automatic, not a DSG. The optional transmission is available exclusively in dual-cab Amaroks with permanent four-wheel drive (4Motion) and the latest 132 kW/420 Nm 2.0-litre twin-turbo diesel engine.

According to Volkswagen there are a number of advantages to the new automatic transmission, including more effective torque delivery and improved fuel efficiency.

The Amarok TDI420 dual-cab with the eight-speed automatic transmission has a combined fuel consumption rating of 8.3 litres per 100km and average CO2 emissions of 219 grams per kilometre. That's considerably better than the Amarok TSI300 petrol manual's 9.6 L/100 km performance, but slightly worse than the TDI400 manual 4Motion variant at 7.9 L/100 km and CO2 emissions of 209 g/km.

The automatic transmission's additional gear ratios also mean those versions with permanent four-wheel drive are now as effective off-road as the six-speed manual Amarok, but without the need for additional low-range gearing.

Cabin noise has also been reduced inside, as a result of reduced engine speeds in all gear ratios for those variants with the automatic transmission.

In a bid to increase its market share and general appeal in Australia's increasingly competitive utility segment, Volkswagen has also added six single-cab variants to its previously dual-cab-only Amarok line-up.

Available with a choice of two-wheel-drive or Volkswagen's 4Motion four-wheel-drive, all single-cab variants get the same 2.0-litre engines as used in the dual-cab models (TSI300, TDI340, TDI400) mated to a six-speed manual transmission.

The Volkswagen Amarok single-cabs also benefit from reduced fuel consumption, with the 2WD TDI340 achieving a combined fuel consumption of 7.3 L/100km and CO2 emissions of 189 g/km. Upgrading to the TDI400 Amarok means a similarly low fuel consumption of 7.8 L/100km.

With an overall vehicle length and wheelbase equal to

its dual-cab sibling, the Amarok single-cab offers a larger cargo space and more flexible load options. With a tray length of 2205 mm, the single-cab offers an additional 650 mm of load space and sufficient storage behind the driver and passenger seats.

The bigger cargo bay is large enough to load two pallets one behind the other and comes with six tie points as standard. The Amarok's generous cabin space likewise elevates the new single-cab variant to the most spacious vehicle in its class.

Single-cab Amaroks with 4Motion also pick up a mechanical differential lock on the rear axle in addition to the standard electric diff-lock.

The standard heavy-duty suspension is also part of the single-cab package, allowing for a payload of between 1174 kg and 1394 kg. Braked towing capacity across the Volkswagen Amarok range remains at 3000 kg.

Safety is also well sorted in the Amarok single-cab with all models equipped with the same full suite of active and passive systems including six airbags (front, side and thorax bags for driver and passenger).

Along with the new additions to the Amarok range Volkswagen also introduces additional equipment such as stainless steel sports bar and side steps on the Highline models, while the entire 4Motion range adds Bluetooth phone connectivity, cruise control and a multi-function leather-wrapped steering wheel.



Volkswagen Amarok single-cab buyers can also option an 'eStyle pack' that includes a body-coloured front bumper, fog lights and 16-inch alloy wheels.

Rounding out the new additions to the Amarok family is the ability for buyers to order base and Trendline versions in a cab chassis layout.

Amarok Dual Cab Pricing:

- TDI340 2WD Dual Cab Chassis 6-Speed Man – \$30,490**
- TDI340 2WD Dual Cab Ute 6-Speed Man – \$31,990**
- TSI300 2WD Dual Cab Chassis 6-Speed Man – \$31,090**
- TSI300 2WD Dual Cab Ute 6-Speed Man – \$32,590**
- TDI400 2WD Dual Cab Chassis 6-Speed Man – \$32,490**
- TDI400 4Motion Dual Cab Ute 6-Speed Man – \$33,990**
- TDI400 4Motion Dual Cab Chassis 6-Speed Man – \$41,490**
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- TDI420 4 Motion Dual Cab Chassis 8-Speed Auto – \$44,490**
- TDI420 4Motion Dual Cab Ute – 8-Speed Auto – \$45,990**
- TDI400 Trendline 4Motion Dual Cab Chassis 6-Speed Man \$44,490**



- TDI400 Trendline 4Motion Dual Cab Ute 6-Speed Man – \$45,990**
- TDI420 Trendline 4 Motion Dual Cab Chassis 8-Speed Auto - \$47,490**
- TDI420 Trendline 4Motion Dual Cab Ute 8-Speed Auto – \$48,990**
- TDI400 Highline 4Motion Dual Cab Ute 6-Speed Man – \$50,990**
- TDI420 Highline 4Motion Dual Cab Ute 8-Speed Auto – \$53,990**
- TDI400 Ultimate 4Motion Dual Cab Ute 6-Speed Man – \$58,490**
- TDI420 Ultimate 4Motion Dual Cab Ute 8-Speed Auto – \$61,490**

Single Cab Pricing:

- TSI300 2WD Single Cab Chassis 6-Speed Man – \$24,490**
- TSI300 2WD Single Cab Ute 6-Speed Man – \$25,990**
- TDI340 2WD Single Cab Chassis 6-Speed Man – \$27,490**
- TDI340 2WD Single Cab Ute 6-Speed Man – \$28,990**
- TDI400 4WD Single Cab Chassis 6-Speed Man – \$35,490**
- TDI400 4WD Single Cab Ute 6-Speed Man – \$36,990**

Options:

- Metallic Paint – \$490**
- Pearl Effect Paint – \$490**
- Rear Differential Lock (2WD only) – \$790**
- Heated Front Seats (Ultimate only) – \$590**
- Park Distance Control – Rear (Trendline only) – \$590**
- Cruise Control with Multifunction Display (2WD only) \$590**
- 16-inch Alloy Wheels - 'Taruma' (Amarok) – \$990**
- 17-inch Alloy Wheels - 'Aldo' (Trendline) – \$1490**
- 18-inch Alloy Wheels - 'Durban' (Trendline) – \$2490**

New VW CC now on sale.

Volkswagen Group Australia has launched the updated CC four-door coupe, with a starting price of \$54,990 for the diesel. This time around the Germans have gone for a simpler naming convention by removing the 'Passat' badge and sticking with just 'Volkswagen CC.'

The previous generation Passat CC found around 320,000 buyers worldwide, with more than 2,700 of them in

Australia. The new Volkswagen CC continues the theme and overall appeal of its predecessor with more standard features, better fuel efficiency and a modernized look.

Built in Volkswagen's Emden plant in Germany (where the Passat sedan and wagon are also produced), the new Volkswagen CC embodies what the German company refers to as 'style with substance.' Essentially an attractive yet defined and purposeful design.

The new Volkswagen CC carries over the previous-generation's list of standard features, which included 18-inch alloy wheels, sports seats, automatic climate control and heated seats but adds new standard equipment such as Bi-Xenon headlights with LED daytime running lights and a much-needed satellite navigation system (RNS510).

The CC is available in two model variants: a 2.0-litre turbo-diesel front-wheel drive 125 TDI and an all-wheel drive (4Motion) 3.6-litre V6 FSI with a \$10,000 price difference between the two. As the name would suggest, the 125 TDI puts out 125 kW of power and 350 Nm of torque. The 4Motion V6 petrol matches the torque figure but improves the power rating by 95 kW (220 kW).

Both engines are coupled to Volkswagen's six-speed dual-clutch transmission (DSG), with no option for a manual. The diesel sprints from 0-100 km/h in a respectable 8.6 seconds and uses 5.7 L of fuel per 100km, whilst the petrol does the same dash three seconds quicker but sips 4 L/100 km more fuel.

Volkswagen Australia will offer the CC in eight exterior colours, with brown having a larger than normal over-representation given the current European trends. Buyers will also have a choice of two interior colours. Options include 19-inch wheels, sunroof, uprated sound system and interior enhancements.



And unlike the previous model CC, which was only sold in Australia with the two-person rear seat, the latest model will offer the choice of two or three-person rear seats, as in Europe.

Volkswagen CC 125TDI – \$54,990

Volkswagen CC V6 FSI – \$64,990

Options:

- Walnut Ornamental Wood Inserts – \$500**
- Metallic/Pearl Effect Paint – \$700**
- Active Climate Control Front Seats with Massage Function – \$750**
- Park Assist 2 – \$900**
- 19-inch Lugano Alloy wheels – \$1900**

Dynaudio 600W Premium Audio System – \$2000

Panoramic Glass Roof – \$2000

Driver Assistance Package – \$3,300

Golf 7 starting soon.

Production of the new Volkswagen Golf 7 will commence early next month at the German brand's giant Wolfsburg headquarters, and at the high-tech Zwickau factory in eastern Germany.

Industry journal Automotive News Europe reports the factories will convert to modular transverse matrix (MQB) platform production processes during a three-week summer break.



The all-new Golf will be the second MQB-based Volkswagen Group vehicle built, following the new Audi A3. The flexible platform will be used as the base for cars across Volkswagen Group's many brands including Volkswagen, Audi, Skoda and Seat. It will even be beneath the Bentley EXP 9F SUV concept.

The new car is expected to be lighter than the current Golf, while continuing to offer a variety of body styles including three- and five-door hatchbacks, a wagon and a Cabrio.

A number of new petrol and diesel engines are set to feature, ranging from a new 55 kW 1.0-litre three-cylinder to a smaller but more powerful 165 kW 1.8-litre four-cylinder for the Golf GTI. The R version will not appear for a year or so, so the current Golf 6 will live on for a while yet.

The new Golf will debut at the 2012 Paris motor show in September, ahead of its European launch in November and its Australian showroom debut in 2013.

VW and Suzuki still arguing.

The rift between Volkswagen and Suzuki, initiated by the companies' failed partnership and subsequent share dispute, could be resolved with hearings at the ICC International Court of Arbitration in London due to begin next year.

Reports say Suzuki is confident of a successful outcome, and hopes the use of arbitration will see Volkswagen return the 19.9 per cent stake in Suzuki it acquired as part of a 2009 partnership agreement that went sour.



Suzuki's vice president of business development Yasuhito Harayama said, "The agreement with Volkswagen is already terminated, thus, Volkswagen does not have the legitimacy to keep on holding Suzuki shares."

In November 2011 Suzuki ended the partnership on the grounds that Volkswagen had not provided the technology promised as per the agreement.

Volkswagen responded in a statement saying, "We are extremely disappointed that Suzuki has taken this step. There is no legal foundation whatsoever obliging us to surrender our shares. Volkswagen will continue to hold its stake."

Only days after this reaction, Suzuki made the decision to take the dispute to the International Court of Arbitration in London.

Volkswagen maintained that Suzuki broke the terms of the agreement when the Japanese manufacturer went to Italian brand Fiat to source a 1.6-litre diesel engine to power its SX4 compact SUV.

Suzuki has offered to buy back the shares that Volkswagen reportedly paid 1.7 billion euros (\$2 billion) for back in 2009 when the deal was done, for current market price or about 2 billion euros (\$2.4 billion). Suzuki feels certain VW will not make a move to take over the Japanese company, as they cannot increase or decrease their holdings without Suzuki consent. This stipulation also applies after the agreement's termination.

Ducati will stay Ducati.

Audi AG CEO Rupert Stadler has assured Ducati workers and fans alike that the Italian motorcycle brand will continue on, despite its recent takeover by the Volkswagen Group.

During a motivational speech to the entire 1000-odd Ducati workforce, including Ducati's President and CEO Gabriele Del Torchio, at the Ducati factory in Bologna, Stadler stated, "you have my guarantee: Ducati will remain Ducati."

He also explained why Audi was so keen to bring the iconic Italian motorbike brand into the 'big family' of the Volkswagen Group.

"You've probably wondered why we were interested in Ducati, a car manufacturer with no apparent ties to Ducati at first glance," Stadler said. "But that's only at first glance. Ducati stands for extraordinary engineering artistry, passion, precision, performance and the sheer joy of living. We're



impressed by these achievements.”

And while Stadler made mention of the joint opportunities regarding high performance engines and lightweight manufacturing, he stressed that, “Audi and Ducati are both driven by the same passion. Neither of us will detract from the other, we will complement one another and be an inspiration to each other.”

Ducati, whose bikes are sold in over 80 countries around the world, was recently purchased outright by the Volkswagen Group and made an organisational part of the Audi division – just as Lamborghini already is.

The acquisition of Ducati by Audi in April was followed just three months later by the announcement that the Volkswagen Group purchased the remaining 50.1 per cent stake in Porsche Automobil Holding SE’s car making business for 4.46 billion euros (\$5.44 billion). That now brings the Volkswagen Group’s brands to 12 – VW Cars, VW Commercials, Audi, Bentley, Bugatti, Lamborghini, Porsche, SEAT, Skoda, Scania, MAN and Ducati.

No F1 for VW.

Incoming Volkswagen Motorsport boss Jost Capito has quickly earned his stripes by becoming the latest VW executive to declare the company has no interest in Formula One. Instead, the German giant will focus its attention on its Polo R WRC program, due to start competing in 2013.

Even a radical change to F1’s regulations in 2014, when cars will be powered by 1.6 litre turbocharged V6 engines, are not enough to attract Volkswagen into the sport.

Capito emphatically denied Volkswagen had any



interest in F1, ruling out an engine supplier role by saying: “Definitely not. At the moment we don’t even think about it because we’re thinking WRC.”

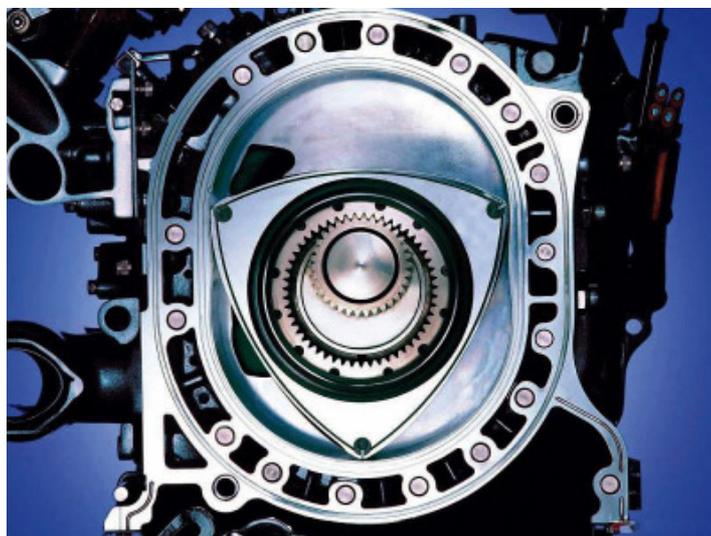
“I’ve got my hands full with the WRC right now and we have to focus on that. This is the very much the main motorsport programme for us and the board is watching it very closely. I think that’s what we have to deliver.”

Volkswagen has already pulled out of its successful Dakar racing programme (with its three-time winning Race Touaregs) to concentrate on developing the new Polo WRC.

Last Wankel engine.

The last car to use the famed but sadly doomed Wankel (‘rotary’) engine rolled off the assembly line at Mazda’s Hiroshima factory in Japan last month, bringing to a close the life of an interesting little power plant.

“Production of the RX-8 will end, but the rotary engine will live on as an important part of Mazda’s spirit,” said Mazda president Takashi Yamanouchi.

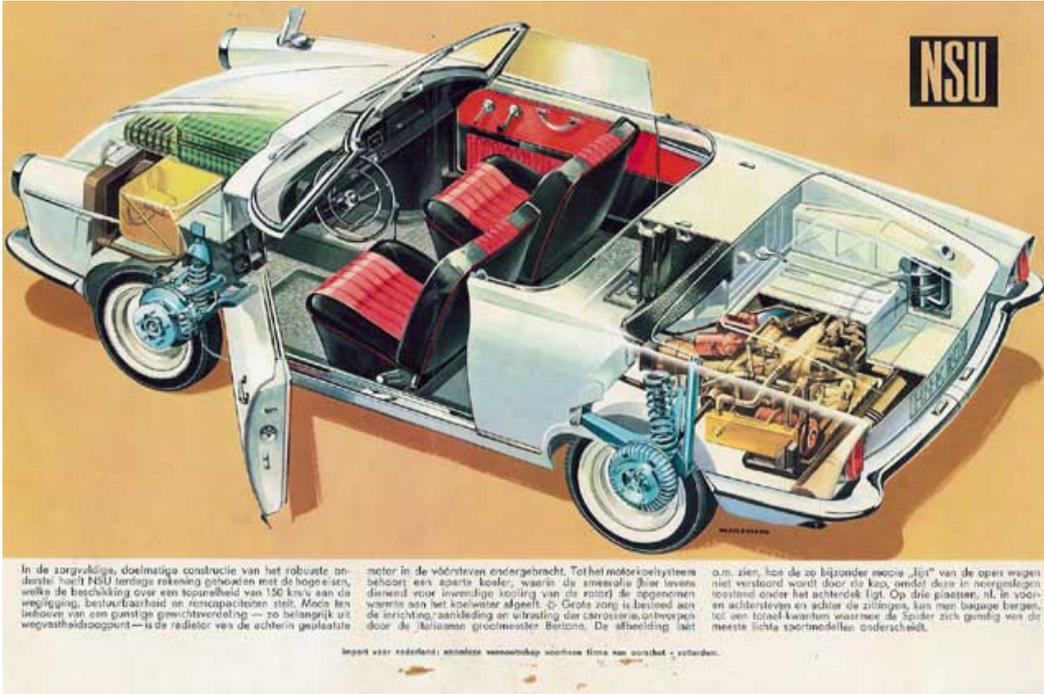


From the Mazda Cosmo of 1967 and RX series of the 70s through to the RX7s in the 1980s and 90s and into the new millennium with the RX8, the Wankel engine has been a staple for the Japanese manufacturer, although not without its difficulties.

The Wankel (pronounced ‘**Vonk-el**’) rotary engine won fans with its light weight and high-revving ability to generate more power than conventional piston engines out of the same or less capacity. But being renowned for poor fuel economy and having a thirst for oil, the Wankel had a mixed career over its 45-year rise and fall.

German engineer Felix Wankel first conceived of the eccentric rotor design in 1954 while he was working for NSU, then the world’s largest maker of motorcycles. The first working prototype was built in 1957. Early designs had both the rotor and the housing rotating. Further design work, and co-operation with aircraft engine maker Curtiss-Wright produced an improved design with a stationary housing and a separate spark plug boss to eliminate cracking.

The design showed much promise and makers queued up to licence the new engine. GM, Ford, American Motors, Citroen, Toyota, Mercedes-Benz, Nissan, Fiat, Alfa Romeo and Rolls Royce all produced designs. Norton and Suzuki



In de zorgvuldige, doelmatige constructie van het robuuste onderstel heeft NSU terdege rekening gehouden met de hoge eisen, welke de beschikking over een topsnelheid van 150 km/h aan de wrijving, bestuurbare en remcapaciteit stelt. Maar ten behoeve van een gunstige gewichtsverdeling — zo belangrijk als gewichtsovereenkomst — is de radiator van de achterin geplaatst.

meter in de voorsteven ondergebracht. Tot het motorcoolstelsel behoort een aparte koeler, waarin de ammonia (hier levensduur) voor inwendige koeling van de rotor die opgenomen wordt aan het schroefwiel afgeeft. Zo wordt zorgvuldig aan de afdichting, aankleding en uitrusting van carrosserie, ontworpen door de Nederlandse grootmeester Bertone. De afbeelding laat

o.m. zien, hoe de zo bijzonder mooie „lijn“ van de open wagen niet verstoord wordt door de kap, omdat deze in neerzakkende toestand onder het achterdek ligt. Op drie plaatsen, nl. in voeten achtersteven en achter de zitplaats, kan men bagage laden, tot een totaal kwantum waarmee de Spider zich gemiddeld van de meeste lichte sportmodellen onderscheidt.

Report voor radiobond, speciale versie van de auto - Rotterdam.

under warranty but the costs bankrupted the company.

Volkswagen AG bought out NSU in 1969, and merged them with their Auto Union division they'd bought from Mercedes in 1965. The Ro80 was made until 1977, with 37,200 being built. Audi-NSU-Auto Union's future was with the conventional (and extremely popular) Audi 80-90-100 series.

Mazda first licensed the Wankel from NSU in 1961. They showed two and four-rotor designs in 1964 and produced their first Wankel production car, the Mazda Cosmo 110S, in 1967. Mazda promoted the engine as a 'rotary' rather than a Wankel; not strictly correct as ALL engines rotate. However it did help

motorcycles, Arctic Cat snowmobiles and John Deere farm equipment also saw potential in the Wankel. Curtiss Wright wanted it for aircraft engines, and the US Marine Corps wanted it for their combat vehicles.

The first production car with a Wankel engine was the sporty NSU Spider in 1964, with a single rotor 498cc Wankel that produced 54 bhp at 7,000 rpm. A modified Spider became the first Wankel race car in the world in 1966, when Al Auger raced one in SCCA sports car races in the US. The Spider was made until 1967, when NSU revealed the replacement, the large luxury Ro80 saloon. It had a twin rotor 998 cc 113 bhp Wankel driving the front wheels through a VW-style electro-vacuum semi-automatic gearbox. The revolutionary Ro80 had other technical qualities too, such as four-wheel disk brakes (the fronts mounted inboard), front MacPherson struts and rear semi-trailing arms, and power-assisted rack and pinion steering. The Ro80 had an ultra-modern flat-floor four-door body with a Cd of just 0.355 (~0.48 for the VW Beetle),



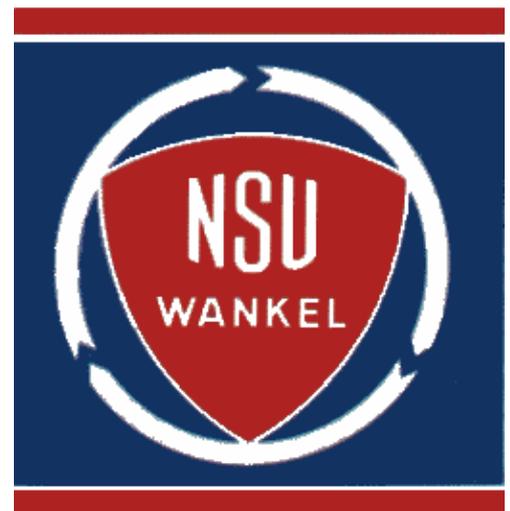
Unfortunately the Ro80's Wankel engine suffered from high oil and fuel consumption, exhaust blowby and failure of the rotor sealing tips. Engines showed problems by 25,000 km and some failed before reaching 50,000 km. Owners over-revving the ultra-smooth engine, and mechanics unfamiliar with the design, added to the problems. NSU replaced engines

disguise the engine's German origins. Mazda's annual Wankel production peaked at 239,871 vehicles in 1973, after which the Arab oil embargo and oil crisis seriously hit sales. By the 1980s Mazda could only justify fitting the Wankel to the RX7, with the rest of the range using conventional engines.

In Australia the Wankel gained notoriety with Allan Moffat driving a Mazda RX7 in the ATCC and at Bathurst from 1981-84 (best result 2nd in 1983). Moffat also raced the RX7 at Daytona, and at Le Mans. In 1991 the four-rotor Mazda 787B became the first (and so far, only) Japanese car to win the 24 Hours of Le Mans.

The RX7 was replaced by the RX8 in 2001. Sales slowly declined, and in 2010 the RX8 failed to pass the Euro-5 emission requirements. Just 2,896 RX8s were sold worldwide that year. While Mazda has said that the eventual RX8 successor will use a new Wankel engine, development has been suspended indefinitely.

So after 48 years of NSU and Mazda production, the Wankel engine has come to an end. Amazingly, however, the Volkswagen Group still use the Wankel design today, in their seat belt pre-tensioner systems. When the deceleration sensors sense a potential crash, small explosive cartridges are triggered electrically. The resulting pressurized gas feeds into tiny Wankel engines which rotate to take up the slack in the seat belt systems, anchoring the driver and passengers firmly in the seat before a collision.





Bugs and Buses by the Bay. Sunday 8 July.

After a wet week it was a nice change to see sunshine for the Annual Bugs and Buses By The Bay meet at Croudace Bay, on the shores of Lake Macquarie. VWs in all shapes and models arrived to take over the park, and we ended up with a count of 75!



We had Beetles, Buggies, Type 3s, Kombis (of all generations – T1, T2, T3, T4 and T5!); and a few modern Golfs, Polos and Caddys. They travelled from Wollongong, Sydney, Central Coast, Hunter Valley and as far away as the mid-north coast to get together and share our pride and joys.



We even had a visitor from Melbourne drop in and share some time with us, with his lovely old Beetle called Kub.

One recent addition to our shores made its debut run with Markus' 1958 15 window deluxe from California. Good to see one arriving instead of being sent overseas.



This event keeps getting better. Well done to Ian and Rose for spreading the word across forums and clubs - it really shows with the turnout that enthusiasts appreciate their efforts to keep our scene active. Looking forward to next year - keep an eye out for details.

Melissa Manning





We were really looking forward to Ian and Rose's show, but I decided to make a bit of a weekend of it and drive up the day before and stay overnight.

My daughter Lily had been feeling a bit sick on Saturday so we first spent an hour looking for a medical centre that was open after midday – have you ever tried that? Not as easy as you'd think. We found one in Bankstown, luckily (for Lily) just around from McDonalds.

After that we were on our way and we drove straight up to Kurri Kurri. I took the Golf rather than the Kombi, as it's much faster and more comfortable. But it was a slow trip due to the traffic, and didn't thin out until after the Gosford turnoff. We took the exit at Freemans Waterhole and pulled over for an ice cream. We then got to follow tourist coaches and trucks into Kurri Kurri.

I tried to explain about all the old coal mines in the area, but Lily was a bit lethargic in the passenger seat, wanting only to listen to her music. We stopped at the giant kookaburra in Kurri Kurri, then checked into our motel.

She didn't feel like eating much so we just grabbed some KFC from the drive-through and headed to the drive-in theatre at nearby Heddon Greta, just the second operating drive-in left in NSW (Blacktown is the only other one). There were three movies showing but we thought two was enough for us. There was a queue to get in, and the place was packed.

We parked on the third-front row, and headed to the old-fashioned snack bar. Lily wanted some popcorn and a drink, while Maltesers were my favourite. Heddon Greta was first opened in the 1960s but closed in 1984 (when most of the drive-ins did). It sat empty and rotting until 1996, when new



owners Scott and Donna Seddon reopened it. It is still much as it was in the 1970s, although the old window speakers are gone. Today you tune your radio to a certain FM frequency and get the sound through your car speakers.

We watched *Brave*, and then *Ice Age 4*, which were both very enjoyable. At half time the snack bar was packed, and there were huge queues for the toilets - yes even the Mens. The drive-in still uses film projection, but this is getting difficult as the big distributors are moving to DCI digital, and by next year 35mm prints will no longer be available. The owners will be converting before the end of the year, which will give a sharper, clearer and brighter picture – but will be very expensive. The drive-in's screen is 440 square metres – just imagine how powerful the projector needs to be to light that. Prices have been increased \$30 per car (one movie) or \$50 for two. Still pretty cheap once you bring the whole family, and I urge everyone to visit and support the drive-in – let's hope it's still going in years to come.

Next morning we checked out and drove via West Wallsend and Cardiff to Warners Bay. As we stopped for fuel we saw Ian and Rose drive past, with three or four VWs behind. We quickly joined them and pulled into the nice waterside park at Croudace Bay,

We didn't get to stay long as we had to be back home for a birthday party for Lily's cousins Oliver and Ashleigh – in Bargo! So we had a bit of a drive in front of us. Hopefully the photos will do justice to Ian and Rose's show – thanks for organising it!

Phil Matthews



The Toy Department.

It was 1980 in Sydney, and the last stock of the old Type 2 Kombis were selling for \$9,950.00 including on road costs. Get one now, or you'd have had to wait until 1982 for the arrival of the T3, three years after it appeared in Europe. VW wasn't a high priority for importers LNC Industries in those days.



For almost three years the small people mover gap was filled by Japanese models such as the Nissan Urvan, Mazda Econovan, Mitsubishi L300 and the popular Tarago Van with cloth trim seats and cooler ice box in the deluxe model. It was a long wait for those who longed for the design excellence and distinctive interior smell of rubber and leatherette that only VW owners will know.

When in doubt ask a SME (subject matter expert), and Club member Greg Christie remembers "from the advertising the Tarago had 'Y sub frames' and front disk brakes, both of which were already in 1971 VW buses." Not to mention the VW's double-joint independent rear suspension, which the VW had from 1968 and the Tarago (and all other Japanese vans) never had.

Don't get me wrong; I have had Toyotas in my household and they are good cars, but it appears that VW was already ahead of its time.

I suppose you can ask yourself how many Taragos are being restored and are on the road today in comparison to Kombis.

When the T3 arrived in 1982 it was still air cooled but with fuel injection, and a radio and mud flaps were optional



accessories. LNC's price for the Microbus was \$13,745. I remember a friend buying the two tone yellow and ivory white combination with brown interior, and thinking then that Volkswagen was back!

Back to Toys, it was not long ago that we were all looking for some T2 Kombi models and we now have an abundance of them available.



More talk about some T3 diecast models some years back saw the popularity of these models as the real life ones become classic VWs.

The Schuco Toy Company and Classixxs Models have made some very nice examples which I have featured in this month edition, including my favorite image of the Schuco Team members scaling a T3 Van in anticipation of producing the first 1/43 Scale T3 Model car.

Tony Bezzina
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The Valerie Santarossa Kombi story.

I have inherited a 1973 Kombi Campervan from my mother-in law Valerie (*aka The Witch; Death Adder; and Are You Still Here!*) Some people think I don't like her but the truth is I love her to death (*it just hasn't happened yet!*) The reality is we have a love – hate relationship (*She loves me. I hate her.*)

Valerie and Aldo Santarossa ordered this car from Volkswagen Australia at North Ryde in 1973 and picked the car up in Germany later that year. The order was for a right hand drive European VW Campervan version. Aldo was the typical Italian concreter and closed down his business so he and his family could all experience the true Italian Culture and some European Lifestyle.

They drove this car around Europe for 18 months with my wife Silvana when she was 8 years old. At the end of the holiday they filled it with all their souvenirs and great memories and shipped it back to Australia. The car then became the daily drive for Valerie Santarossa in Australia and has since done a number of great Australian road trips. She named this Kombi 'Elizabeth' for some reason.

Valerie is now 82 years old and has a few health complaints. She has a breathing problem (*ie she is still doing it*), is losing her memory, and has had to retire the Kombi. This car has been an integral part of her life and everyone who knows Valerie knows this car. She has left the ownership of it to me (*The Son in Law*). But I still see it is a Family Kar or Kombi.

I have managed to find the original paperwork/invoice/Instruction Manual/Delivery Docket, of which some is in German. I believe this version of the VW Campmobile RHD has a Westafalia fitout with a front hinged pop-top roof. And the fit-out is in original condition with the original upholstery in the rear. This vehicle is in amazing condition for a car that has been a daily driven for the past 39 years.

For years I was embarrassed with the Blue Bus being parked on our drive and often

threatened to leave it out during the Council Clean Ups and taking it to the Scrap Yard for some easy cash. But when it fell under my ownership I started to drive it for those little trips to the Beach and the Local shops.

What happened next is truly amazing...

This friggin Bus has got me in!•This car has Soul. It is a thrill each and every time I drive it. It even attracts lots of



waves and smiles from the other Kombi Karetakers in the area. So much so that I have started a full bare metal respray and a full restoration back to the original. I might even put it in a show with the Mother in Law as she is still the original Resisted Owner. I just hope she doesn't die in the mean time as she even gets cheap Rego as a Pensioner.

Stay Tuned...

Mark and Silvana Mahony.

PS. Elisabeth is not for sale.

PPS. Valerie is for Sale. She still goes but is a bit unreliable. Makes a lot of noise, and leaks a bit. Looking for a good home or hostel.





Winter Dinner and Movie Night. Friday 20 July.

Once again with the cold winter months upon us, no one feels like working on old VWs much. Instead, Raymond organised a nice night out for a dinner and a movie, which was held at the Hubertus German Club at Luddenham.

Our VW club had exclusive use of the 'Lakeside' room, so we set up the dining tables and chairs at the rear, and our club's giant movie screen, projector and sound system at the front. The chairs were set up in dress-circle style arcs on either side of the projector.

We got there around 5pm to set up, and Kira and Lily were able to help and play together while Bettina did her homework. Raymond made sure everyone was comfortable, with plenty of good German beers on tap. Most guests began arriving at 6pm.

The Hubertus Club's Jagerstubb restaurant was catering for us in our own room, and there was a fine choice of German/Austrian meals. Some chose the roast pork knuckle with kranzky, sauerkraut and dumpling; others preferred the pork goulasch, or the German sausage plate, or one of several schnitzels.



While we waited for our meal we played some old Batfink cartoons on the big screen for the kids. Batfink is the caped crusader with his sidekick Karate, from the 1960s cartoons created by Hal Seegar. He is most famous for driving a pink Volkswagen with bat-fins, called the Batillac. However

we only had half a dozen kids there, and after two or three cartoons most of them preferred their iPads or the karaoke in the lounge next door.

Our food arrived and it was an enjoyable meal, with huge portions. Normally the meals are around \$25 per head but as a reward for loyal Club VW members who supported the event on a chilly winter night, the price was subsidised significantly.

The meal and company was so enjoyable that time quickly slipped away and it was after 8:30pm. It was time to start the movie or we'd be there all night! The dishes were collected, the lights went out and we played *Herbie Goes To Monte Carlo*. This was the third Disney *Herbie* film, from 1977 that featured Dean Jones again playing Jim Douglas, Don Knotts as his mechanic and *Herbie* falling in love with a powder-blue Lancia Scorpion.

It was great to see the film on the big screen again, but unfortunately the noise of the karaoke next door came straight through the walls. This was made worse by the efficient waitresses clearing our meal dishes and empty glasses – every time they entered and left our room, the karaoke noise went from loud to LOUD.



The kids were yawning by the time the movie finished at 10:20pm, and it was time to pack up and head home. Thank you to Raymond and Grace for all the organising, I hope everyone who came along had a great time. It's a fantastic venue for a huge German meal – and the Oktoberfest later in the year too. But the meal and movies took a little too long for both, and the noise next door was intrusive.

Perhaps next year we should just restrict it to dinner out (and karaoke after?), or have a movie night only at a different venue, perhaps at a dedicated cinema?

VW Nationals at the Edge. Sunday 22 July.

July is VW movie month at Club Veedub. After the *Herbie* movie night on Friday, on Sunday it was off to Katoomba to see the VW Nationals on the big screen at the Edge Cinema. Thanks go to Phil Mass from the Porsche Club for the film and cinema booking, and to Steve Carter for organising the meet, cruise and lunch.

We met at the McDonalds service centre on the M4,

westbound at Eastern Creek. There were seven or eight VWs of various types, mostly Beetles but a couple of Type 3s and Kombis, and my Golf. Once everyone had their coffees and early morning Maccas, Steve led the convoy onto the M4 at around 10:30 am and up towards Katoomba.

It was a pretty easy cruise, with everyone sticking together in the left lane. It only got a bit jagged once we were at around Lawson and the road works began. Certainly the highway to Katoomba is mostly better than it was in the 1980s, but there are still long stretches with no work – or work that has not been finished in years. Often the highway would cram from three lanes into one, and back again, several times. Not good enough RTA, or RMS, who whoever you are now. Fix it !



We arrived at the Edge cinema at 11:30 or so and got prime parking on the forecourt. There was light rain falling, and it was rather cold! There were a few VWs and a couple of Porsches already there, and a few latecomers joined as we stood chatting. Alex drove up in his genuine Disney Herbie, a true movie celebrity. Herbie was parked at the entrance and soon people were mingling nearby for photos.

Steve had booked the Paragon Cafe for lunch, so we walked as a group up the street, across the highway and under the railway, to the main street (Katoomba St). We walked past the beautiful old Carrington Hotel that towers over the town, and past the former art deco Savoy Theatre that is now a restaurant (in the upstairs dress circle). The Paragon is a famous 1920s-era cafe-tea-room-restaurant a few doors up from another old 1930s cinema, the Embassy (now a Rivers clothing store).

Inside the iconic Paragon it's all dark wood and 1920s brass decoration, with a glass chocolate counter near the entrance. It's narrow but very long, with two extra rooms at the back. Getting a booth is tricky as it's very busy on



weekends, but Steve had booked a room at the back. Aaron's family, and Lily and I, sat at the front near the cocktail bar.

Lily chose a hot chocolate, potato wedges and waffles with chocolate sauce. Perfect winter fare! On the way out she chose a couple of chocolate frogs before we strolled back to the Edge Cinema.

Phil Mass was manning the ticket counter with a small array of VW collectables. \$15 a head (kids free) and we made our way up to the cinema – after stocking up on popcorn and drinks.

Phil welcomed everyone along and introduced part 1 – VW Nationals Supersprint (Saturday). His footage was very inclusive and we got to see all the familiar faces – but on the big screen, which is quite something. It was great to watch the cars doing their thing at Wakefield Park, and it was so realistic you could feel the cold.



After an hour the lights came up and Phil introduced part 2 – VW Nationals Show at Fairfield (Sunday). We got to see detailed footage of the show in general, and dozens of the best VWs on display. We also got to see ourselves on the big screen, which was quite freaky!

It was a fantastic day and everyone who came along enjoyed lunch and the movie show. Phil Mass put lots of work into it and he did a fantastic job – thanks Phil. Thanks also to Steve for his organisation and trying to get as many people to come along as possible.

It was only a shame that more members didn't come along – 10-12 VWs was OK but it would have been better with 20 or 30, and their families, to fill the cinema.

Bug Off Cancer! Drive 2012.

Day 1 - Mortdale to Cobar 8 July 2012

Mario and I departed home at 05:01 into the cool darkness of the morning. We arrived in Kelso at 07:34 (about 3km east of Bathurst) for a photo with the Big Gold Panner. We jumped out of the warm comfort of said Beetle into -4 deg C foggy air. Once the photo shoot was complete, we jumped back into warmth of our vehicle.



At 08:06 we accept the challenge of V8 supercar race track at Mt Panorama. Challenge overcome by VW's 40 horses in 6 min 21 sec. This was down on previous laps probably because of my co-driver.

We met up with Joe and John in Orange for a short while, then we didn't see them until their arrival in Cobar.

We stopped at 11:00 for our first fuel stop in Dubbo.

We had lunch at 13:00 in Nyngan, and yes the Iroquois has been returned.

15:00 arrive at Cobar exploration mine lookout.

All in all a successful first day and a distance of 455 miles (728 km) covered with no incidents (so far and fingers crossed).

End of day 1 and the crew have survived, but there's still another 13 to go.

Day 2 Cobar to Broken Hill 9 July 2012

Today has gotten off to a good start already.

The early morning peace was broken at 05:30 by the -a-doodling-do of my rooster alarm. Tee hee, I meant to set it for 06:30. I was told to keep the rooster quiet in no uncertain terms.

Oh well, we're all up now and ready for Day Two.

We departed Cobar at 07:50 and made our way to Broken Hill, with a stop over in Wilcannia.

We made an unscheduled fuel stop, so we filled up from the jerry can and filled up in Wilcannia. We were given a personal tour of Wilcannia police station and the old gaol cells above the station. Lots of history in those old cells and the prison yards.

We were then shown the off-duty officer's Oval window Beetle (in pieces), but what a project to be involved in.

We departed Wilcannia at 11:30 after a 70 minute stop, and then it was on to Broken Hill. It rained all the way between Wilcannia and Broken Hill.

Upon our arrival in Broken Hill, the local police held a sausage sizzle in our honour and organised the Barrier Daily Truth paper to interview us about our trip.

After the sausage sizzle, we made our way to Silverton where movies like A Town Like Alice and Mad Max were made. They also had the Terminator Beetle there. We had a drink in the pub and made our way back to Broken Hill. Once back, we stayed in our room for the afternoon due to the rain.



We were taken to dinner later in the evening by one of the local sergeants to the Palace Hotel. What a dinner, crispy pork belly with sliced potato stack.

After dinner it was back to the room to get ready for the next day.

Day 3 Broken Hill to Port Augusta 10 July 2012

After one of the heaviest nights of rainfall in Broken Hill that I can recall, the morning cleared to a beautiful clear morning. We departed Broken Hill at 07:55 on our way to Port Augusta.

Once we left Broken Hill, we drove straight into heavy fog, and were in it for about 60 km until it broke, 20 km outside of Cockburn on the NSW/SA border. Our first stop was at the Big Dice, about 23km east of Yunta.



We met up with Joe and his '73 Kombi in Peterborough, and then we drove to have a look at the Big Gum Tree, which has a circumference of 10.89 m and is aged at over 500 years.

We filled up the first lot of fuel at Port Augusta from Broken Hill a distance of 266 miles (425 km) on 36 litres of fuel.

We had fish and chips by the water and had a look

around the township of Port Augusta for the afternoon, and have now retired to the hotel (1824) before going for a late, light dinner and prepare for Coober Pedy tomorrow.

Day 4 Port Augusta to Coober Pedy 11 July 2012

The drive started at 07:02 this morning from Port Augusta, and the temperature was a chilly 6 degrees.

The drive was going great until we were stopped for RBT at 07:49 on the Sturt Highway. The Highway Patrol were great, we blew negative, and knew we had nothing to worry about, but when your vehicle is surrounded by about 4 or 5 police officers, it can become a bit intimidating, but I was assured there was nothing to worry about, and that I could never be booked for speeding in my vehicle (ha ha I thought to myself). I guess the highlight was the the female Highway Patrol officer who took my reading. It is a welcome change to be pulled over by an attractive police officer.

Anyway, after our brush with the SA Highway Patrol, we were on our merry way again, until we stopped for fuel at Pimba. It was then off again to make good time for Coober Pedy. We arrived at about 13:00, and got to enjoy the sights of Coober Pedy.



The people of Coober Pedy were more than accommodating to us at Bug Off Cancer! John's Pizza donated our lunch, The Opal Beetle donated two opal pendants, and the Shell service station donated our tank of fuel. Even people that stopped and spoke to us donated cash amounting to \$80.00 I can't even begin to thank all of those people enough for their support.

Tonight, The Greek Taverna is donating dinner for us also.

So far, the Bug is running well, touch wood, and looking forward to the big run to The Rock tomorrow.

Day 5 Coober Pedy to Ayers Rock 12 July 2012

Our day started on the road at 06:28 this morning. It was dark and cool, but a great start all the same.

Our first stop was at 09:03 in Marla for a fuel top up. This was the last fuel stop in SA. We then made our way to the SA/NT border. We reached there at 10:49.

We made our way to Eriklunda Roadhouse for a fuel top up and some lunch. We reached there at 11:55. Shell Super 98 at \$1.90/litre. Unheard of, but unfortunately no other fuel stop until Curtin Springs, which is about 60 km from Yulara resort.

After our spot of lunch, we drove on to Mount Connor

lookout. At first glimpse, one could be forgiven for thinking the big red mass they see is Ayres Rock, but when you take a proper look, you realise it isn't.

We reached Yulara at approximately 15:30. We checked in to our room, and then made our way to The Rock. This is my first trip to the Northern Territory and my first trip to The Rock. It normally takes a lot to shut me up, but the size of Ayres Rock in the distance is just overwhelming. After taking many pictures of the rock, both on it and around it, we waited for the sunset photo shoot. Unfortunately, the clouds blocked any sun on the rock, but the clouds put on their own spectacular display.

While many people were disappointed they didn't get to take their perfect sunset shot of the rock, attention turned to the Bug. Lots of foreign tourists and local alike, were astounded to see this '65 Bug, the only one out there mind you, at the Rock. People were asking about what we were doing and where the Bug has come from. We were at the rock till after sunset talking about what we were doing, then it was back to the resort in a long convoy that resembled the end of a movie at the drive-in.

Dinner was simple, but the conversations with people we met at the rock earlier, and at dinner was great. Some people even donated to Bug Off Cancer! It restores your faith in people and their generosity.

Today's drive was a long one, 505 miles (808 km), including the lap of the rock.

Getting ready for sunrise at the rock tomorrow morning, before setting off to Alice Springs.

Day 6 Ayers Rock to Alice Springs 13 July 2012

The day started out very early to see the sunrise over Ayers Rock at 07:30. We arrived just before the break of dawn, and it was a very fresh 3 degrees C, but the wait for the sunrise in the cold was worth every bit of freezing agony. The change in the colour of the rock was amazing, and to see The Olgas in the distance also change colour was equally amazing. We left Uluru at about 08:30 and made our way to Curtin Springs, which is about an 80km drive from Uluru.

We stopped for about an hour in Curtin Springs after arriving at about 09:20 for a spot of breakfast and met up with three French men, living in Tahiti, touring Australia on Harley Davidson motorbikes. We exchanged stories, and they're following our route, albeit a day behind us, until Mt Isa, then they peel off and go to the Gulf of Carpentaria. Those interested in their bike ride may want to google motheplo.



Curtin Springs was a great little spot to stop, as they have a resident emu roaming freely, and some typical outback Aussie humour around the roadhouse. Mobil 91 unleaded was \$2.05/litre. That made Erldunda's 98 unleaded at \$1.90/litre look good. All the same, I only put 10 litres into the tank, just enough to get us to Erldunda to fill up.

After we finished at Curtin Springs, we made our way to Erldunda, the intersection of the roads going to Uluru, Darwin and Adelaide. We filled up fuel there at a more respectable \$1.90/litre for 98 unleaded fuel.

After leaving Erldunda at about 12:00, we made our way to Alice Springs, arriving at 13:54. After settling in to the hotel, we took a run around town to check out the local action. After buying some souvenirs for the kids, we dropped everything back at our room, and walked to Lasseter's Casino Hotel, about a 3.2km walk from our hotel. After we had a drink and a small bet at the casino, we walked back to the East Side Club and had dinner there for a very good price. I wouldn't suggest walking along the Todd River at night. That's all I have to say.



The night ended on a good note, and I can strongly suggest staying at The Alice Motor Inn, as the rooms are self-contained, with complimentary breakfast and free internet (if you can get on it).

We covered 313 miles or just a tick over 500 km today. Tomorrow, we make our way from Alice Springs to Tennant Creek.

Day 7 Alice Springs to Tennant Creek 14 July 2012

After a good night sleep, we awoke at 06:30 and had our complimentary breakfast at The Alice Motor Inn. We made tracks at 07:30, and fuelled up for our trip north to Tennant Creek.

Along the Stuart Highway we had a number of stops including the Highest Point Marker on the Stuart Highway, The Tropic of Capricorn, Aileron Roadhouse, where there are 10-metre tall statues of Aborigines strategically located at the roadhouse and atop a hill overlooking the roadhouse.

Soon after leaving Aileron, I could see a clapped out VN Commodore racing up behind me, overtake me and disappear into the distance. Some minutes later, we found the car stopped on the side of the road, and a man waving his arms in the middle of the road and pointing to his car. I chose not to stop and keep going, as I have heard about people pretending to be broken down, stopping other motorists and then mugging them. After a short while, I could see this



Commodore racing up behind me, and then driving alongside me and telling me to meet them at Ti Tree. The passenger had a TV camera in his hand. They raced off ahead of us.

About 30 km later, we pulled into Ti Tree to meet up with the clapped out Commodore and their occupants. After a short introduction, we found out that it was Brendan Edgerton, from the Blokes in Sheds fame. He wanted to do a story about us, as he was wondering what the hell an old VW Beetle was doing in the middle of the desert. We exchanged stories, and they filmed the Beetle, and wanted to include it in their story, 30 Pubs in 30 Days. Their trip is to include 30 pubs in every capital city in Australia. After having recovered from thinking I was going to be mugged, to being in a documentary, we were on our way again.

Our next stop was Devil's Marbles and then on to Tennant Creek. After checking in to The Desert Sands Motel, I made an appointment to meet with Ann Wilson at 15:00. Who's Ann Wilson I hear you ask? She is the manager of the smallest RSL Club in Australia. The Tennant Creek RSL. This club only opens on Thursdays and Fridays, with a patronage of about 10 to 12 people on these days. Travellers can call ahead to have the RSL Club opened.

Ann opened the club and shouted us a beer. Beer is only served in bottles and not on tap. Also, no food is served there either. Ann took us for a tour of the club, inside and out, and listening to her stories about the history of the club was most interesting. We spent nearly two hours being shown around, looking at the albums Ann has put together to show the history of the club, and this is all done voluntarily. I



would strongly suggest if ever you're in Tennant Creek, give Ann a call and visit the RSL Club. You will not regret it at all. I can at least say I have had a beer in the smallest RSL Club in Australia, and hosted by the best RSL manager in the country.

After our relaxing afternoon in the RSL club, it was back to our hotel, and then on a courtesy bus to The Memorial Club for a great dinner.

We did Alice Springs to Tennant Creek on one tank of fuel. That's 331 miles (530 km) on 37 litres of fuel. Mind you, there were just vapours left in the tank.

Today, also marks our most northern and western stop on the trip, and also the halfway mark of the trip. 7 days down, 7 to go and a distance of 2553 miles (4085 km) covered already.

Tomorrow is our last day in The Territory, and we leave Tennant Creek for Mount Isa.

Day 8 Tennant Creek to Mt Isa 15 July 2012

The rooster alarm went off at 06:00, so we got up and had breakfast and got ready for the day. We did the usual routine of having breakfast, packing the car and getting on our merry way. We got moving at 06:55 and headed north on the Stuart Highway to make the right hand turn at the Three Ways to travel along the Barkly Highway for Mt Isa. Just out of Tennant Creek, a young kangaroo decided to hop out in front of us, but luckily it was quite a way in front, but it still took its sweet time to cross the Stuart Highway, before disappearing into the spinifex on the other side of the road.

We arrived at The Three Ways at 07:14 and this was a photo opportunity at the sign, so we took some photos there. After that, we made the right hand turn on to the Barkly.

The Barkly was an experience in itself. Today we saw the most road trains we have seen on this trip, and the Barkly is quite prone to high winds, and this was confirmed by the number of road signs stating high crosswinds and heavy headwinds increase fuel consumption, and the higher than normal fuel consumption when we filled up at Camooweal, over the border in QLD.

11:07, and we stopped at Avon Downs police station to top up the fuel tank with the 10 litre jerry can on board. A quick photo there, and it was on to the border.

11:46, some photos were taken at the NT/QLD border, and it was good to see "GO THE BLUES 2012" spray painted on the "Welcome to Queensland" sign.

12:42 and it was time to fill up the tank and get some lunch in Camooweal, the first town in QLD after the border.

Whilst I was filling the tank, I was approached by a lovely couple who had taken an interest in my Beetle, and struck up a conversation with me. The lady said she was an oncology nurse as she deals with cancer patients. She offered an accommodation voucher to raffle/sell off to raise funds for cancer research and donated \$20 toward our fuel costs. It turns out that she and her husband have both had VWs in the past and are the proud owners of newer VWs, namely the Golf and Amarok. She has asked to remain anonymous, so I'll respect her wishes.

After lunch, it was onward to Mt Isa. We arrived at 15:17, and checked in to our accommodation.

After asking the owner of the holiday park if the RSL is a good place to have dinner, I was lost for words when she replied that it's been shut down. The members tried to keep the commercial side of the business open by selling drinks and food, but the government wouldn't support them, so the

club had to be shut down. For a town the size of Mt Isa, population of about 22,500 to NOT have an RSL Club, I find unacceptable. It's as bad as Alice Springs NOT having an RSL Club.

I had to pull tools out in anger for the first time, to tighten up my driver side mirror, as it would be blown down by passing trucks. I also topped up 1/2 litre of oil in the engine. Not bad for 4617 km since the start of the trip.

We ended up having dinner at The Buffs Club in town, and got the courtesy bus there and back.

That's about it for today, as we prepare for tomorrow's run down to Longreach.

Day 9 Mt Isa to Longreach 16 July 2012

After the usual wake up call, and preparing for the day ahead, we made tracks at 07:03 from Mt Isa along the Barkly Highway en route to Longreach.

08:24, we stopped in Cloncurry for a photo shoot. Cloncurry is the town that QANTAS was conceived back in early 1920. After Cloncurry, we left the Barkly Highway and made our way onto the Landsborough Highway to head south to Longreach.

12:23, we stopped in Winton and went to the Winton Club, but unfortunately, the club doesn't open every day. This is the building that QANTAS was born in when the documents to form Queensland And Northern Territory Aerial Services were signed in November 1920.

After the disappointment of not being able to go into the club, we had lunch at the Tatts Hotel. A good counter lunch was served, along with a generous donation of a schooner of beer by the bar maid.



After Winton, it was onward to Longreach to try and get a couple of hours at the QANTAS Founders Museum. After checking in at the hotel at about 15:20, we dashed across the road to the museum. The museum was well worth the effort, and I'm glad we got to get at least a couple of hours in there. So much history about not only the airline, but Australians in general and the ingenuity of people in the era of none of the conveniences we have in this day and age. These people were pioneers to make an idea into the airline it is today. Longreach is where QANTAS grew up before moving to Brisbane in 1930.

The museum houses a B747-200 (VH-EBQ City of Bunbury), and a B707-138 (VH-XBA City of Canberra). It is

astounding to see how a 747 could land at Longreach Airport. The 707 is the original QANTAS aeroplane that was bought in 1959, the first one sold outside of the USA and is the oldest surviving 707 in the world.

The visit to the museum was one of the highlights of this trip so far, alongside Ayers Rock.

After the museum, it was off for a spot of dinner in town at the local Chinese restaurant.

Today's run was 669 km and the trip so far has covered 5286 km in total thus far.

Getting ready for the run down to Charleville tomorrow.

Day 10 Longreach to Charleville 17 July 2012

Today our trip continues south to Charleville, before making a left turn and heading East to Toowoomba tomorrow.

The day started at 07:13 and we bid farewell to Longreach and the QANTAS Founders Museum.

We drove on to Blackall, arriving at 09:28, and met a guy named Guy who has a 1968 Beetle done up as Herbie. This is the highlight of the day so far. We exchanged stories about our bugs, and he was impressed that my Bug has come the distance it has. After giving him a Bug Off T-shirt, we had a coffee at the Blackall BP Roadhouse, where they kindly donated the coffees to Mario and I.



After Blackall, it was on to Tambo, arriving at 11:09 for a stretch of the legs and a driver change, then we went on to Augathella for a fuel top up and drive change again.

After Augathella, we drove on to Charleville and checked in at Hotel Coronas. We missed staying here last year due to one of the Beetles breaking down in Toowoomba (not my Beetle I might add). After check-in it was off to our favourite bakery, Russell's Bakery of Charleville. Great pies made on the premises.

After lunch, it was time to wander around the streets of Charleville and see their recovery from the floods earlier this year. The clean up is just about done, and you can't even tell there was a flood.

I'm blogging early today, as we had an early arrival, and as there's nothing more to tell about today's events, I'll be getting myself ready for dinner. Looks like the RSL tonight.

Day 11 Charleville to Toowoomba 18 July 2012

After being awoken at 03:25 this morning by the rumbling of a truck in front of our hotel, it was difficult to get back to sleep, but before I knew it, the alarm was going off at

06:00. We got up, got ready and had breakfast at the local bakery, which consisted of a 'Ned Kelly' pie and a coffee.

After breakfast, it was a slow departure from Charleville at about 07:00 into the dark foggy morning. The fog didn't clear until about 80 km out of Charleville, but then we drove into overcast conditions and eventual rain for the remainder of the trip to Toowoomba.

We stopped for a quick fuel stop and driver change in Roma, and it was on to Chinchilla for lunch at the Continental Hotel Bistro. After lunch, it was a change of drivers and onward into the dismal rainy weather for the remainder of the drive to Toowoomba.

Upon arrival into Toowoomba at 16:00, we checked in to our hotel relaxed a while before going to dinner at Club Glendale, formerly known as The Hockey Club. This will be the last supper for the four of us as Joe, John and the '73 Kombi will part from the trip and return to Sydney via the coast. I'd like to thank Joe and John for taking time out from their work and families to join us on the drive, helping to raise funds for cancer research and new experiences that were experienced on the drive.

Not really much to report on today, as the dismal weather didn't allow too many stops or photo opportunities.

We're resting up for the drive to Tamworth tomorrow.

Day 12 Toowoomba to Tamworth 19 July 2012

Today started off as normal as the previous 11 days, although we did bid farewell to John, and Joe and his Kombi, as they're heading back to Sydney via the coast.

Mario and I departed Toowoomba at 07:00 and made our way to Warwick at the Famous Warwick Pie Shop for a spot of breakfast.

We left Warwick and made our way to Ballandean, where we took a photo of the Bug and a Triceratops dinosaur. We then continued on to Wallangarra, which is on the QLD/NSW border and the last pub in QLD.

Onward from Wallangarra, we continued on to Glen Innes and had some photos at the Monument of Standing Stones, which is a mini-me of Stonehenge in the UK.

From Glen Innes, we continued on to Armidale where we had lunch at The Royal Armidale. After a great meal, Paul, the Hotel Manager shouted Mario and I our hot drinks. So he gets a mention here for his generosity, as it was genuine, and even before he knew we were doing a charity fund-raising drive. Thanks again Paul.

After doing a walk around Armidale for about an hour, visiting one of the local shopping centres, which had a shop front that housed a Vintage Car Club that had on display a 1928 Chev, fully restored and a vintage Riley racing car fully restored.

We left Armidale and made our way to Tamworth and arrived at about 16:35. We checked in to our hotel and then got a courtesy bus to Tamworth Wests Club for a great Salt & Pepper Steak dinner.

Mario will be flying back to Sydney tomorrow, as he has some personal business to take care of, so I will be driving him to the airport for his flight. I will be spending an extra day in Tamworth, as I will be meeting up with some of the Club VeeDub guys at the Caltex Twin Servos on Saturday, also, I won't have to fight the Sydney traffic on a Friday afternoon.



Day 13 Tamworth 20 July 2012

Today saw the drive stop in Tamworth for the day. We visited the Big Golden Guitar and had a great Aussie breakfast in the cafe there.

After breakfast, we took a drive into the CBD of Tamworth and had a bit of a walk around, before I took Mario to the airport for his flight back to Sydney. It's been a great couple of weeks with Mario and a BIG thanks to him for being a good co-driver.

After the airport, it was off to Oxley Lookout for a great view over Tamworth and the surrounding region, then it was back to the motel for a quick cuppa, then it was a short 45 km drive to Manilla (not in the Philippines) for a spot of mid-afternoon lunch and a look around. A very tidy little town which goes back to the late 1800's.

After returning to Tamworth, it was a quick check of the car for the final leg tomorrow to meet up with some of the people from Club VeeDub, and then getting ready for dinner and a relaxing evening in front of the telly, although it wasn't very relaxing as the Sea Eagles went down to the Bulldogs.

Day 14 and Last Day! Tamworth to Sydney 21 July 2012

After a good night's rest and a bit of a sleep-in, I was off for the last leg of Bug Off Cancer! Drive 2012. I departed Tamworth at about 07:30 and cruised down to Singleton for a late breakfast at Singleton Heights Bakery. Then it was off to the World's Biggest Sundial at Singleton for one of the last photos of the trip.

After leaving Singleton, it was off to the Caltex Twin Servos at Wyong for a meet-up with VW Club President, Steve and VW Club Treasurer Martin and a couple of other VW Club members for a coffee, and then a convoy back to Sydney. A BIG THANKS to these guys and gal for taking the time out of their day to meet with me on the final leg of this year's drive and escorting me back to Sydney.

Also, I have to thank the two major corporate sponsors, QANTAS Engineering and ACCESS Group Solutions for their support and generosity to this year's drive. Other sponsors and supporters include, in no particular order:

Sturt Motel Broken Hill (discounted accommodation)
John's Pizza Coober Pedy (donated lunch)
Shell Coober Pedy (donated fuel)
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Ayers Rock Resort (discounted accommodation)
Alice Motor Inn Alice Springs (discounted accommodation)
Desert Sands Motel Tennant Creek (discounted accommodation)
Ann Wilson - Tennant Creek RSL (opening the club especially for us and shouting us a beer and taking the time to give us a tour of the smallest RSL in Australia)
Albert Park Motor Inn Longreach (discounted accommodation)
Hotel Coronas Charleville (discounted accommodation)
Carlton Officeworks (donated prizes for our Trivia Night)
St George Rowing Club (donating the room for our Trivia Night)
Club VeeDub Sydney (donations, sponsorship and raffles)
Hereford Prime Mortdale (donating sausages for sausage sizzles)
ALAEA (sponsorship and advertising of the drive)

Not forgetting all the individual sponsors who have sponsored our drive from the beginning, and those who donated during our drive, especially seeing a 1965 Beetle out in the middle of Australia.

Also, a BIG THANKS to Mario for giving up two weeks from work and his family to take part in the drive and also Joe and his co-driver John, and Joe's 1973 Kombi.

Not forgetting my Beetle, as it didn't miss a beat in the 4796 miles (7674km) and using 604 litres of fuel (average = 7.87 L/100 km). The only time the tools were used in anger, were to tighten a loose driver side wiper arm and the side view mirror that kept blowing down every time a truck passed us in the opposite direction and a half litre of oil that was topped up in Mt Isa.

This has been a BIG year and the best to date, covering three states and a territory. I had never been to the Northern Territory before this trip, and that was an experience that is etched in my memory, along with the rest of the trip. Australia is a great place. Rugged yet beautiful and even as the landscape differs from place to place, and the people vary from the City to the Country to The Outback, you know you are in Australia.

I hope you have enjoyed following this trip as much as I have enjoyed driving it.

Norman Elias



Camper roof hatch.

One of the things you have to do if you're a Kombi driver is to be aware of parking areas with low entrance heights. Many covered shopping centre or parking station entrances can be 2 metres – or even 1.9 metres or less, hopefully with warning signs. If in doubt, don't go in – you don't want to scrape or dent your roof.

This is especially true of Kombi campervans, which thanks to their additional fibreglass flange, pop roof and plastic top hatch, are even taller than normal Kombis. According to my 1976 VW Commercial brochure, a standard Kombi is 196 cm tall. The camper roof adds at least 5cm and perhaps more, especially if you drive around with the vent slightly raised (as I sometimes do).

Moral – normal Kombis should be careful with any entrance of 2.0 metres, and never less. Camper owners should only enter if it's 2.1 metres or more. That's assuming, of course, that the sign is accurate!

I have had a few close encounters over the years, even though I never went into any carpark marked less than 2.1 metres. Even so, sometimes I felt like ducking as I drove carefully in. At worst the entrance plastic danglies would scrape my roof vent. I remember entering the '2.1 m' carpark at the Domain (prior to the NRMA Motorfest) and when I parked Brian pointed out there was only 1 cm from my roof vent to the concrete ceiling. I did wonder if I needed to let my tyres down to get out! Thankfully not, but it was too close.

The week before the VW Nationals I drove out from the rooftop carpark at Bankstown Square, and back out under the '2.1 m' entrance bar I had safely cleared many times before. Not this time – there was a loud 'CRAACK' and in my mirrors I saw the entrance bar swaying back and forth. Obviously the bar had slipped lower – it was much less than 2.1 m for that to happen. Bugger!

When I got home I got out the stepladder and had a look. My original 1974 Sopru plastic vent lid, with the moulded-in VW symbol, was hanging from one hinge with a big chunk missing, and a big split across it. It was ruined.



Fortunately it's only held on to the roof by two small hinges and small stainless nuts and bolts, which were OK, and likewise the two support struts with wingnuts. It was a simple matter to unbolt the ruined hatch with an 8mm spanner. But – where to get another one?

Eric Sopru Pty Ltd was once the largest camper conversion company in Australia in the 1970s. They were

part of 'Motorized Campers Pty Ltd', a wholly-owned division of LNC Industries (who also owned Volkswagen Australia Pty Ltd). Sopru's head office was originally in Adelaide, but moved to Silverwater in Sydney when LNC took them over in 1973. Later they moved to Rydalmere, and diversified into other makes after the Melbourne VW factory was sold to Nissan in 1976. By 1980 Sopru had diversified into boat-building. When LNC Industries was broken up in 1988, Sopru was sold to Trakka Pty Ltd and absorbed. Trakka no longer supply parts for T2 Kombis, although their current T5 and Crafter conversions are beautiful.

At the Nationals I took the opportunity to ask a couple of the VW specialist traders if they stocked Australian camper roof hatches. Boris didn't have any, nor did George. I thought I might have luck with Just Kampers when the chap pulled out his catalogue, but they only had UK Devon-style plexiglass hatches that were totally different from the Australian Sopru ones – much larger with rounded corners, translucent and with no VW symbol. No luck.

But a week later I found one – brand new. Where? You might remember Caravan Accessories when they were at Shaw St in Kogarah. I used to go there a lot when I was rebuilding my Kombi; they had everything you could think of for caravans and campervans. I remembered once seeing some new Sopru vents on a shelf upstairs; did they still stock them?

They have since moved to Caringbah, at 283a The Kingsway, and are now known as Camec Pty Ltd (they also have a branch at Ingleburn). I rang them, and sure enough they still had a couple left in stock. I drove down there that afternoon and picked one up – a bargain at \$63.11.

www.camec.com.au (02) 9525 2588.



I asked the sales girl where they ordered these from? She looked at the label and said, "Hmm, Sopru." Actually that was the description, not the maker, which did not seem to be identified anywhere. I asked her how often these were sold, and she thought I was probably just the second one this year (!) I asked if they could order more in if required – she replied "I don't know, maybe."

The new vent cover was in bright white opaque plastic, still with the 'Original Plexiglas' adhesive protectant sheet attached. This is what the manufacturer's label looked like – if you can work out where it comes from, please let us know.



It was only a matter of marking and drilling four small holes in the front lip (in two groups of two), for the hinge



mounting bolts, and another four holes (two on each side) for the support struts. I used my old vent cover as a guide and the new one fit perfectly.

I will now be doubly careful before entering or leaving car parks in future.

Here's a message to the owners of Vintage Veedub Supplies, Classic VW, Just Kampers, Volksbahn and all the other VW parts suppliers – please ring Camec and get them to order you a dozen! This is one Australian VW part that will continue to be in demand, and we don't ever want to become 'No Longer Available.'

Phil Matthews

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VW HATCH LID



Fibreglass with 10mm lip
550mm x 355mm

035452

Keeping clean.

Bob, I love the idea of taking charge of my life and my VW and not being cheated by dishonest mechanics. But my first (and last!) attempt to do my own tune-up left my hands in such a state I'm terrified of trying it again. I know you'll think it silly, but the appearance of my hands is very important in my work.

I don't think it's silly at all; the appearance of my hands is very important in my work as well. For example, if they are dripping blood and missing a finger or two, I tend to get real upset :-)

But in all seriousness you have a valid point. Cars are dirty and that dirt gets onto your hands. And when a good, black greasy goo gets ground into the dead skin around your fingernails and on your knuckles, about the only thing that gets it off is pumice - you got to grind off the skin to get out the dirt. But when you do that, the result is sore, red hands that aren't much good for a couple of days, even to a hairy-chested mechanical type.

The trick to keeping your hands clean is to not let them get too dirty in the first place; you have to seal up your hands before you get them dirty using stuff like hair gel as a sealant. One brand is called 'Invisible Gloves' and forms a barrier strong enough to protect you from mild chemical burns; people allergic to epoxy resin and the like use it to keep from getting a rash. Just rub the stuff in like hand cream and let it dry. Soap and hot water takes it off.

My grandfather was a Mason, very involved with their affairs. He did all sorts of blacksmithing and machinist work yet had 'gentleman's hands' (my grandmother's choice of words). He used the hair-gel trick. He also scratched a little Ivory soap under his fingernails when he had an especially messy job.

There's a stuff called 'Machinist's Soap' that contains a chemical that will keep your hands from sweating. Politicians probably use more of it than machinists but you get the idea. If you can keep your hands from sweating you can wear surgeon's latex gloves, or even those cheap throw-away plastic gloves, and still do some useful work.

You can buy both Invisible Gloves and machinist's soap from machinist supply houses (check your Yellow Pages), or from bulk industrial warehouses like Blackwoods/Bakers. Check around, chances are you can get hand-stuff locally (Everyone's got hands.) And after you're all cleaned up, go in and do the dishes! Washing dishes (or just soaking your hands in hot, soapy water) is one trick every mechanic uses to keep his hands presentable. (But most don't have the courage to admit it :-)

The downside of scrubbing your hands with pumice and the like is that you'll literally wear out your skin. So you use an emollient. Since the days of the Romans common aloe has been used by mechanics, armourers and the like. Just break off a spear of the stuff, crush it in your hands, smear the green goo all over your hands and let it dry. It not only forms a protective barrier, the goo contains an anti-bacterial agent that will keep your hands from getting sore.

The other side of the Getting Dirty coin is keeping your engine clean. It's no different than anything else; if it's dirty, wash it. Auto-parts places carry special stuff for scrubbing engines but your Veedub engine is mostly painted

metal; treat it like you would your refrigerator or stove. So long as you don't go at it with a fire hose, a little water won't hurt nothin'. You don't want to get water in the alternator, or down the carb, and covering the distributor with a plastic bag makes good sense, but aside from that, just jump in there and give that puppy a bath.

If your engine is dirty you're bound to get dirty working on it. So clean it up. No oven cleaner or scouring powder; soap & water will do just fine. I use dishwashing detergent, the cheap green stuff, and a stiff paint brush (cutting the bristles shorter makes them stiffer). A toothbrush is just about the handiest thing ever invented when it comes to keeping your engine clean; worry about the nooks & crannies and the open areas will sort of take care of themselves. Once you've gotten the engine clean, spend a little time keeping it that way. It will do both you and the car a lot of good; it's one of the ways you take charge of your life.



Another factor in keeping clean is Dressing For the Occasion. That means long-sleeved shirts buttoned at cuff and collar, long trousers, and shoes that cover your ankle. Working on a car is a job, not an adventure; dress like you're going to do some work. Then let the clothes get dirty instead of you. As to style, I can't say I ever thought about it. Good mechanics tend to be neat by nature; they'd starve to death otherwise. I wear Levis or khaki trousers, khaki or denim shirts, good serviceable American-made stuff. You can wash them every day and they'll still last for years. Avoid synthetics and blends; plain cotton is the stuff you want.

There's no mystery to getting grease out of cotton fabric. Use something like tri-sodium phosphate (try dishwasher soap) or Washing Soda and let the things soak. You're playing chemist here. You've got to give the chemicals a chance to work.

If you own a washing machine, figure out how to make the thing run two or more cycles. On ours, I just leave up the lid. It won't spin with the lid open. Next time I happen by, I reset it to start sloshing again. Do that a couple of time and even the greasiest Levis come clean. Sorta faded, but clean. Same thing applies to getting the soap out of your clothes. After you get them clean, run them through another wash cycle with no soap; really rinse them puppies.

If you don't own a washing machine, get a 20-litre plastic barrel and start your own Grungy Laundry. Use a

toilet plunger to slosh the clothes; you don't want to get that TSP on your hands.

The other thing you mentioned, the strength factor, is related to your remark about cutting your hand when the wrench slipped, but let me give you a little background on the problem. If you look at a new spark plug you'll see it comes with a washer, that circular metal thing just above the threads. Your spark plug is properly installed when it's tightened enough to compress that washer. There's a torque spec for spark plugs, and as you become more adept as a mechanic you should always torque your plugs to spec, but for now just get them tight enough to compress the washer and they'll work fine.

The compressed washer is why they were so hard to loosen. As you mentioned, once you got the wrench to turn, the plugs unscrewed easily so lets focus on loosening them. The secret here is to use a bit more leverage; a longer wrench. No, you don't have to go out and buy a special wrench, what you want to find is a piece of pipe or tubing that will fit over the wrench you already have. And yes, Craftsman tools are good ones. But K-Mart probably can't sell you a 'cheater,' which is what you call a piece of pipe when you use it to gain leverage.

What you want is a piece of electrical conduit about a foot long. Or even a piece of plastic water pipe. The diameter is determined by your tool.

When you've got the socket on the spark plug, position the wrench so you can slide the cheater over it and still have room for a short pull. Support the wrench — you never want to get too rough with spark plugs or you'll break the ceramic insulator — and take a strain on the cheater. Never jerk on the thing; you've got more than enough strength to loosen the plug if the lever is long enough. The plug will come loose with surprising ease, so don't pull too hard or your hand will come flying off and you'll bark another knuckle.

It didn't come loose? Lengthen the cheater a little and try again. And make sure you're turning the plug in the right direction. On your VW the plugs on the right side will unscrew when you PULL on the cheater, assuming it is pointing UP. On the left side you'll have to PUSH on the cheater. (The manuals will say "Loosen in an anti-clockwise direction," or something equally unclear.)

And of course, you do the same thing when you put in the new plugs. Use your cheater to tighten them. Just be careful not to overdo it; with the right lever you'll have more working muscle than Hulk Hogan.

The principle of lengthening the lever-arm of a tool may also be applied to the generator pulley nut and those 'impossible' lug bolts you mentioned. Fact is, the lug bolts on your wheels should never be run up tight with an air-spanner or you won't be able to change the tyre without help. Use a nice l-o-n-g cheater to loosen them, then re-tighten them, snug as you can. You don't have to take them out, just loosen then re-tighten them to your specification. The stock Volkswagen lug wrench was designed to be used with a cheater. Get one made out of pipe, not plastic, and carry it in the boot. That way you'll know you can always change your own tyre.

Along with the cheater you may want to carry some of those disposable rubber/latex gloves; tyres are dirty too. I've never used the 'paper' overalls you mentioned but if the 'paper' is Tyvex, I know what you mean and I think it's a

wizard idea; there's no reason to get filthy just from changing a tyre.

I'm sincerely sorry you hurt yourself working on your VW. It wasn't the cars fault, nor yours. The blame has to fall on a society that simply doesn't care all that much for the details of life. I hope this note will provide the encouragement you need to give the mechanical arts another try.

Oil plugs.

How do I remove the slotted plugs (screws?) in the oil pressure release control valves?

Heat the case to about 90 deg C and unscrew the things with a suitable screwdriver. If it's an early case the slots are concave. Brazilian made stuff uses a shallower flat groove.



The screwdriver was a VW-specific item. Most American VW mechanics made their own, as I did. But the tricky bit was how to hold the crankcase whilst unscrewing the plugs. One method that works is to bolt that case-half to the top of the work-bench... assuming you've drilled a suitable pattern of holes to accept the studs :-). Another is to secure that half of the crankcase to a milling fixture designed to accept it, which should be available in any shop that does much VW work since the same fixture is used when opening up the cylinder bores for larger jugs.

If you have a MIG welder, a common method of removing stubbornly threaded plugs, broken studs and so forth is to weld a nut to the thing. Polishing the surfaces bright, establish a good ground, lay the nut (a large one is best) onto the slotted oil plug and weld the inside of the nut to the plug. This also heats the crankcase in that area and the plug can usually be unscrewed with only a moderate amount of torque. In fact, if you're planning to use the engine in an airplane you'll want some means of safety-wiring the plug. A drilled nut, welded to the plug, works quite well, although it's a bit heavy.

Bob Hoover

The VW Delivery Van, also available with double doors on both sides



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MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	QLD (07) 4922 0555
Pacer Auto Products	(02) 9647 2056
Pinball Retro	1300 482 752
Quik Strip Bankstown	0418 440 131
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Stan Pobjoy Race Engineering	(02) 6654 3694
Stokers VW Parts	0431 842 569
Subarugears	0419 243 275
The VW King @ Dr Mosha	(02) 9534 1077
Transferables T-Shirts	0401 311 852
Unicap Pty Ltd	(02) 4777 4006
V.A. Spares	(02) 4328 3880
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
VolksMüller	(02) 9679 2900
Volkspower	VIC (03) 9808 6777
Volkwerke	VIC (03) 9435 1868
vollks.com.au	vollks.com.au
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Village Kensington	(02) 9663 3072
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Wurth Australia	1300 657 765



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