

Zeitschrift



Norm's Bug Off! cancer 2013 run to Perth.

August 2013

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Bug Off! Cancer 2013
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VW recall latest
Old Zeitschriften wanted
Type 3 brakes on Bugs
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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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	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
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		(02) 9534 4825

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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-on) 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:

26 years.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd
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20 years and over.

Aust VW Performance Ctre	Stan Pobjoy Racing Engineering
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10 years and over.

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5 years and over.

Antique Tyres	Red Van Tyre Colouring
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Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

Please have respect for the committee members and their families by only phoning at reasonable hours.

German car clubs' Bowling Challenge !



It's the German car 10-pin Bowling Challenge !

Mercedes v Porsche v BMW v Volkswagen

\$18.00 per adult per game (10 frames)

\$ 15.00 for kids

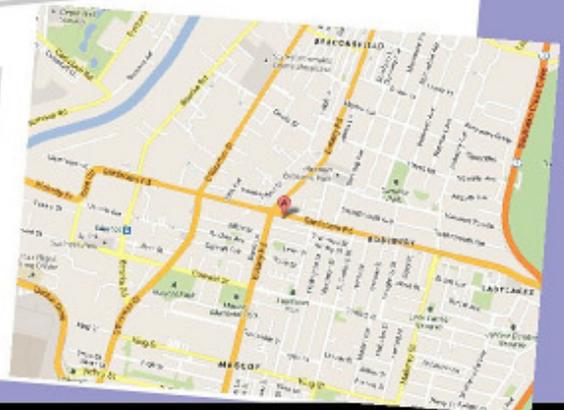
Best VW bowler holds the Club VW Trophy!

Come along and play for your VW club!



Friday 16 August
from 7:30 pm
(bowling begins 8:00pm)

MANHATTAN Superbowl
549 Gardners Rd,
MASCOT
www.msb.com.au



- Brand-new 10-pin 'Retro' bowling centre !
- State-of-the-art light and sound
- Computer-aided tracking and scoring
- Snack bar and amusements available

Book your place with the Mercedes club at events@mbcns.org.au or phone 0408 228 305.





**Council of Motor Clubs Presents
The Shannons Sydney Classic
Sydney Motorsport Park, at Eastern Creek
Sunday 18th August 2013**

**Displays for 2013
A special display of
1963 cars.**

Please let us know if your club has that special 1963 car, which you would like to add to the display.

This year we are celebrating our 50th Anniversary together with the following Marque & Club Anniversaries:

100 years of the Aston Martin Company
100 years of the Morris Register
90 Years of the Jowett Club
60 years of the Corvette
60 years of the FJ Holden
60 years of the MG Magnette
50 years of the Porsche Club of NSW
50 years of the Porsche 911
50 years of the Nissan Cedric
50 years of the Nissan Bluebird
50 years of the EH Holden
50 years of the Rover P6
40 years of the Leyland P76
40 years of the Chrysler Restorers Club
40 years of the 48 & FJ Holden Owners Club
20 years of the Sydney Datsun Club.

Email: secretary@councilofmotorclubs.org.au

Saturday

Gates open at 10am
FREE ENTRY & PARKING.
TRADE DISPLAYS & SALES IN
PIT GARAGES ALL DAY
CSCA SUPERSPRINT CIRCUIT EVENT 10:00 AM

Sunday

Gates open to the Public 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.
- Live music.
- 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



Burwood Council

heritage • progress • pride



You're Invited! Burwood Spring Festival

SHOW & SHINE

Sunday 22 Sept 2013 – 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 Monday 9 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 Monday 9 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

**Club VW members please prebook
your place with Rhonda Sclanders**

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



Club VeeDub
Canberra Chapter



www.canberravw.com

Club VeeDub Canberra Chapter

SHANNONS 2013



GERMAN AUTO DISPLAY

*A CELEBRATION OF
GERMAN AUTOMOTIVE ENGINEERING & DESIGN!*



CLUB CRUISE SATURDAY, 21 SEPTEMBER

- ▶ Meet at Russell Offices carpark at 2pm for a VW convoy cruise through Canberra. BYO afternoon tea.



SHOW & SHINE SUNDAY, 22 SEPTEMBER

to be held East/West lawns in front of Old Parliament House

- ▶ 8.30am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **VW Club** tent & have drip trays.
 - ▶ Display fee collected on arrival.
 - ▶ Food & drink will be available on site.
 - ▶ People's choice trophies will be awarded.

More information at www.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

Volkswagen club display

205 Adams Road, Luddenham



Sunday 6 October

from 9:30am



where volkswagen power comes to play

OCTOBER 5-6TH 2013

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

UNLIMITED RUNS NON-ELIMINATION COMPETITION STOCK TO MODIFIED STREET PARADE
SHOW'N'SHINE SWAP MEET TRADE STALLS TAPPET COVER RACING FAMILY FRIENDLY

WWW.VWMA.NET.AU



EUROAUTOMOTIVE
TUNING & SERVICING



LEON'S MOTORS



Von dem Herrn Präsident.

You will be reading this report after the 2013 Winter Break has been held; in fact I am typing this the day before I'm heading up to Sawtell. For once the weather looks Ok. We'll be reporting on Sawtell next month.

Last month's meeting was our AGM, with all positions vacated and new nominees voted in for 2013-14. 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.

In July we had a movie matinee organised by Phil Matthews. It was well attended and very enjoyable, but we came nowhere near filling the very comfortable cinema. Why weren't YOU there?

Norman Elias recently finished his 2013 Bug Off Cancer! fund-raising drive to Perth and back, in his 1965 Standard Beetle. Norman has written an excellent report on his drive, which is in this issue. The Canberra guys caught up with him in Canberra, and a few of us met up with Norman at Sutton Forest and escorted him back to Sydney.

Springtime is just around the corner and the calendar starts to get busy as the weather improves. On Friday 16th August there is the German Car Clubs' 10-pin Bowling Night at Mascot Manhattan Super bowl, and then on Sunday 18th August is the Shannon's Eastern Creek Classic 2013. In September on Saturday 21st & Sunday 22nd is the Canberra German Autofest and on the same Sunday is the Burwood Spring Festival Classic Car Show.

On Sunday 6th October is German Oktoberfest 2013 at the Hubertus Country Club and also over the same weekend is VW Warwick 2013, Drag Racing at Warwick Drag way, Queensland.

So plenty of events are happening, so keep an eye in this magazine for more fun events.

See you soon,

Steve Carter



Kanberra Kapitel report.

Supposedly we are now on the downhill run to Spring, but somehow I feel we still have some cold mornings ahead. This month the locals have met up with Norm for the end of his Cancer fundraising drive to Perth and back – check out his story in the magazine. Well done to those who came out on a less than perfect day, and also for making donations to the cause. Of course, a big thumbs-up to Norm for his trek.

I also ventured out to Sydney this month for the club

AGM. I gave a bit of a spiel on how we are doing, and caught up with a lot of people in the process.

Our August event is still being set as of time of writing, but we will email members ASAP with details. Of course, our big event – German Auto Display – is coming up in September (22 Sep), you can find the flyer in the magazine. This event displays all manner of German vehicles in one show, and is a great way to welcome Spring to the city. Don't forget that it is held close to the Floriade display (Spring flowers etc), so that may help in getting the family out for the day.

We also have a cruise on the Saturday afternoon beforehand, a leisurely catchup afterwards, and we are happy to answer any questions on the show.

For those that have been before, we have a few changes for this year:

- Location – very close to previous years, this year the event is being held on the east / west lawns of Old Parliament House.
- Cost – this year we want to concentrate more on having a great show of cars, so will be having only a couple of peoples' choice trophies. As such, the admission fee for cars will be reduced to only cover the organisers costs. This is being confirmed as you read this and will be available later. It will be collected as you drive into the show.
- Drip trays – every car needs to have a drip tray, regardless of the age or condition of your cars. A tray can be as simple as cardboard, etc.
- Saturday cruise – due to recent catering changes in the ACT, we have decided this year to make the cruise catering simple – BYO afternoon tea, nibbles, etc.

We are working on a webpage to list important data for the show, and I hope to swing this with Aaron (Sydney) in coming weeks. In the meantime, please contact us if you have any questions on the show.

I will be contacting local members in coming weeks to start asking for volunteers for the day to assist with setup and such, so please stick your hand up if you feel you can.

That's probably enough for this month, keep on dubbing!

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 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.

Friday 16th:- German Car Clubs' 10-pin Bowling Night at Mascot Manhattan Superbowl, 549 Gardners Rd Mascot. Let's have a great fun night and show who is best! Mercedes, Porsche, BMW or Volkswagen? Parking underneath and covered. Time: 7:30pm for 8:00pm start. Bookings essential, contact the MBC Events Director at events@mbcnsw.org.au or phone 0408 228 305.

Sunday 18th:- Shannons Eastern Creek Classic 2013 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. Contact Dave Birchall on 0415 957030 to reserve your spot.

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

September.

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

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

Sunday 22nd:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the park 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 to enter. Phone Rhonda Sclanders (Burwood Council) on (02) 9747 2757, or email show.n.shine@bigpond.com. Say you are with the Volkswagen group.

Saturday 21st & Sunday 22nd:- Canberra German Autofest. Saturday afternoon cruise and sausage sizzle; Sunday is German car show. Drip trays required for all cars, regardless of condition. All displaying cars must register and pay entry fee - Club VW members \$10, others \$15. Contact Bruce (Canberra Chapter) on 0400 119220 for more info.

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

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

October.

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

Sunday 6th:- German Oktoberfest 2013 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 reserved position, plus a reserved table. Camping on ground permitted. Einen wunderbaren tag! Phone Raymond on 0408 207228 for more info. Prosit!

Sunday 6th:- VW Warwick 2013 Drag Racing at Warwick Dragway, Queensland. Street parade on Saturday, drags on Sunday. See www.vwma.net.au for more info.

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

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

Sunday 20th:- Melbourne Day of the VW 2013 at Yarra Glen Racecourse. Show n Shine, trade displays, swap meet, and more. Public entry 9am. For more info visit the VW Club of Victoria at www.vwclub.com.au

Sunday 27th:- Southern Highlands Motorfest 2013 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. All VW owners welcome. Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.

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

November.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

December.

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

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

Thursday 19st:- 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 meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Nibblies and snacks provided. 8:00pm start.

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

Marktplatz.

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

All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads.

For Sale:- a pair of VW Squarebacks - too many projects at the moment.

1972 Moss Green Squareback - currently registered for QLD. Car runs well and is used as a daily driver. Has been serviced by Vintage VW in Sydney who went over it from front to back and has list of minor tasks for future consideration. Brakes and handbrakes just fully serviced and new master cylinder fitted, towbar - as is \$4000.00

1972 Squareback project - pan blasted and POR15'd, body on dolly for mobility and has been blasted and primed and car fully disassembled. All parts in boxes and tubs and believed to be there except for seats. \$1000.00

Go the pair and get a deal - \$4250.00

Contact Chris on (02) 6265 5538 (BH) or email pozzi68@hotmail.com

For Sale:- VW Beetle trailer. This would have to be the most unique and eye catching trailer around. Made from half of a VW Beetle, it holds heaps, tows like a dream, all weather for family luggage on holidays plus surfboards etc.... on the roof racks. Also includes a purpose built advertising A frame for 1200 x 2400 corflute signs or banners. Easily removed or installed using 6 bolts with wing nuts. On or off in minutes! Draws attention where ever it goes so perfect for advertising your business. Then hook it up to the car for family holidays, camping etc..... Includes 2 by lockable tool boxes on the front and an LED strobe light to attract more attention when used for advertising. Nice shiney mag wheels and low profile tyres complete the picture of what is a very cool trailer!

Exterior is covered in vinyl for a cool finish and any marks or bumps are fixed easily with a spray can of vinyl paint. A one off chance to get your self a one off and very versatile trailer!!! Asking Price \$2495 on contact Mark Miller on 0414 551 938 or email mills111@tpg.com.au

For Sale: 1965 Beetle good condition, spare engine. Unregistered but can be re-registered easily. Also heaps of Type 2 Kombi parts. Please contact Hans on 02 4625 6696. Campbelltown

For Sale:- I have to sell my **1994 VW Transporter**. If you look on the Trading Post or Gumtree, you will see what it looks like etc. If you know of anyone in the club looking for this sort of VW van, please phone me. Mr Rodney Higgins, phone 07 5483 4873 or email gra.con@bigpond.com

For Sale:- Hello! I have just sold my 1969 VW Beetle and have kept the **number plates**. They are heritage plates (VW-690) and I was thinking about selling them. Can you suggest any places to sell them? Contact Miss Brooke Evans on 042 260 1238 or email brookeevans1@hotmail.com

For Sale:- I have one of only two known T2 low-light container van, restored and for sale with QLD reg. She has compliance plate for 7, full leather seats insulated, ply lined British racing green. This is a real holy grail of Kombis, ex military mobile command unit, would like to post for sale, can you help, looking for good home, \$45k
Name Mr Jeremy Franco, phone 0429383949 or email yachtchartergalway@gmail.com

For Sale:- I have a **1976 Beetle** complete but partially dismantled for restoration. I think it is a 1600cc. It needs to go to somebody that is interested. Anybody in your club want it for \$500? Always been garaged but it has a little body rust.



Can send pix if required. Contact Mr David Quick on (02) 4977 1608 or mobile 0423 828 747, or email norush@bigpond.com.au

Wanted:- Looking for a steering wheel for vee dub 1976 pop top camper. Can you help? Contact Ms Rae Hendrickson on 0412806744 or email raesp_d@hotmail.com

For Sale 1974 1600 Kombi, \$6000 ono, call Warren 0415467529. Located in Peakhurst.

2nd Month Ads.

For Sale:- 6' x 4' box trailer, very good condition. Rego until December, black and white plates. VW-compatible spare tyre. \$300. Also 1 tyre to suit new T5 Kombi, 205-65Rx15. 80% tread. \$25. Phone Mick on 9621-7369.

For Sale:- VW 1990 T3 Transporter Kombi, Sky Blue. ODO: 226,012. Registered to 26.6.2013. Equipped with Braun Hydraulic Lift, Air Conditioning, Power Steering. Regular maintenance/service – invoices available if required. \$7,900 ono. Contact 0418 497 808 (Lane Cove, Sydney)

Wanted:- I'm trying to chase down my old Volkswagen Beetle to see if the person that now owns it wants to sell it. It was registered in the ACT but is now registered in NSW with license plate number AZ3-3GZ. If you know who owns it could you please pass on this message and ask them to contact me if possible. Even if it's just to let me know they aren't going to sell it but it's going well. Car is a 1967 British Racing green Ragtop Beetle Regards, Mr Andre Dikmans. Contact me on 042 2072259 or email andre.dikmans@cleanenergyregulator.gov.au

For Sale:- VW Superbug S 1600. Completely restored inside and out. Over \$20,000 spent and labour is not added into this amount. New interior, reconditioned engine, painted inside and out before being put back together. This car has hardly been driven. Has just got 12 months' Historic Club Registration. Comes with JVC Blue Tooth stereo which connects to your iPhone. For those VW lovers don't waste time and money restoring a car when its all done for you. Will swap for Late Model car or cars to the value of \$14,500. Happy to take a Kombi Auto Circa 1975 through to 1979, but please no wrecks. Lets talk turkey with what ever you have to offer. Phone Gary Braams on 0425 360002 or email gazdog1960@gmail.com

Missing Library Books.

Our club book (and DVD) library is open for members' perusal and borrowing pleasure at each monthly meeting at the Greyhound Club. We currently have over 170 Volkswagen owners manuals, workshop manuals and general VW and motoring books in the library. Members can borrow up to three books at a time, and are requested to return them at the next meeting the following month. If you need them for longer, please notify the librarian (me).

We recently did a stocktake, and found the following

two books missing:

1. The Beetle Book – America's 30-year Love Affair with the Bug, by Louis William Steinwald
- 2.

Volkswagens of the World, by Simon Glen

Would the members who have borrowed these books please return them at the next monthly meeting. Our club buys these books for everyone's benefit, and other members are waiting to borrow them. People not returning books can have their Club membership terminated, and are also liable for costs of buying replacements.

Thank you!

Joe Buttegieg, Club Librarian

D.I.Y.

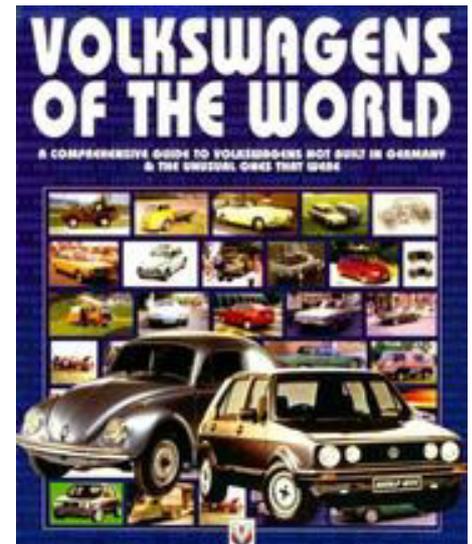
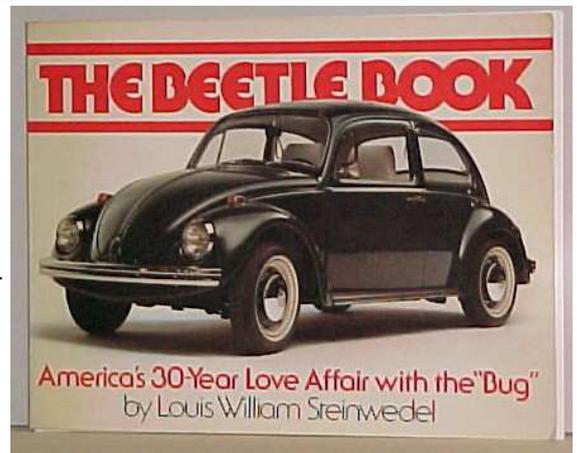
I am often asked why I like to do maintenance and repairs to my vehicles myself. Well here below I will detail two reasons why.

Case 1.

My daughter recently bought a new car. The car had damage to the plastic front bumper that required the bumper to be replaced. To do that the repairer removed the radiator, aircon condenser, windshield washer reservoir and front wheels. Upon picking up the car the aircon did not work, (no gas), the front and rear washers worked back to front and the front wheel nuts were fitted wrong way around. The latter issue was not discovered until recently six months after the event.

Case 2.

This event occurred some time ago. I had just acquired a brand new Toyota 4 Runner (a what?! - Ed.) and was unlucky enough to get a tyre puncture in the first week of ownership. OK changing a tyre is no big deal but in this case





as I attempted to undo the wheel nuts the studs snapped off, all of them. The nuts had been done up so tight that they had been wrung to the point of failure. When the other wheels were checked they too failed.

The problem was reported to the RTA who pointed the finger at the selling dealer. The dealer had checked the wheel nuts during the pre-delivery service, you know, that mandatory service you pay \$3000 to \$4000 for when purchasing a new vehicle.

These days when I purchase new tyres I tighten the wheel nuts myself.

I am sure you will agree, two unbelievable cases of gross incompetence.

Ken Davis

Cancer Bug Cruise.

One of the Club VeeDub members – Norm – has completed a great trek during July, specifically driving his '65 1200 Standard Beetle across to Perth and back, in the name of fund-raising for cancer research. Well done to Norm for the drive, and it was excellent to hear you had no issues along the way.



The Canberrans arranged to meet up with Norm on his final morning as he left Canberra, so that we could escort him down the highway and catch up with his stories over lunch. We met Norm at Russell, and notice that the heavens opened

up just as everyone arrived. No rain for a long time, then Norm brings it with him! We took a quick wet photo and then thought there would be a good photo opportunity outside Old Parliament House. The opportunity was there, so was the rain! Another fast photo, the grey skies didn't look good, so we decided to head off.

Previous arrangements had us heading to Braidwood, however Norm needed to change his direction, so we followed him off to Goulburn.



Amazingly, the weather cleared after we crossed the border into NSW, so much for the dreary day! Simon had a great idea for a photo at a lookout, which I proceeded to muddle up in traffic, so Goulburn was our stop, specifically the Paragon café. Excellent food and a retro atmosphere, great choice!

After lunch, we heard more of Norm's travel stories, and a number of our members made some donations to the cause (thanks everyone). We even had a local Kombi driver pull over, he heard Norm's story, and made a donation – true appreciation.



Norm headed off towards Sydney, to meet up with a batch of dubbbers for his return home. Some of our group spent some time in Goulburn checking out the shops, while others headed back to Canberra. It was a top day, supporting a committed dubber and a great cause. Well done Norm!

Bruce

(Read Norm's full report on his Bug Off! cancer 2013 run, starting on page 26 - Ed.)

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30 million VW Golfs.

The Volkswagen Golf has reached a new milestone after production of the venerable hatchback reached 30 million units last month. Volkswagen put the “milestone” Golf on display for employees at the Wolfsburg, Germany, plant where the car is built.



“The history of the Golf is also the history of automotive progress,” said VW’s chairman, Professor Martin Winterkorn. “With technologies such as the safe front-wheel drive of the first Golf, 16V engines in the second Golf, the debut of the TDI in the third Golf, ESC (electronic stability control) and the dual-clutch gearbox of the fourth Golf and the standard Automatic Post-Collision Braking System of the new generation, this car has continued to democratise progress.”

Work on the original Golf 1 began in 1969, using Audi-based mechanicals that were also used for the in-line Passat (Audi 80). Its advanced hatchback body was styled by Giugiaro, with the Audi engine mounted transversely. It went on sale in Europe in 1974, the USA in 1975 (as the Rabbit) and in Australia from 1976. Our Golfs were locally assembled by Nissan from German CKD kits, with only the ‘LS’ sold here. After 1977 Australian Golfs were fully imported from Germany, in GLS petrol and GLD diesel versions. All imports ended in 1981, but elsewhere the Golf 1 continued until 1983, selling 6.8 million units.

The redesigned, larger Golf 2 followed and was built from 1983 to 1992. Australia only saw a few hundred low-spec 8V GTI models from 1990-91, but worldwide the Golf 2 sold 6.3 million units. The Golf 3 (1992-1999) sold 4.8 million and marked the Golf’s proper return to Australia under new importers TKM/Inchcape. The Golf 4 (1999-2006) sold 4.3 million, during which the Golf (in 2002) passed the Beetle’s total of 21.6 million to become the best-selling Volkswagen of all time. The Golf 5 (2003-2009) and Golf 6 (2009-2012) were almost the same model and sold 7.5 million between them. The latest Golf 7 debuted in Germany last year, and has now brought the overall total to 30 million.

While the ‘Golf’ sales total of 30 million is behind the totals published for the Ford F-Series truck (1948-present, 13 generations, ~34 million sales) and Toyota Corolla (1966-present, 11 generations, ~40 million sales), the Golf total does NOT include its booted brother, the Jetta, which VW counts as a separate model. Since 1979 the Jetta family (Jetta, Bora, Vento, Fox, Atlantic, Sagitar) has sold an additional 10 million examples – which would make 40 million ‘Golfs’ if VW counted the same way Toyota does.

VW Golfs are made all over the world, in Wolfsburg and Mosel in Germany; in Belgium, Ukraine, Mexico, China, Malaysia, Indonesia and South Africa.

The latest, seventh-generation Volkswagen Golf went on sale in Australia in April.

VW recall latest.

Volkswagen Group Australia says it has no plans to launch an investigation into the safety of any additional vehicles, on top of those that have already been recalled.

The German manufacturer last month announced a voluntary recall of 33,941 cars across its Volkswagen, Audi and Skoda brands to repair a defect with the vehicles’ seven-speed ‘DSG’ dual-clutch automatic transmissions that can lead to a loss of engine power.

The recall does not, however, address the issue that first sparked a raft of customer complaints – the inquest into the death of 32-year-old Melbourne woman Melissa Ryan, whose Volkswagen Golf GTI, equipped with a six-speed manual transmission, purportedly displayed a similar loss of engine power before being hit from behind by a truck.

But Volkswagen Australia public relations manager Kurt McGuinness said the manufacturer does not believe any problems exist beyond the vehicles equipped with its seven-speed DSG, and said it has no plans to investigate any other vehicles such as those fitted with manual or six-speed dual-clutch gearboxes.

“From the information we have, we have no plans [to investigate other drivetrains],” he confirmed.

“The correlation between diesels and DSGs with the car involved in the inquest, which was a Golf GTI manual... we refuted the correlations.



“That’s pretty much all that we can really say. Obviously we will wait for the coroner’s findings at the end of next month.”

McGuinness did, however, insist that it was far from “job done” from Volkswagen’s point of view now that the DSG recall has been issued.

“To be perfectly honest, if there is even one customer concerned as a result of these reports then we have a duty to respond to that, and we will respond to each customer on a case-by-case basis,” he said.

McGuinness highlighted three services accessible by all Volkswagen owners intended to provide them with all the available information and additional peace of mind: a telephone hotline (1800 504 076), a recall FAQ page on its

public website, and the offer of complimentary vehicle checks for all Volkswagen owners at all dealerships around the country.

“We want to be transparent, we want to be forthcoming and say, ‘These are the details, this is the information, we’re not hiding’,” he said.

“We have initiated this as a voluntary action, this is what we’re going to do, and we’re here to help. I’m beating the drum a fair bit about customer service, but for us that is the genuine concern in all of this, we want to deal with those customers.”

McGuinness said he was not in a position to say whether Volkswagen Group Australia had any plans to increase its new-vehicle warranty from three years to five to give new customers additional peace of mind, but insisted the company remained confident in its cars.

“We think that’s a really good thing for our customers to know, that we’re standing behind our products,” he said. “This recall does not affect any of the vehicles that we are selling right now.”

VW’s local sales hit.

Official VFACTS car sales figures suggest Volkswagen sales in Australia have been affected by recent negative media coverage that led to a DSG gearbox recall.

VW registered a drop of nearly 20 per cent in the month of June compared with last year, selling 1,226 fewer vehicles than in June 2012.



The German brand still sold 5,220 for June 2013, but the company will be concerned by such a notable decline after it was forced to respond to intensive reporting by the Media over safety issues relating to its DSG gearboxes.

Its most famous car, the Golf, fell 56 per cent year on year, while Jetta (down 59%), Golf Cabrio (down 53%) and Passat (down 34%) contributed to the lower result. However it should be noted that the Golf is currently in the process of a model replacement/upgrade, from the sixth to the seventh generation, and the big-selling GTI model is not currently available.

There were positive results for a number of VWs, however, notably the Polo city car (up 73%), Transporter (up 46%) and Amarok 4x4 ute (up 129%).

Volkswagen Australia pointed to the areas where it performed well in June though hasn’t offered a clear-cut denial that public perception during the month may have hindered sales.

“While we have noticed a drop in Volkswagen Passenger Vehicle sales for June, Volkswagen Commercial Vehicles has had its best month on record,” the company said in an email statement to the media.

“It is also worth noting, highlighting Volkswagen’s diversity in its range, both Polo and Amarok have seen strong sales in June. Given that a number of our volume sellers are currently in run-out, we look forward to introducing new models to our customers later in the year and early next year.”

Bookmaker offers odds on VW.

An online bookmaker is offering odds on whether Volkswagen Group Australia will lose sales in 2013 compared with last year.

Sportsbet has priced Volkswagen at \$1.75 to sell fewer cars in 2013 as a result of recent negative media coverage.

The German brand’s June sales results were down a significant 20 per cent compared with this time last year, suggesting Volkswagen’s public perception could have been damaged by extensive media coverage relating to its reluctance to issue a recall.

Sportsbet says it’s the first time it has offered bets on a car maker selling more or fewer vehicles compared to a previous year.

“We have done a market previously on how many Commodore Holdens will sell this year,” Sportsbet spokesman Shaun Anderson said, “but this is the first time we have done a market comparing the sales figures against last year’s results.”

“We have found that these bet types are pretty popular, but it must be noted that they are designed to be ‘novelty bets’ that are monitored closely, usually don’t see any bets more than \$50.”

“Some recent bad press certainly hasn’t helped Volkswagen’s chances to topping last year, but it looks to be a close call at this stage as to whether they can bounce back.”

Volkswagen has sold 27,654 vehicles across the country to the end of June, putting it 2.6 per cent up on 2012. To eclipse last year’s record tally of 54,835, the German brand will need to sell 27,182 cars in the second half of the year – an average of 4530 per month.

For punters who believe VW can recover with a strong second half of the year, Sportsbet is offering \$2 for them to sell more.



New Golf Wagon details.

The latest details on the upcoming Volkswagen Golf 7 Wagon have been released, revealing a seven-engine line-up, all-wheel drive option and a model best fuel consumption figure of 3.9 litres per 100 km.



First seen at the 2013 Geneva motor show in March, the new Volkswagen Golf wagon will launch in Europe in August with seven turbocharged direct injection engines available.

Comprising petrol and diesel units, power ranges from 63 kW to 110 kW.

Along with being up to 15 per cent more fuel efficient, all engines feature stop-start technology and battery regeneration as standard.

With power figures of 63 kW, 77 kW, 90 kW and 103 kW, the petrol TSI engine range sees a claimed best fuel consumption of 5.0 L/100 km. The 77 kW, 81 kW and 110 kW diesel TDI range delivers a claimed best of 3.9 L/100km when tied to a six-speed manual transmission.

Both five and six-speed manuals gearboxes are offered in the seventh-generation Golf hatch-based wagon, with six of the seven TSI and TDI engines available with a six- or seven-speed dual clutch DSG.

Volkswagen says two TDI engines will have the option of being teamed with the company's 4Motion all-wheel-drive system.

While an electronic differential lock features as a standard item for the first time, in another first, the new wagon can also be ordered with dynamic chassis control (DCC) and a driving profile selector that allows drivers to choose a more comfort- or sports-orientated setting. As an alternative to the DCC system, which lowers ride height by 10mm, a 'classic' sports suspension option will lower the car by 15mm.

Measuring 307 mm longer than the hatch, the new Volkswagen Golf wagon offers 605 litres of boot space and a total capacity of 1620 L with the split and folding rear seat backrests folded forward – 100 L more luggage space and 125 L greater total capacity over the model it replaces.

The new wagon also now gets a roll-up cargo cover with a two-stage automatic rolling feature and an adjustable – and entirely removable – boot floor.

Adaptive cruise control, lane keep assist and road sign recognition join further safety tech including an optional

PreCrash occupant protection system, front assist with city emergency braking and automatic post-collision braking that will automatically apply the car's brakes after an initial impact.

The new Volkswagen Golf wagon is due to reach Australian showrooms in early 2014, following on from the arrival of the new 163 kW Golf GTI in the fourth quarter of 2013.

Sydney Motor Show cancelled.

Next year's 2014 Australian International Motor Show (AIMS) in Sydney has been cancelled, and at this stage there is no confirmation of if or when the next local show will take place.

Confirmation that next year's Sydney motor show will not go ahead comes less than four months after the event's organiser scrapped this year's Melbourne motor show – originally planned to take place in June – due to a lack of support from manufacturers.

AIMS event director Russ Tyrie said the show's organiser was committed to the future of a local motor show but could not give a timeline on when the event would return.

While failing to give an explicit reason for the decision to cancel the 2014 show, Tyrie said he "wouldn't necessarily say" it was based on a lack of enthusiasm from manufacturers.



A host of big-name brands – including Audi, BMW, Ferrari, Maserati, Mini, Renault and Volvo – chose not to attend the last Australian international motor show in Sydney in October, preferring to spend their marketing budgets in other areas. Some manufacturers have claimed it can cost up to \$2 million to operate a big stand for the 10 days of the show.

Their no-show was mirrored by the official crowd numbers, which fell to just 135,000, down from 155,000 the previous year in Melbourne, and well off 2004's 250,000-plus record.

Tyrie said the AIMS Joint Venture was "very bullish" about returning with a show in the near future, but admitted a 2015 event was not confirmed at this stage.

"This does not mean the end for motor shows in Australia though with the AIMS Joint Venture currently developing and planning a concept for future motor shows.

“We are in the midst of extensive market research and undertaking discussions with industry and government stakeholders to determine a show model that can best meet the needs of the industry and the public.”

The 2014 Australian international motor show was to be the first held at Sydney Olympic Park as the event's traditional home, the Sydney Convention and Exhibition Centre, is set to undergo a major redevelopment.

The Sydney Motor Show was first held in 1954, as part of the Royal Easter Show, held at the original showgrounds at Moore Park (now Fox Studios), coincidentally the official release of the Volkswagen onto the NSW market for the first time. In 1955 the show became independent of the Easter Show and was then in September/October at the Showground every year until 1987. VW's then-importers LNC Industries stopped showing VWs in 1985, concentrating instead on Subaru. In 1988 the show was moved to the new Exhibition Centre at Darling Harbour, when VW's stand returned under new importers Ateco.

The traditional motor show featured new car stands from all the major makers, plus dozens of aftermarket stands featuring motoring accessories, car parts, books, toys and every motoring product imaginable. In recent years this part of the show has been removed, destroying much of the interest for many enthusiasts. That, plus the \$23 entry fee, is the reason for dropping attendances and the event's eventual demise.

VW aims for 10 million.

Volkswagen Group's CEO is confident the car maker will reach its goal of selling 10 million units annually before any other manufacturer, and inside its own 2018 target.

Martin Winterkorn has told industry journal Automotive News that he has no doubt the Volkswagen Group will reach its sales target, which was announced in 2007, with the brand's continued positive growth in the face of the on-going European downturn providing confidence.



While not keen to alter the company's original plan, Winterkorn said he couldn't rule out any future readjustments ahead of the 2018 target.

“If we have to adjust our goals at one point or another, then we will do that,” Winterkorn said.

According to the report, as Volkswagen increased its global sales by nearly 50 per cent during the first five years of the plan, it now has six years to boost worldwide volume by seven per cent above its 2012 result of 9.07 million units and reach the 10 million-unit mark.

The German manufacturer's increasing global growth has so far helped it stem the tide of the European sales decline, despite Europe only accounting for 40 per cent of its global sales in 2012.

As part of Volkswagen's continued expansion plans, Winterkorn announced in April that the group would be building a minimum of 10 additional plants in the coming years, seven of which will be in China, taking that country's total to 19. Last year Volkswagen's head of production said the company plans to have 100 vehicle production plants operational around the world by 2018.

Volkswagen is currently the third largest car maker in the world, trailing General Motors (9.29 million) and the newly re-crowned Toyota Motor Corporation (9.75 million).

In April, Volkswagen's member of the board of management responsible for development, Ulrich Hackenberg, expressed his view that the brand should be selling more vehicles locally, saying, “I think Australia maybe we will be more in focus in the future now, because I think Volkswagen has big potential in Australia.”

VW-Suzuki again?

Suzuki and Volkswagen are reportedly considering reviving their short-lived and ill-fated partnership to end a two-year legal stoush.



Bloomberg reports Suzuki president Osamu Suzuki and Volkswagen chairman Ferdinand Piech are attempting to reach a mutually beneficial agreement outside of court, according to an unnamed source close to the matter.

It is understood the heads of the Japanese and German automotive giants still see significant potential and business sense in the partnership announced in 2009, intended to jointly develop and produce inexpensive small cars for emerging markets.

The partnership became increasingly dysfunctional and collapsed in 2011, with both car makers accusing the other of breaching the conditions of their agreement.

Suzuki demanded Volkswagen return the 19.9 per cent stake it acquired for 1.7 billion euros (\$2.4 billion) in 2009, filing a lawsuit at an arbitration court in London.

It is believed the ongoing court case will continue if Suzuki and Piech fail to reach a resolution.

Spokesmen from both companies declined to comment on the reported talks.

VW Taigun for production.

The Volkswagen Taigun sub-compact SUV is set to enter production, according to the latest reports.

Volkswagen sources revealed that the German manufacturer planned to produce the new front-wheel-drive model based on the platform of the Up! city car, albeit with a wheelbase stretched by around 50mm.

First seen at the 2012 Sao Paulo international motor show, the five-door, circa-1000kg Taigun is slightly shorter and narrower than a Mini Countryman and would sit below the compact Tiguan to challenge the likes of the Ford EcoSport, Holden Trax, Opel Mokka and Renault Captur.



Volkswagen is yet to confirm production details, however, the car has reportedly progressed past the concept phase and moved into the early development stage with both left- and right-hand-drive variants planned.

Power is expected to come from a range of three-cylinder petrol and diesel engines with standard manual transmissions and optional dual-clutch gearboxes likely. A natural gas-powered unit is also being considered.

While the report suggests the Taigun is unlikely for the US market due to its compact size and small capacity engines that typically don't appeal to American tastes, Australia's response to the genre has been hugely positive.

The Taigun should go on sale by 2016, coinciding with the launch of a larger seven-seater previewed by the CrossBlue concept that was unveiled at this year's Detroit auto show – a vehicle that Volkswagen Australia has previously said it is committed to bringing to our shores. An Audi Q5-sized VW SUV would fill the size-price gap between the existing VW Tiguan and VW Touareg.

VW Phaeton returns to the US.

The large Volkswagen Phaeton limousine appears set to make its US market return after the company's CEO admitted the brand needs an high-end halo car.

Volkswagen Group head Martin Winterkorn has all but confirmed the luxury Phaeton's US return saying, "A brand as large as Volkswagen needs a halo project in the upscale segment.

"We've seen what happens to brands that don't have that kind of project," Winterkorn said. "Volkswagen needs to take initiative. And we will, I promise you."

Pulled from the North American market in 2006 after four consecutive years of poor sales, the hand-assembled four-



door was originally the concept of former chairman Ferdinand Piech.

Several sources revealed to Bloomberg a new Phaeton may be shown at next year's Detroit auto show in January, with the Audi A8-based Volkswagen to potentially offer an optional hybrid powertrain.

According to the report, the reintroduction of the model would not only aid the German manufacturer's global Phaeton sales, which last year reached about half of its worldwide target volume, but increase US sales that have seen a slowing since the 2011 release of the US-spec Passat and Jetta.

The US return of Phaeton is not a new idea, with former Volkswagen Group of America CEO Stefan Jacoby saying in 2009, "I have to admit that it was a mistake to take this car out of the market.

"We are looking at various alternatives for the re-launch of Phaeton," he said.

The VW Phaeton has never been seen in Australia, and there are no current plans to introduce it here.

VW Buggy Up! patented.

The Volkswagen Buggy Up! concept has had its design patent approved in the US, indicating the car could be edging closer to production reality.

The car was first unveiled at the 2011 Frankfurt motor show along with five other Volkswagen Up! concept variants, including the Cross Up!, a car that has already been revealed.



The application for the patent was first made in March 2012, five months after the show car was unveiled.

The two-seat car is an obvious successor to the iconic Myers Manx beach buggies that were popular in California during the 1960s. That car combined a fiberglass body with the original Beetle's basic mechanicals on a shortened floorpan. Many hundreds of similar 'copy-cat' buggy makers sprang up during the beach buggy craze that lasted until stronger safety laws came into effect in the early 1970s.

The VW Buggy Up! would, unsurprisingly, be based upon the standard Up! city car's body, with moulded plastic parts in place of the regular car's steel panels. As well as having no doors, the car featured a waterproof cockpit with neoprene seats and drainage holes in the car's seats and floor.

The US patent will last for 14 years – plenty of time for Volkswagen to get the Buggy Up! beach-ready.

VW XR1 GTI?

Rumours are swirling that Volkswagen is preparing a sports car based on its futuristic XL1 plug-in hybrid.

UK publication Car reports the project, referred to by insiders as the Volkswagen XR1, will take the XL1's lightweight carbonfibre chassis and gullwing doors but replace its two-cylinder diesel-hybrid powertrain with something much more powerful.

In a mouth-watering admission, one insider said the Volkswagen Golf GTI's 162 kW 2.0-litre four-cylinder turbocharged petrol engine currently looked "the most promising option", ahead of a supercharged three-cylinder or a different hybrid set-up.

The effect of mounting the GTI's engine in the middle of the XL1's chassis has the potential to be epic, with Car predicting a Porsche 911-beating low-4 sec 0-100 km/h, a 300 km/h-plus top speed, and a sub-900kg kerb weight to undercut a Lotus Elise.



The XR1 would require engineers to widen and lengthen the existing chassis to accept the larger engine, new dual-clutch transmission and a conventional seating layout.

Car's insider also said the sports model would ditch the XL1's rear wheel covers and flat rear end for a more curvaceous appearance.

"The performance version loses a couple of points in the wind tunnel but it looks a lot meaner," the source revealed.

Volkswagen is yet to give the XR1 project the green light for production, but company insiders are reportedly optimistic about its chances.

The Volkswagen XL1 plug-in hybrid is the most fuel-efficient car in the world, with an official combined cycle rating of 0.9 litres per 100 km. Revealed at March's Geneva motor show, Volkswagen plans to produce just 50 of the revolutionary coupes, which was developed primarily as a showcase of the brand's technological prowess.

Golf 7 BlueMotion.

The all-new Volkswagen Golf TDI BlueMotion has become the most fuel-efficient model in the Golf's 39-year history, but unlike the previous Golf 6 version, Volkswagen Group Australia has no plans to bring it to our market.



The German car maker claims a combined cycle fuel consumption figure of 3.2 litres per 100 km for the diesel-powered Volkswagen Golf TDI BlueMotion, making it 15 per cent more efficient than the model it replaces and giving it a theoretical range of 1563 km from its 50-litre tank.

That figure would also make the Golf TDI BlueMotion the most fuel efficient non-plug-in model in Australia, easily besting the 3.9 L/100 km average of the petrol-electric Toyota Prius and Prius C hybrids. But Volkswagen Australia public relations manager Kurt McGuinness says the brand has no plans to introduce it locally.

"We're happy with the range as it stands, with some BlueMotion technology on all our current Golf 7 models, so we don't see a need for this special 'all out' model in our range," McGuinness said.

The Volkswagen Golf TDI BlueMotion features a new 1.6-litre direct injection four-cylinder turbo-diesel engine that produces 81 kW of power between 3200-4000rpm and 250 Nm of torque from 1500-3000rpm – up 4 kW from the previous Golf BlueMotion. A six-speed manual transmission replaces the old five-speed.

Accelerating from 0-100 km/h takes 10.5 seconds, making it eight-tenths quicker than its predecessor.

The new BlueMotion is 49 kg lighter than before thanks to savings achieved through the lightweight construction of the Golf 7 family.

The Golf TDI BlueMotion earns a drag coefficient rating of 0.27, achieved through a series of aerodynamic

enhancements that include a chassis that is 15mm lower, reshaped spoiler, partially closed radiator grille and front air intakes, special underfloor panels and optimised cooling airflow.

The BlueMotion is also equipped with stop-start engine technology, brake energy regeneration and low-rolling-resistance tyres.

Available in both Trendline and Comfortline trims, the Volkswagen Golf TDI BlueMotion launches in Germany next month priced from 22,175 euros (\$31,000).

VW Australia introduced the previous Golf 6 BlueMotion to Australia at the Sydney Motor Show in October 2010. It was on sale here from 2011 until 2013. With the Golf 7 version not slated for Australia, this makes the Golf 6 BlueMotion an instant collectors' item for VW enthusiasts.

VW Transporter sets Nürburgring lap record.

A diesel-powered Volkswagen Transporter commercial van has set a new lap record around Germany's Nürburgring, lapping the legendary 20.8 km full circuit in under 10 minutes.

Built by UK-based Volkswagen tuning company Revo, the 2.0-litre twin-turbo-diesel Volkswagen T5 Transporter recorded a time of 9 min 57.36sec, breaking the previous record of 10:08 set by Sabine Schmitz in a Ford Transit van on Top Gear in 2005.

Helped along by a retuned electronic control unit (ECU), turbo-back exhaust system, new intercooler and oil cooler, Bilstein coil-over suspension, and lightweight Team Dynamics wheels with road legal Dunlop Direzza tyres, the 162 kW Revo T5 van completed its full lap, being driven by Dale Lomas, faster than Schmitz could hustle the Transit through its shorter 'Bridges to Gantry' run.

Revo says the ethos behind the attempt was simple: "Drive it the 935 km to the 'Ring, complete with all of the crew's kit and gear in the back, drive around the track as fast as possible, and then drive all the way home again. No trailers, no back-up plans, no contingencies."

Lomas said he's been asked to drive plenty of different vehicles around the classic 20.8 km Nürburgring

Nordschleife (north circuit), but Revo's request to drive its Volkswagen van was one of the more left-field and exciting.

"The thing is an absolute hoot, and surprisingly nimble and compliant," Lomas said.

"It's all a bit of fun really, but I'm delighted that we managed a full lap of the Nordschleife in under 10 minutes. I'd love to see what we could do on a clear track."

You can watch an in-car YouTube video of the VW T5 performing its sub-10 min lap of the Nürburgring circuit. Do a YouTube search on 'Revo VW T5 Nurburgring'.

US Passat sets fuel record.

A US Volkswagen Passat diesel has broken the Guinness World Record for average fuel consumption for a drive across North America in a non-hybrid car.



Over 17 days, 48 US states, and 13,071km – roughly the distance taken to drive around Australia – the Volkswagen Passat TDI averaged just 3.02 litres per 100 km.

The record beat the previous by 0.44 litres per 100km.

The official combined average fuel consumption for the US-built Passat, which is a completely different design from the European car Australia receives, is 5.4 litres per 100km.

The only modification the test car received was a set of Continental low rolling resistance tyres, according to a Volkswagen of America spokesperson.

The drive tested the efficiency of Volkswagen's production diesel engines when paired with the maker's six-speed manual gearbox, but also "showed how much fuel consumption depends on the driver," said blogger Wayne Gerdes, part of the driver team and a renowned 'hyper-miler' in the US.

This comes in light of the NRMA releasing a statement recently, warning local Australian motorists to expect a sharp rise in fuel prices over the coming months thanks to the falling Australian dollar.

Gerdes' tip for motorists looking to maximise their fuel economy is to look ahead in traffic in order to plan gradual rather than sudden braking and acceleration, and to – you guessed it – drive slower.



The Toy Department.

On a smaller scale, this issue we feature some recent releases to the already available range of Oxford HO 1/76 models specifically made for railway layouts.

Recently the range included some more T2a 'low-light' Kombis which are the two tone orange/white, steel blue over white, purple peace van, Army careers service van and the single cab ute. This now brings the total of the series to 25!



Also there were two releases of the T3 van in white and blue.



These all have typical good detail required for any good model train layout and come at a very reasonable price of under \$7.00 which includes a Perspex display case. These can be purchased from Mobile Auto model & Toys who are VW National sponsors or typically any good train and hobby store.

Tony Bezzina
kbezzina@bigpond.com

Can you help with old Zeitschriften?

Since we first formed Club VW Sydney in 1985, we've posted a copy of our magazine, every month, to the State Library of NSW in Macquarie St, Sydney. The State Library of NSW (which includes the historic Mitchell Library) is the oldest library in Australia, formed in 1826, and with over 5 million items in the collection is the biggest state library in Australia, twice as big as Melbourne's State Library of VIC. Only the National Library in Canberra, with 10 million items, is bigger.

By law the Library is supposed to receive a copy of every book and periodical published in NSW, and we have



been sending them Zeitschrift since February 1985. Apart from our magazine, the Library contains many other historical Australian Volkswagen documents – books, brochures, magazines (including all four issues of New Horizons, 1965-66), and periodicals published by other VW clubs. The Library has the complete collection of the now-defunct VW Historical Society's True Blue magazine (1990-91, and a short-lived restart in 1995), and more importantly a good portion of the former VW Club of NSW's 'Club News' (1960-72), 'Wageneer' (1972-97), 'Wagenette' (1997) and 'All Volks' (1997-03). I have spent many hours reading and scanning some of these, and hope to republish highlights in future issues.

Anyway, last time I was in the Library, I pulled up the catalogue to check on Zeitschrift – everything received from 1981 is on the electronic catalogue, and digitizing of the old card catalogue was completed in 2008. Sure enough, there it was. Our publication is stored in the State Reference Library, which is in the Macquarie St Wing. The original grand Reading Room now houses the Mitchell Library. It is a brilliant institution, and one I love visiting.

The Library can only display a minuscule portion of its collection in the public galleries, and so along with millions of other books and magazines, Zeitschrift is stored in

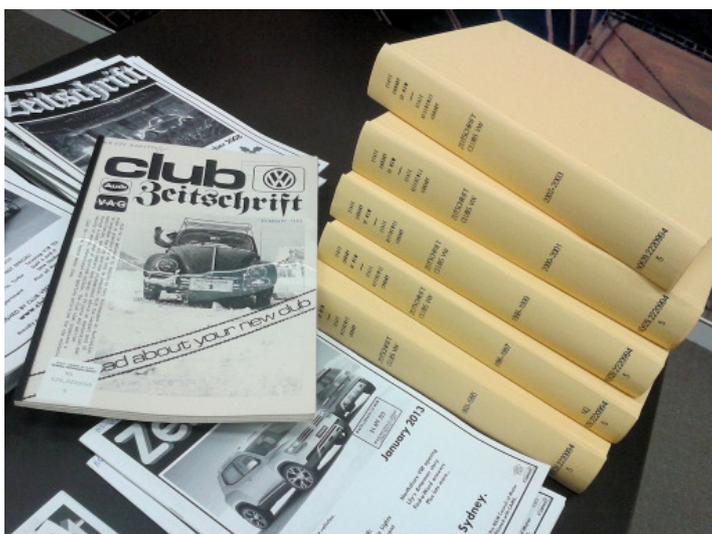
The screenshot shows the State Library of NSW online catalogue interface. At the top, there is a search bar and navigation links. Below the search bar, the results for 'Zeitschrift (Club VW)' are displayed. The results include the title, call number (NQ629.2220994/5), location (State Reference Library), and dates held (Feb. 1985-May 1985; Feb. 1986-Aug 1986; Sept. 1993 - incomplete). The latest received date is February 2013. The publication information shows it was published in Padstow Heights, N.S.W. in February 1985. The subject is 'Club VW - Periodicals' and 'Volkswagen automobiles - Periodicals'. The other title is 'Club VW zeitschrift' and the organization is 'Club VW'. The Dewey number is 629.222099405 and the Bib Unit is 3907307.

the stacks. To gain access, you need to have a Library membership card, and then fill out an access form from the catalogue for the librarian.

Zeitschrift's Call # is NQ629.2220994/5. I noted that the catalogue specified they had some from 1985 and 1986, and 1993-on – the collection was described as 'incomplete'. I needed to request the entire lot, to see exactly what was missing. I filled out a Stack Request Slip, and handed it to the friendly librarian at the desk. The collection point for stack requests is on the lower floor of the Macquarie St Wing, and in this case it took around 25 minutes for the complete collection of Zeitschriften to be brought up from the stacks.



Wow – our magazine collection required a trolley! I was amazed to see that the collection was partly plastic bound, plus five beautifully bound books, and the rest in large plastic storage boxes. The 1985-86 issues were in a manual plastic binding with a clear cover, obviously missing numerous issues. The five bound books were marked 1993-95, 1996-97, 1998-99, 2000-01 and 2002-03. Hmm, cost must have been no issue for the library in the 1990s; it would have cost several hundred dollars to have that done. But from 2004-on the newer magazines were each loose, clumped together in random order in the red storage boxes.



I went through each binder and book, noting which issues were missing. Half of 1985, and half of 1986 were missing from the plastic binding; and somehow EVERY issue from 1987-1992 was also missing after that. And, sadly, four



of the five beautifully bound books were each missing one or two issues. Even if these could be found, there's no way to insert them into the permanent bindings.

Finally I sorted the remaining loose issues into chronological order, noted the missing issues, and placed them neatly back into the storage boxes. The librarians then returned the trolley to the Stack.

Now I had a comprehensive list of all the issues the Library was missing. The Library said they would be happy to receive them if possible, but could they be found?

Fortunately, long-time Club members Phill Lander, Leigh Harris and recently Luis Guarch had greatly helped by donating their old issues to me, and I was able to collect many of the missing issues thanks to them.

But not all of them – I need your help! Do you have any boxes of old Zeitschriften in your storeroom, attic, or garage you no longer need? You really don't need to keep them, as all the best old articles are now on our website, and all issues from 2007-on are available for download as full-colour PDFs. I am specifically looking for the following issues; most them very old:

- 1985 – June, July, August, September, October, December
- 1986 – August, September, October, November, December
- 1987 – Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec
- 1988 – February, March, June, July, August, September, November, December
- 1989 – February, March, April, September, November, December
- 1990 – February, March, April, May, June, August, September, October
- 1991 – March, April, September
- 1992 – February, September
- 1993 – August
- 1994 – February, April
- 2006 – July
- 2012 – June, July, August, September, November
- 2013 – March, April, May, June, July

If you can help me with any of these issues, please drop me a line on mobile 0412 786339, email me at editor@clubvw.org.au or just bring them along to a meeting. Your old magazines could be preserved forever in the NSW State Library!

Phil Matthews

Bug Off Cancer! drive 2013.

I'll start the night before day 1, as this is where things started to "happen". I was invited along to Dino's Pizza night to talk about the drive and why I was doing it. On the way to the servo at Eastern Creek, I went to pick up my brother, who wanted to tag along (as he is the one responsible for getting me into Vee Dubs in the first place). I arrived at my brother's place, and when applying the handbrake, there was a very loud BANG! After thinking WHAT NOW!!! NOT NOW!!!! I peeled back the handbrake boot, but could not see anything wrong at first. I pulled on the handbrake cable ends one at a time, and the left one came away in my hands. After some seconds of deliberation, I made the executive decision to attend the night and continue the drive with the right handbrake operable. Australia is flat, and I could still park the car with one brake. Right!? Right!

My brother and I arrived at the Caltex servo at Eastern Creek on the Western Freeway at about 17:40 for an 18:00 meet-up. We waited. We waited some more. At about 18:20, and not another Vee Dub in sight, we decided to try the Shell servo on the Great Western Highway, on the other side of Eastern Creek. To our surprise, there were all these VWs waiting for us. Somehow, interpretation was lost in the verbal communication of which servo to meet at Eastern Creek. After a brief introduction to the other people I had never met before, we were on our way in convoy to slot car racing at Penrith. Had I have known beforehand, I would have stayed overnight and started the trip from there, but a great time was had with kids of all shapes, sizes and ages showing off their slot car racing skills.

After the racing, it was off to Dino's Pizza Place in Glenmore Park. It was great to finally put faces to a lot of the names I had heard so much about. After a great feed and chatting with the people there, it was finally time to head home and prepare for the drive the next morning. It started to rain, and was getting heavier as the night progressed. I drove my brother home near Liverpool, then continued homeward and stopped at Hurstville to fill up with fuel. It was already 22:20 and when I tried to start the Bug after filling the tank and 10 litre jerry can, the battery was drained. The wipers and lights took their toll on the 6V battery in the slow traffic on a wet Friday night. Lucky I carry a Jump Starter with me, and in less than a minute I was on my way home. After getting home, I put the battery on charge overnight, so I wouldn't have problems in the morning. It was 01:00 before getting to bed, after finishing packing the car, double and triple checking I had everything needed to have a reasonably trouble free trip, for a 05:00 start on the road.

Day 1 Saturday 29 June Sydney to Cobar

I woke at 04:50, and got straight to having breakfast. After packing the last of my things in my duffel bag, it was down to the Bug, disconnect the battery charger and on my way. I was on the road by 05:35 and Bug Off Cancer! 2013 began, albeit 35 minutes behind schedule. It was dark, raining and foggy in parts as I drove to the M5, M7 then on to the M4 and westbound. I thought I would be leaving the rain behind in Sydney, but it followed me much of the way to Cobar. After descending down Mt Victoria and passing through

Hartley, I couldn't help but stop at the Lolly Bug and take a photo of my Bug and the Lolly Bug together. Such a sweet couple I thought to myself. I took a different route to Cobar this year from previous years. I would usually go via Bathurst and do the obligatory HOT LAP of Mt Panorama, but I thought I'd go via Mudgee for some different scenery. With all the rain, the only sight I got to see in Mudgee was McDonald's for a coffee and a pit-stop.

After Mudgee, it was on to Dubbo, Narromine, Nyngan (and the obligatory photo with the Iroquois helicopter) and on to Cobar. I arrived in Cobar at 14:38 after 451 miles (722 km). I met up with Sharon, who is editor of the Cobar Weekly, who has written a story about my trip every time I pass through Cobar.



After settling in for the afternoon, it was time for some dinner. Off to the Bowling and Golf Club. Here I was able to have my dinner without someone else taking it. Not mentioning names Joe B.

The Bug went well for Day 1, but still another 15 to go.

I must thank Cobar Town & Country Motor Inn for donating the night's accommodation.

Day 2 Sunday 30 June Cobar to Broken Hill

The weather was much better in Cobar than the previous day. (NCIS as my son says) No Clouds In Sight for a brilliant sunrise. After having some breakfast at Cobar Hot Bake bakery, it was time to leave Cobar. I left at 07:28 and was in Broken Hill by 11:50. Today's drive was uneventful, with the exception of losing the rear quarter panel magnet with all the sponsors stickers on it. I didn't realise this until in Broken Hill, and I wasn't about to search 450 km of Barrier Highway for it either. After thinking of the magnet for a few seconds, it was time to get out to Silverton and visit the Mad Max Bug and the other bugs that hang out there. Silverton was crowded, due to the great weather, and after a short while there it was back to Broken Hill and a good ol' fashioned milkshake at Bell's Milk Bar. You think you are back in the 1950s when you walk through the front doors of this milk bar. After Bell's, I took a run down to Broken Hill Airport. This is the RFDS (Royal Flying Doctor Service) headquarters for the South eastern section of the service. When you consider the statistics there are 21 RFDS bases that share 61 aircraft covering an area of 7,150,000 square kilometres of this great country of ours. That equates to a daily average of 72,870 km flown, transporting 112 patients each day. This is one great organisation, and a very much needed one for outback areas of this country.



After the day of cruising around Broken Hill, it was getting near dinner time, and off to the Democratic Club for dinner. I met up with a friend whose company will be taking over the security of the Centro Shopping Centre in Broken Hill. It was a good evening for a catch-up, and time to get ready for day 3.

Another thanks is in order for Sturt Motel for donating the night's accommodation in Broken Hill and giving a complimentary breakfast.

Day 3 Monday 1 July Broken Hill to Port Augusta

The start to today from Broken Hill was just as good as yesterday's from Cobar. NCIS and an open road. Just the way I like it. I left Broken Hill at 07:48 with the first stop at Cockburn on the NSW/SA border, on to Peterborough for a quick pit-stop and then on to Port Augusta where I stayed for the night. The trip today was uneventful and covered a distance of 263 miles (421km) in 5 hours 2 minutes.

As there was plenty of sunshine about, I thought I'd soak up my share of Vitamin D whilst having fish'n'chips by the waters of Spencer Gulf in Port Augusta, and harassing the seagulls who congregated around me thinking there was a free buffet service. They were disappointed.

A BIG THANKS to Comfort Inn Augusta West-Side for donating tonight's accommodation. They were fantastic, and is well situated in Port Augusta.

Day 4 Tuesday 2 July Port Augusta to Ceduna

The day started brilliantly in Port Augusta and was another NCIS morning, and just kept getting better all the way to Ceduna. As this was my first time driving west of Port Augusta, I wasn't sure what to expect, and I wasn't disappointed. In between my departure and arrival points for the day, there was a stop in Kimba, the halfway mark across



Australia and the Big Galah, then it was on to Minnipa, for a pitstop in the Concrete Crappa. Then getting in to the lovely waterfront town of Ceduna in time for some lunch down near the jetty. I wasn't bothered by the seagulls here. Maybe their mates in Port Augusta got a message out about the tightwad driving a Bug.

After lunch and walking around town for a short while, I drove back to my motel, and while carrying out a post-drive inspection, noticed that the fuel filter was a very dark brown. This was changed about two weeks before the drive. There was no issue with the running of the engine, but I changed the filter, and all else seemed to be fine.

As the day started in Port Augusta, it ended in Ceduna. Absolutely brilliantly! Another uneventful day and the 299 miles (478 km) took a time of 5 hours 19 minutes.

Day 5 Wednesday 3 July Ceduna to Cocklebidy

Today was a big day. This was going to test not only the Bug, but me also. Once out of Ceduna, there is no mobile phone coverage until Norseman (this wasn't a big issue as a BIG THANKS to United Satellite Group for donating the Satphone for the drive), and not a lot of places to stop into should something go wrong. It was a nice break to be out of phone range for nearly two days, and not have the phone going off when I didn't want it to. The phone became my music player whilst travelling the Nullarbor.

It was another NCIS start to the day in Ceduna and the drive began at 07:40. One of the first highlights was crossing the eastern end of the Nullarbor (treeless plain, it's Latin, not Aboriginal), then I took a diversion to Head of Bight National Park. This 20 km round-trip diversion and \$15 entry fee was worth every bit. I got to see for the first time, whales, and quite a few, all gathered in one area. After about an hour, it was time to make tracks to reach Cocklebidy while it was still light.



After whale watching, it was on to the Nullarbor Roadhouse for a fuel top up, (\$2.01/litre for 91 unleaded – lucky I drive a Bug and only needed 24 litres after 203 miles (317 km)) and pit-stop. On my return to the Bug, a few truck drivers were looking at the Bug and saying to each other “What the……?” After I told them where I had started from, where I was going and why I was doing the drive, there was another “What the……?” quickly followed by an

“Un..... believable!” But they did give me the “Good onya mate”. As I jumped in the Bug I gave them a smile and a wave, and left them shaking their heads and wondering what just happened.

After leaving the Nullarbor Roadhouse and those perplexed truck drivers, it was on to the SA/WA border. This is a big inspection station for fruits and honey going in to WA. One quarantine officer asked if the boot was in the front or back. He gave me a funny look when I told him the rear boot is a bit noisy, and that he may want to look in the front. After carrying out his inspection, he told me it is customary for people crossing the border that an entry fee of a case of beer is required to enter WA. He must have thought the look on my face was funny, as he told me I was clear to go.



After about half an hour of crossing the border into WA, I noticed I was being followed by a Highway Patrol car for a couple of miles, before I was flashed to pull over. After pulling over to the side of the road, I asked the officer if I did anything wrong, and he replied "I certainly couldn't book you for speeding, but this is a routine licence and registration check." He took my details, commended me on the fund-raising drive, did a U-turn and drove off. I continued westbound hoping there wouldn't be any more interruptions in my quest to get to Cocklebiddy before sundown. There were none, and I got into Cocklebiddy at 17:30 (Adelaide time) or 16:45 local time (Central Western Time). I never knew there was another time zone between Adelaide and Perth.

I thought the petrol was expensive at Nullarbor Roadhouse. Well, \$2.15/litre here in Cocklebiddy. But that was for Premium. Nullarbor had their Premium at the bargain price of \$2.09/litre.

After settling in to my room, I thought I'd take a walk around Cocklebiddy. Cocklebiddy has a grand population of 8 people, 25 Budgies, 7 Quails, 1 Dog and 1,234,567 Kangaroos. I reckon they exaggerated on the population of people a bit. As there is no mobile coverage here, or for a few hundred kilometres East or West of here, your only contact with the outside world is a couple of phone boxes. Remember those? They seemed to be quite popular.

Dinner was in the restaurant. Dinner was good value for what you got, and served by the cook who looked like he served in the Armed Forces. The food was good, with no complaints. Really!!!

The total distance covered today was 500 miles (800 km) over a period of 9 hours 50 minutes, and saw the day end

in Cocklebiddy, a roadhouse on the Nullarbor with about 45 minutes of light remaining.

Day 6 Thursday July 4 Cocklebiddy to Esperance

I know it sounds monotonous, but it was another NCIS morning in Cocklebiddy, but at a refreshing 7 degrees, that dropped to about 2 degrees in the wind. It was another long drive today, so it was another early start if I was to have any time in Esperance this afternoon, so the drive westbound started just after dawn at 07:13. The first stop this morning was at the eastern end of the 90 mile (145.6 km) straight, Australia's longest stretch of straight road. From East to West, this stretch of road was covered in 88 minutes. The Eyre Highway has about six Royal Flying Doctor Service emergency landing strips on it, and each of the strips are marked at each end with threshold markings that look like oversized pedestrian crossings. Being in the aviation industry, I could not resist the temptation to line the Bug up on the threshold. I gave myself clearance to climb to 60 mph and maintain that cruising speed. About 150 km east of Norseman, the weather took a turn for the worse, passing through showers and heavy rain. After driving for 277 miles (446 km), I reached Norseman, which is the T-intersection at the end of the Eyre Highway and Coolgardie-Esperance Highway. This was a fuel stop and pit-stop. I turned left at Norseman, and headed South for Esperance. The rain and showers continued for the remainder of the trip to Esperance.



After 9 hours 17 minutes and 408 miles (653 km) on the road, I reached Esperance at 13:45 local time, which is now Standard Western Time (14:30 Cocklebiddy time). Esperance had quite a storm the night before and for part of that day, as there were branches, leaves and red dirt scattered all over the streets. After checking in, I took a cruise around town, but there wasn't much happening, so I took a drive on Eleven Mile Beach Road and Twilight Beach Road. This is a fantastic run along Pink Lake and the western side of the Great Australian Bight, even with the broken cloud cover and a setting sun behind it. After that short run, it was time to get dinner and rest up for the next day's drive to Scarborough (Perth).

Not long after returning to my motel from dinner at the Loose Goose, the heavens opened up and rained heavily for most of the night. I was not looking forward to having to drive in that rain the next day, and hoping it would clear, or at least ease off.

A BIG THANKS to Bayview Motel in Esperance for donating the accommodation for the night.

Day 7 Friday July 5 Esperance to Scarborough (Perth)

After heavy rain for much of the night, dawn broke, and the rain had stopped, but was still very much cloudy, with the sun peeking through some breaks. I departed Esperance at 07:05 for the big drive ahead. As the day wore on, the clouds thinned out to a mostly sunny day for the run to Perth. About a couple of hours out of Esperance, I passed Samuel Johnson heading toward Esperance. Who's Samuel Johnson? He's riding his unicycle around Australia for his sister who is battling cancer. Along the way, I passed the Big Shears in Ongerup, just after leaving the Coast Hwy at Jerramungup. After 252 miles (403 km) and 4 hours 40 minutes on the road, it was time for some fuel and a pit-stop in Gnowangerup. After Gnowangerup is the town of Wagin on the Southern Hwy, sporting their own Big Sheep. This of course was a photo opportunity that couldn't be passed. This town even has cautionary road signs to look out for turtles. I guess they could jump out off the footpath and onto the road.



Anyway, onward and Westward, it was time to make Perth before dark. I knew my outback run had come to an end when I got to the outskirts of Perth, and then there was this thing I thought I left behind in Sydney. It's called TRAFFIC!!!! Lights, congestion, impatient drivers, honking of horns, doof doof music blaring out of open windows, drowning out the sound of my AM radio tuned in on one of the classic hits radio stations and the 40 horses behind me and the freeway that was like a car park!!!! I'd rather mix it with road trains, kangaroos, wombats, emus and the like on the open highway. That's FREEDOM!!!!

After labouring through about 20 km of Perth traffic on a Friday afternoon for about an hour (that equates to about 100 km on the open highway), I reached my hotel in Scarborough (a northern coastal suburb of Perth) at 16:20. Today's drive was 484 miles (774 km) over 9 hours 15 minutes. After 2,768 miles (4,429 km) and seven days, I made it to the other side of the island. The natives on this side are a peculiar lot. A very curious and inquisitive tribe. They were amazed at the motorised vehicle I was being transported in. Like it was from another time far, far away.

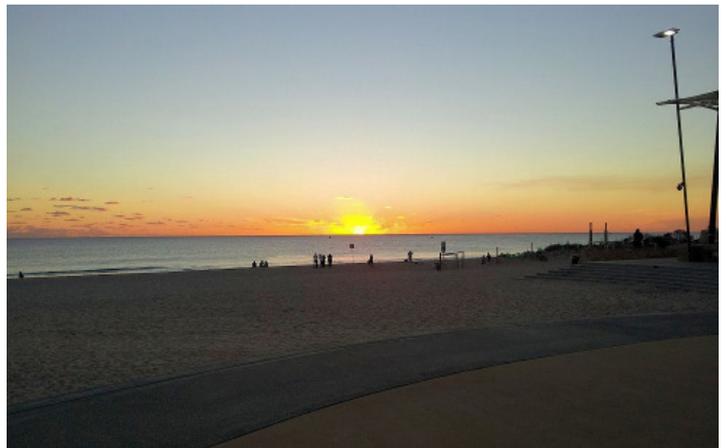
After checking in to the hotel, there was still about 20 minutes of light, so I decided to take a short walk down to Scarborough Beach, and cast the last hour of my trip today to the winds over the Indian Ocean, while watching the sunset behind clouds. After the sun had set, it was time to get a feed, and I decided on Pizza from Uncle Gino's to take back to the hotel. Once the pizza was consumed, and I had unwound, I

went down to the Indi Bar and Bistro in the hotel and listened to a great R&B band, Vdelli playing live with a nice cold beer. Been a long time since I've seen a pub band, and this band is up there with the best. I was 20 again!!! A MATURE 20!!!!

Day 8 Saturday July 6 Rest Day in Scarborough

As today was a rest day, I didn't have to rush around and be anywhere in particular, so I was able to take it easy until 09:30, where I was booked in to do an interview with Ten News Perth. The News Network in Perth was interested in running a feature about this old VW Beetle driving across the country in aid of cancer research. The reporter and his trusty cameraman arrived at 09:25, and after asking some questions we made our way down to Scarborough Beach for some filming and interviewing. After an hour of positioning and repositioning the Bug in the car park and driving up and down the West Coast Highway, the reporter and his cameraman told me that it would air on Sunday night, and with that, they went on to another story. I made my way back to the hotel bistro (free Wi-Fi) and sent some photos and video footage to the news editing team, so they could put the story together.

After going through footage and photos to send, it was almost 13:30, so I thought I'd take a short drive down to Fremantle, as it was another NCIS day, and the day warmed up quite nicely after a Norsca Fresh start to the day. After parking the car, and about to pay for my parking ticket, a kind lady gave me the remaining hour of her ticket, as she was leaving. I obliged, and began taking a walk around the very Artsy town of "Freo", as the locals call it. Lots of great old architecture and a great marina, with a statue of Bon Scott, the lead singer of AC/DC at the harbour. This was an afternoon well spent. After taking the leisurely stroll around Freo, it was time to head back to Scarborough to catch the last fantastic sunset on the west coast. I was not disappointed.



Another dinner, and another night in the Indi Bar and Bistro. The crowd seemed rowdier than that of the previous night. They were watching the big screen with two teams chasing an oval ball and trying to kick it between four vertical posts, and the cheers, or jeers as it was for whoever succeeded in kicking the ball between the posts. The cheers were biggest when the ball went between the two middle posts, but even if they missed they still got one point. Strange game followed by an equally strange supporter base, but I was more entertained watching the people in the bar following the game, than the strange game on TV.

Day 9 Sunday July 7 Scarborough to Norseman

Today started off with a start. A cold one at that. After a complimentary breakfast, it was off to meet the VW club of WA at 08:00. They were meeting at Karrinyup shopping centre for their cruise to the Historic race meet at Barbagallo Raceway. I was unable to attend the cruise with them, as I had a 447 mile (715 km) drive ahead of me to Norseman.

Anyway, I had been corresponding with Jamie Barrett, the President of the VW Club of WA, for some months about my Bug Off drive to Perth, and he and the club agreed to meet with me.



With VWs of all descriptions gathered in the car park of the shopping centre and the exchanging of stories between VW owners, Jamie organised a collection for donations, and to my surprise, \$205 was raised. A BIG THANKS goes out to the club members of VW Club of WA. The meeting was only for about an hour, but one I will remember for a long time.

After farewelling my newfound fellow Veedubbers, it was back towards Norseman. This was the WA town that is the junction when travelling west along the Nullarbor, that will take you either north to Kalgoorlie or south to Esperance. After my earlier run across the Nullarbor, I'd turned left and gone south to Esperance on the way to Perth. This time I did the loop north back to Norseman via Coolgardie (just next to Kalgoorlie), before I travel back east along the Nullarbor for the east side of the island.

The drive today was uneventful, but long, as I got into Norseman just before sunset.

I had been offered a 50% discount on my accommodation, for which I was grateful. To my surprise when I checked in, I was told no charge, as they heard about my drive on Radio West in Esperance. The front desk clerk, also donated \$50. A BIG THANKS to Norseman Great Western Motor Inn for their support.

To add to my surprises in Norseman, whilst I was waiting for my dinner in the Norseman Miners and Workers Club, one bloke came up and donated some money, as he saw the Bug parked outside. Another one recognised me from the Ten news that was on earlier, and he told another bloke who came up and gave a few dollars. All in all, they gave \$15. It's not the amount of money, but the fact that they came up to me, an out-of-towner and unknown to them, and put money on the table to help with cancer research. I found this very humbling, and they were over the moon when I presented each of them a Bug Off Cancer T-shirt. The smiles on their faces said it all, and that made my day complete.

Day 10 Monday 8 July Norseman to Cocklebidy

This morning was a very refreshing -1 degrees to start the day in Norseman. Today's run to Cocklebidy was only a short one (276 miles, 444 km), so I thought I would take a run down to Salmon Gums, about 95 km south of Norseman on the way to Esperance. I'd driven this leg on the way to Perth, but that was in the rain. How different it looks when the weather is clear. Along the railway line, there were overturned coal carriages for about 1-2 km and the area looked to have been cordoned off with red/white tape at some stage. Upon Googling the incident, there was a train derailment of 32 carriages in May 2013. The train was taking iron ore from Kalgoorlie to Esperance for export, and lost 2240 tonnes of the ore in the derailment. This took place about 15 km north of Salmon Gums.

After returning to Norseman it was time to top up fuel and take a snapshot of the "Big Roundabout" in Norseman. This roundabout is decorated with corrugated iron camels.

Once the fuelling and touristy shots were done, it was time to head East for Cocklebidy, again crossing the 90 Mile Straight, West to East. This time the 90 miles were completed in 85 minutes. Three minutes quicker than the westbound trip!! There must've been a tailwind.



After arriving in Cocklebidy and letting the Bug sit for a while, I did my post-drive inspection and found that I needed to top up the oil. A whopping half litre after 3,685 miles (5,896 km). Not bad for the ol' girl.

Today's total trip, including the Salmon Gums side trip was 406 miles (650 km) over 7 hours 51 minutes, arriving in Cocklebidy at 15:40 (local time or Central Western Time = +45 minutes from Norseman).

Day 11 Tuesday 9 July Cocklebidy to Ceduna

It was a 484 mile (774 km) run from Cocklebidy to Ceduna. A long run, but an uneventful one. It was a cool 2 degrees in Cocklebidy when I left just before sunrise in the fog. I was in fog for about 65 km and travelling at 40 mph, (as I didn't want any nasty surprises jumping out in front of me) before it cleared and was clear skies all the way to Ceduna. The only fuel stop was at Nullarbor Roadhouse, and that was 298 miles (480 km) from Cocklebidy, taking nearly 37 litres, at a bargain \$2.09 for Premium fuel.

The only odd thing I noticed today was, that just out of Ceduna is the fruit and vegetable inspection station, where you are stopped and asked if you're bringing any fruit and vegetables from WA. This inspection station is about 475 km

from the WA/SA border, and is the only one you pass through in South Australia coming from the west.

Upon my arrival in Ceduna this afternoon, I was interviewed by the West Coast Sentinel (the Ceduna local paper) about my drive.

I was again treated to a fantastic sunset in Ceduna overlooking the Great Australian Bight, before going in for dinner at the Foreshore Hotel with a great view of the Bight.

Day 12 Wednesday 10 July Ceduna to Port Augusta

Even though it was a cool 3 degrees, I was again blessed with a fantastic sunrise over Ceduna. After having breakfast at Ceduna Bakery, it was time to make my way to Port Augusta. Today's run was a short one at only 297 miles (475 km). Passing through the Half Way mark across Australia in Kimba and visiting my mate the Galah, I was getting the message that I was three quarters of the way through my trip, and well and truly on the way home.



Another uneventful day during the drive, and actually arriving in Port Augusta with a few hours to spare, to unwind and relax. Once checked-in, it was time to go out and about, so it was a short drive to the Australian Arid Land Botanic Gardens overlooking Flinders Ranges and the inlet to Spencer Gulf. After resting while taking in the spectacular views, it was time for some lunch down by the water in downtown Port Augusta. It was a lazy afternoon after lunch, but not too lazy to have a siesta. Otis Redding's song, "Sitting on the dock of the bay" came to mind as I sat and watched the world go by on a great afternoon.

Again, A BIG THANKS to Comfort Inn Augusta West Side for donating the second night's accommodation on my return run.

This evening, I was saddened to learn about the passing of Ray Pleydon in the e-mail containing the July issue of Zeitschrift. I had known Ray less than three years, but he was ever helpful with building models for auctioning off whenever I had a Bug Off Cancer! drive, and he had built two models for the Show'n'Shine in 2012, that helped raise about \$200 last year. He would be full of energy when he would talk to me about what he had in mind to make, and his models never disappointed. I'm glad I got to know Ray, even if it was for a short time.

Day 13 Thursday 11 July Port Augusta to Wentworth

Today, like just about every other morning started off

gorgeously in Port Augusta, albeit a crisp 3 degrees, but worth getting up for to catch the sunrise behind Flinders Ranges.

Today's run went from Port Augusta through Port Pirie and Snowtown (I don't know why they call it Snowtown. Not much snow about!) and then trekked across through Clare Valley to the Sturt Highway, passing Renmark and the Big Dunlop Tyre on the way to the SA/Victoria border, trekking through the top left corner of Victoria for a short time, before crossing the Victoria/NSW border on the Calder Highway and on to Mildura and Wentworth. I quite like Wentworth. A quiet town, at the junction where the Murray and Darling Rivers meet. Also, the Perry Sandhills are a few short kilometres nearby. When at these sandhills, you will think you are in the Outback of NSW, and not along the Murray River.

Dinner was at the Wentworth Services Club. You would think you're in a major city club with the size of the club and atmosphere within it.

All in all, a 396 mile (634 km) run for the day that was again uneventful, but a great day indeed.

Day 14 Friday 12 July Wentworth to Narrandera

Today, like previous days, got off to a good start, and stayed that way for the rest of the day. The 312 mile (499 km) drive from Wentworth to Narrandera (along the Murrumbidgee River and Lake Talbot) via Balranald and Hells Gate (just outside Hay), was uneventful and the Bug hummed along as it has done so for the previous 13 days.

I did an interview for an article to be placed into the Narrandera Argus local paper.



Prior to the interview, I visited the Tiger Moth Memorial that was established for the Narrandera No. 8 Elementary Flying Training School during WWII. It's amazing how an Air Force flying training school, in the middle of nowhere during WWII (between August 1940 and for the next five years), trained over 3,800 pilots on the Tiger Moth Aircraft. Narrandera also has the world's biggest playable guitar, measuring over 5 metres in length. The historic buildings and tree-lined streets make this town a pleasant place to visit.

Day 15 Saturday 13 July Narrandera to Canberra

As today was not such a long drive ahead of me from Narrandera to Canberra, it was a lazy start driving off at around 7:30am. This morning was overcast, and was like that

for about half the 211 mile (338 km) drive through Wagga Wagga, Gundagai and Yass.

I received a phone call from Greg Bayliss from Radio ABC Canberra to do a phone interview about Bug Off Cancer! The interview was done on the side of the Barton Highway about 38 km south of the Hume Highway turnoff. This was a great opportunity to get more exposure about the drive and fund-raising. After the interview, it was on to the capital of this great country of ours.

After checking in to my motel, I drove around Canberra to take in some of the sights. I went to the Australian War Memorial and the National Police Memorial. Both are places to reflect on those that have fallen in the line of duty whether fighting overseas, or trying to keep our streets safe.

As the day was coming to an end, I was trying to sneak a photo of the Bug in front of Parliament House, but there were too many police about, and I didn't want to contribute to the government's consolidated revenue by being booked for stopping in a "NO STOPPING" zone. I instead parked the Bug in front of the steps of Old Parliament House and took a couple of photos there.

Other than that, another uneventful day, and preparing for the drive back home tomorrow and bringing the biggest drive to date to an end.



Day 16 Sunday 14 July Canberra to Sydney

Today was the last day of Bug Off Cancer! drive 2013. So hard to believe that the drive will be coming to an end. The day started out as I felt. Overcast and gloomy in Canberra this morning. After a lazy, slow start and a filling breakfast, I thought I would take a chance at getting a photo shot in front of Parliament House this morning. It was about 07:30, and no one was about at Parliament House, so I parked the Bug in the "NO STOPPING" zone, hoping I wouldn't be confronted by an army of security officers alleging I have parked a bomb in front of the Nation's Capital building, and took my photos. Once the photo shoot was complete, I drove off happy I had evaded being captured and interrogated by security as to what my business was stopping in front of Parliament House. It is the People's House isn't it?

After the Parliament House mission, I drove to Red Hill Lookout, but the weather didn't allow a good view over Canberra.

I met up with members of Club VW Canberra at about

9:50 for a 10:00 rendezvous at the Russell car park (near the American-Australian War Memorial). As more VWs rolled up, the rain started to come down. 7 VWs turned up (including those new water-cooled types), and we had a convoy from the car park to Old Parliament House. After taking some photos in the wet, it was off on another convoy, this time to Goulburn. This was Club VW Canberra's way of escorting me part of the way home.

We pulled up in Goulburn, with many perplexed onlookers wondering what was going on with so many VWs in town, and had lunch at The Paragon. Great food, and in great company. Thanks very much for the lunch everyone.

A BIG THANKS goes out to Club VW Canberra and their members for raising \$130 for the fundraising and to Bruce, Canberra Club President for organising the event.

After lunch, I parted ways with Club VW Canberra, and it was off to Sutton Forest McDonald's to meet up with some members from Club VeeDub Sydney. A BIG THANKS goes out to Steve Carter, Rudi, Joe B., Martin Fox and Camo that drove down from Sydney to Sutton Forest to escort me back to Sydney. That's what us VeeDubbers do!

It was a sight to have five Beetles cruising in convoy up the Hume Highway. As the traffic thickened around Campbelltown, the reality that I was back in Sydney was setting in, and "Life in the slow lane" was upon me again. But, as they say, all good things come to an end. That is until you start another good thing. Hmmmmm. Things are already looking good!!

After we all parted ways and each of the Beetles went to their respective homes, I arrived at my home, to be greeted by my two boys and the two biggest hugs they could give me. The wife also gave me a hug. I was home. Another Bug Off Cancer! drive completed, and a lifetime of memories to add to the previous albums.

In short, this year's drive covered a distance of 5,644 miles (9,083 km) over 16 days. The 40 horses behind me didn't miss a beat, and only had to top up 1/2 a litre of oil for the trip. For those that have asked and are interested, 688.67 litres of fuel were used for the trip at a cost of \$1204.55. That works out at an average of 7.58 litres / 100 km, or 37.3 mpg fuel consumption. The most expensive fuel was \$2.15/litre for Premium in Cocklebiddy. I can safely say that I have seen more of Australia in my Bug than any other form of transport, and I would happily do it again. This country of ours is as rugged as it beautiful, as are the people in this great country we call home.

Last, but by no means least, a BIG THANKS to my principal sponsor ACCESS Group Solutions who helped fund the fuel, some accommodation and supplied emergency equipment, as well as the supply of Bug Off Cancer! T-shirts, and the major supporters including ALAEA, Club VeeDub Sydney, United Satellite Group for donating the satellite phone, Cobar Town & Country Motor Inn, Sturt Motel Broken Hill, Comfort Inn Augusta West Side, Bayview Motel Esperance and Great Western Motel Norseman for donating the accommodation and of course all those that have donated before, during and after the drive.

Norm Elias

(Note - if you would like to make a donation to Bug Off! Cancer, visit the webpage at www.bugoffcancer.com.au)



VW Movie Matinee. Saturday 20 July.

On Saturday 20 July we held our annual VW movie night. In previous years we have had a combined dinner / movie night at the Hubertus Club at Luddenham, but this year Raymond is not on that club's committee and we were not guaranteed a room. In addition, last year the films had to play second-fiddle to the Karaoke next door!

This year I decided to organise a proper movie day, in a proper theatre with proper movie facilities, with no other distractions. It took numerous enquiries to find a suitable venue, as almost all the old suburban picture theatres are long gone, bulldozed and replaced by multiplexes in shopping centres. But eventually I discovered that Hurstville Council runs the Civic Theatre on McMahon St, opposite the old fire station. It's not an old cinema; the original Hurstville Hoyts Civic on Forest Rd (next to the pub) closed in 1969 and became a furniture store before being demolished for the City Centre office building. Likewise the luxury Hurstville Savoy in Ormonde St on the other side of the railway line, later became the Mecca and was eventually demolished for apartments in 1995.

The current 200-seat Civic is part of the Council's office and entertainment centre, next door to the Marana auditorium. I met with Zita Fogarty from Hurstville Council, and was given guided tour of the theatre. It had a 1980s ambience but was very comfortable, with curtains, digital projection and a snack bar. I was able to book it for four hours for around \$560, which included snack bar staff. Having a tech guy operate the lights, sound, projector and curtains was another \$260, making the outlay some \$820. At \$5 entry we would need to fill the cinema to make that back!

Rather than run another Herbie film as before – I couldn't face Herbie Goes Bananas! - I decided to run some classic old Aussie VW films that Steve Carter and Phill Lander had converted from 16mm film to VHS many years ago. Phill had more recently converted the VHS tapes to DVD, and these are now in the Club Library. We had several interesting films lined up.

Firstly there was 14 minutes of Australian VW TV ads from the 1960s, in glorious black and white. Then a 16mm 25 min film called Young Is The Land, then the famous VW film The Shape of Quality, a 25 min film of the Clayton VW factory in operation in 1963. Then two Antarctic VW films,

the 9-min Antarctica 1, and its companion the 13-min Taxi to Rumdoodle. With the doors opening at 2pm, and the films starting at 2:30, that would take us to 4pm. We had the theatre until 6pm, so we would have a 30 min interval for tea, coffee and snacks, then a 40-min Cinesound movie of the 1955 Redex Trial, finishing around 5:15pm.

My daughter Lily was very excited to operate the ticket box, and did a fantastic job of collecting money from the patrons – especially the latecomers who were still entering at 3:10pm! Thank you Lily, the day wouldn't have worked without you! Kira and Bettina did a great job helping her.



It was a fantastic experience seeing everyone comfortably seated in a proper theatre, and watch the lights go down, the curtains open and a Volkswagen film start on the big screen! Thank you to everyone who came along; I think everyone enjoyed themselves.

It was a good turnout in the end, maybe 40 or 50 people, so even though we didn't cover our costs it was a good event nonetheless and one well worth doing. Everyone was impressed with the venue, and loved seeing the old VW films on the big screen with a proper theatre sound system.

The only difficulty was the parking – the council carpark next door was full, and most members had to cruise the local streets looking for a park, some resorting to the Westfield nearby. No solution to that, except to find another venue next time. I think I'll check out the Dumaresq St Cinema in Campbelltown – they have a 180-seat theatre for hire, plus a big carpark next door.

Phil Matthews





Firstly, you will need to get the complete rear brake assemblies from a Type 3. These should be readily available at the wreckers and they might even cut them off with a torch for you (leaving it up to you to disassemble them at home). Mine came this way, complete with outer CV joints and parts of the trailing arms and spring plates. Now, now don't get upset; I didn't have a choice. I simply told a local garage (that specialized in air-cooled VWs) what I wanted and he cut them off and had them waiting for me when I arrived. Anyway, the complete assemblies cost me \$100.

Installing late-model Type 3 rear drum brakes on your Bug.

Installing late model Type 3 rear drum brakes on your Beetle is easy and straight forward. The drums on a Type 3 are slightly larger in diameter and are wider than either 4-bolt or 5-bolt Type 1 drums. Three different sizes of brake shoes were also offered between 1954 and 1967 for the Beetle, getting progressively wider as the years rolled by. The extra surface area of the braking material on the Type 3 shoes offers superior braking with better heat transfer (the chief cause of brake fade).

You will also benefit from the Type 3 design, which uses a small hub that bolts directly to the axle splines. The drums, in turn, are sandwiched between the hub and the wheel itself via the lug bolts or studs (just like most local RWD cars). This makes brake work much easier since the large 36mm castle nut that normally secures the drum to the axle holds only the hub itself. All you have to do is jack up the car, remove the wheel, and slip off the drum.

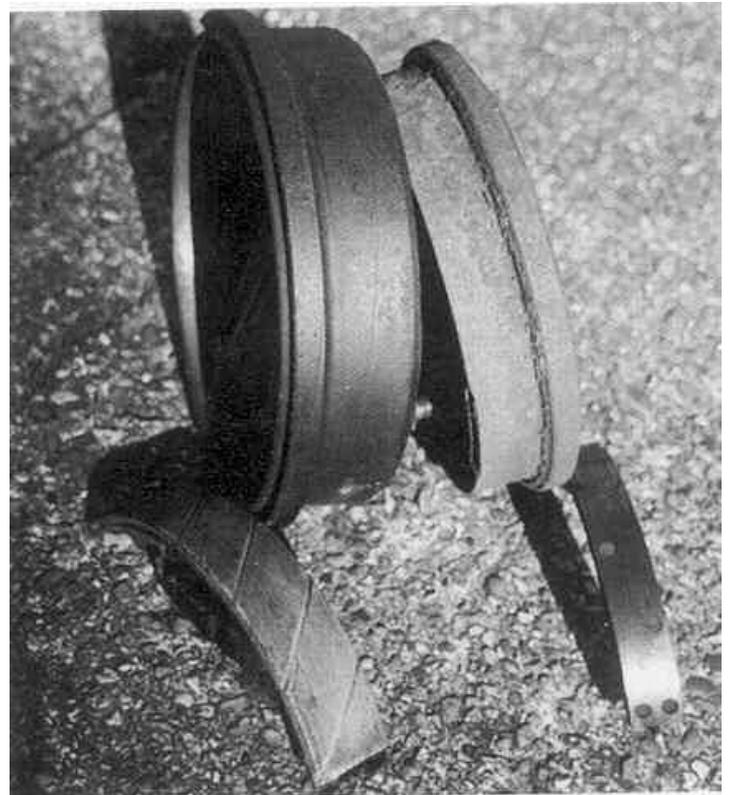
Finally, there's the cost. As an example, a complete rear disc brake kit (complete with parking brake set up) runs anywhere between \$900 and \$1,000. I estimate that it cost me less than \$200 for the conversion to Type 3 rear drum brakes, with new shoes, wheel cylinders, and seals. Not bad.

Here's a list of some of the things you'll need:

- Metric socket set and spanners
- Torque wrench
- Brass or bronze drift punch
- Penetrating oil and anti-seize compound
- New rear axle seal kits (containing axle seals & paper backing plate gaskets)
- Complete rear brake assemblies from a late-model Type 3, including drums, hubs, backing plates, hardware (including shoes, emergency brake actuators, star adjusters, etc.)
- Bearing covers (not essential)
- New Type 3 rear brake shoes (recommended)
- New Type 3 rear wheel cylinders (optional)
- New rear axle bearings (optional)
- New star wheel adjusters and brake spring
- Hardware kits (optional)
- New emergency brake cables (optional)

While you are disassembling everything, this would be a good time to decide what can stay and what needs to be replaced. I replaced literally everything that could physically wear out, since I didn't believe in putting old brake parts on a car that already had brand new disc brakes up front, as well as a new master cylinder, new steel lines, and new stainless steel flexible brake hoses. New shoes are a must. Be sure to have the drums turned as well. If one wheel cylinder is bad replace them both, since they often fail one right after the other (this is doubly important when it comes to used parts and you don't want a leaky wheel cylinder to saturate your new brake linings after only 1,000 km of driving).

Spring hardware kits don't cost that much and brakes can produce a lot of heat - enough to weaken these components over time (as will rust) and cause the shoes to drag and not adjust up properly. Check the wear points on the backing plates where the shoes contact to make sure that there



■ Comparison of the 1500 Beetle's standard rear drums with the Type 3 components shows just how much bigger the new brakes are.

are no deep grooves that might cause the shoes to hang up (welding them up and grind them flush if necessary). Finally, make sure that you save your old axle bearing covers since the new ones may not fit properly. Sandblasting & painting everything is optional, of course, but it does make for a cleaner installation afterwards.

Jack up your car, remove the rear wheels & drums, and apply some penetrating oil to the brake line fittings at each wheel cylinder. If fitting to an early Beetle measure through the centre of your old Beetle drums the precise length of the axle splines. Do the same for each of the new Type 3 hubs. You must then find a machine shop that can remove the extra material from the outer snout of each hub so that when installed, the slots in the castle nut have enough room to clear the cotter pins (accuracy isn't critical, but it should be close).

Using a quality brake line spanner, see if you can get the brake line fittings to move. If necessary, use a torch to heat up the threaded portion of the wheel cylinder. Clean up any excess penetrating oil first and make sure you keep the flame away from the actual brake line.

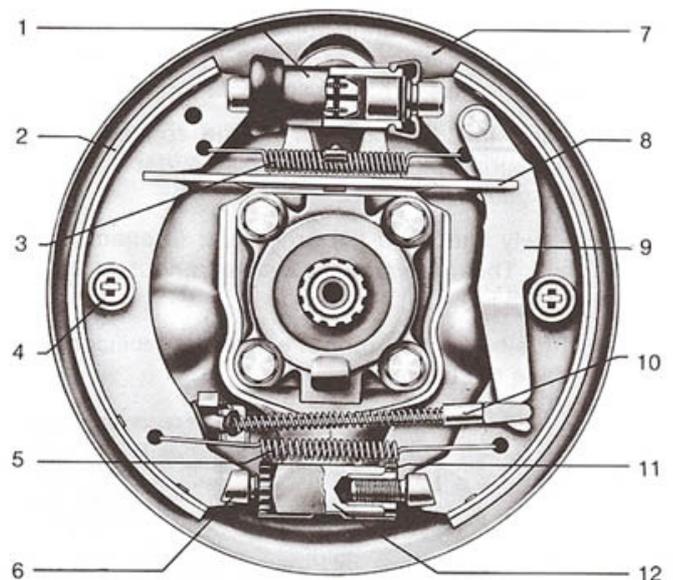
Remove the shoes and make sure that the emergency brake cables move freely. Replace them if they don't. Check the star wheel adjusters and determine if they need to be replaced or not. It helps if these operate smoothly so that you can adjust your brakes easier. Clean up any brake hardware you intend on reusing and set it aside.



Remove the four bolts that hold the axle bearing cover on and gently tap around the back of the backing plate to break it free (you might want to place a tray or a couple of rags to catch any leakage). There should be remnants of the old cover o-ring visible on either the backing plate or the cover itself. Likewise, there should be a small o-ring on the axle shaft, as well as a steel spacer and a thin washer. Finally, remove the backing plate and examine the outer axle bearing. Now would be a good time to replace them if they show evidence of wear or corrosion. Replacing the actual bearing requires a special VW puller and is beyond the scope of this article.

Clean up the new backing plates and check to see if the spring tabs which follow the star wheel adjusters are intact. If not, new ones should be fabricated or you risk your brakes going out of adjustment (due to that fact that nothing will be preventing the adjusters from turning). Test fit the new backing plates with your old axle bearing covers. The backing plates should fit firmly and not move at all when the four mounting bolts are tightened down. Each axle seal kit should come with one shaft seal and two paper gaskets, as well as two rubber o-rings. The large o-ring fits between the axle tube flange and the backing plate and is a crush fit.

So now you've got a bunch of parts sitting around in various places; now what? Extract the old shaft seals from the



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- | | |
|----------------------------|--------------------|
| 1. Wheel cylinder | 7. Backing plate |
| 2. Brake shoe with lining | 8. Connecting link |
| 3. Upper return spring | 9. Lever |
| 4. Spring with cup and pin | 10. Brake cable |
| 5. Lower return spring (2) | 11. Adjuster |
| 6. Adjuster screw | 12. Anchor block |

axle bearing covers and install the new ones, using a hammer and a flat piece of wood to drive the new seals in squarely (number-side up, open side facing down). Afterwards, check that the small tension spring in the inside of each axle seal has not come loose while you hammered in the seals. Using a brass drift and a gentle tapping action, install the new axle bearings (optional; sealed side towards the centre of the car). Next, install the large o-rings around the outer race of the bearings and smear them liberally with a few drops of oil. Install the new backing plates, using one of the paper gaskets between the axle tube flange and the backing plate. Next install the washers, followed by the small o-rings (lube these as well). Install the spacer and tighten down the four bearing cover bolts to 40 ft-lbs, remembering to install a paper gasket between the backing plate and the cover. Make sure that the lip of the axle seal rides smoothly on the axle shaft and is not nicked by the splines. Now refill the transmission to the proper level and check your work. There should be no signs of leaking.

Install the (new) wheel cylinders (18 ft-lbs) and reconnect the brake lines (don't forget to unclamp the flexible brake hoses). Reinstall the brake shoes and your new hubs/drums. Torque the 36mm castle nut to 250 ft-lbs. Alternatively, torque the nut to 175 ft-lbs and then tighten it up until you can properly install the cotter pin. Bleed the brakes next, remembering to keep the master cylinder topped up at all times to avoid drawing air into the system. Finally, adjust the brakes until they produce noticeable drag, and then back off each adjuster two or three notches. Put the wheels back on and take it for a drive.

James Lindsay

How to cook a VW Bus.

I thought I'd seen/heard every way there was to set your bus on fire. Wrong.

A local fellow (near Vista, California) managed to do it by overhauling his carb.

After rebuilding the carb he fired it up to adjust the idle. Left the air cleaner off. He said it didn't want to start but finally did, running kinda funny, as if a plug wire had come loose. That's when he saw the smoke. Shut off the engine but the thing was burning pretty good by then.

No fire extinguisher of course. He had one but it was buried under a lot of stuff in the back of the bus and the bus was in the garage and he was on the opposite side and besides, there was a garden hose just beside the garage door.

If you drive an air-cooled VW a fire extinguisher is some of the smartest money you can spend. If you drive a bus, you need two of the things, one located in the cockpit where the driver can grab it as they jump out, the other in the cargo bay.

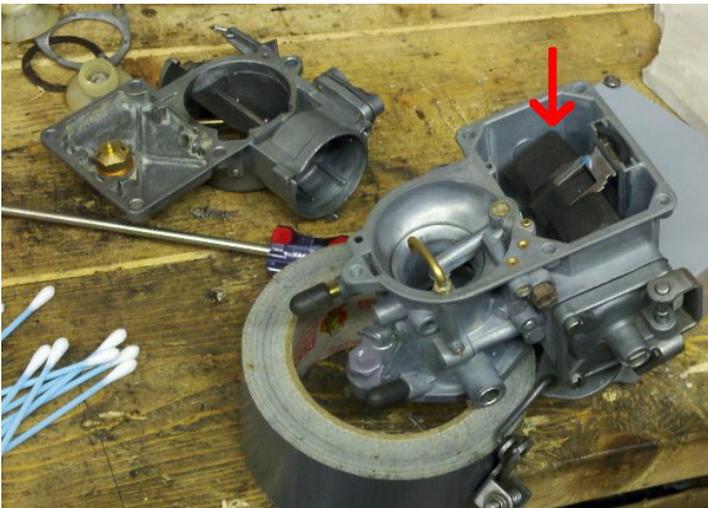
He used the garden hose. Worked, but only because there wasn't a pool of petrol under the bus.

Hell of a mess. The rear portion of the air seal was fried, along with the fan belt and most of the wiring. But it wasn't quite as bad as it looked. Had to drop the engine so he could replace the air seal. I went over and helped him with the wiring.

The cause of the fire was a mystery. And he'd already figured out that it would be plain crazy to put the engine back in without knowing why it had caught fire.

The only clue I considered significant was that the gasoline had sprayed all over the top of the engine compartment. I thought the fuel hose had blown off or he'd left out a gasket. But the fuel line was in place. All of the gaskets on the carb were in place and the screws were tight. So maybe it was the fuel pump. Or perhaps he'd used one of the old gaskets by mistake. Old gaskets often break when you remove them, leaving a gap for the fuel to escape. The overhaul kit was still on the bench along with the old gaskets. And two float valves, the old one he removed from the carb before soaking it in carb cleaner, and the new one he forgot to install. Mystery solved.

The float bowl is vented to the atmosphere. On the Solex the vent is a metal pipe about a quarter-inch in diameter



that points into the open throat of the carb at an angle. With no float valve installed, once the fuel pump filled the bowl the vent acted as a nozzle, squirting gasoline out of the carb (no air cleaner), onto the ceiling of the engine compartment and from there, all over the engine compartment.

Distributor cap was still in place so the initial ignition point was probably the generator brushes, which create sparks during normal operation.

The Boot Camp of Reality is coming to grips with our own fallibility. Alas, it's a lesson most fail to learn. Once you accept the fact that errors are human and therefore normal, you make it a habit to write things down, to measure twice before cutting, to use lay-out boards when assembling an engine, to use check-off lists before take-off and so on. Not very kewl of course but totally professional.

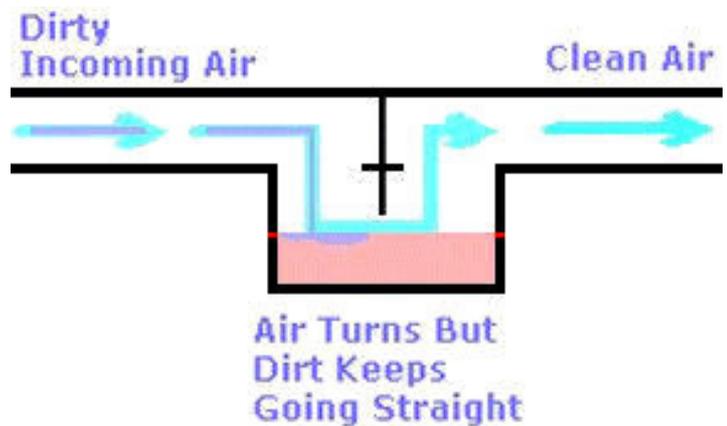
Education is usually expensive. This lesson was a bargain. He's still got his bus. And his house.

Oil bath air cleaners.

Some owners have misunderstood the principle of the oil-bath air-cleaner. There is no vaporization and condensation of the oil bath. I suppose horsehair may have been used for an air filter by someone but it was not Volkswagen.

The oil-bath air-cleaner is a classic example of a two-stage kinetic filtering element, removing virtually all particulate contaminants from the air at all engine speeds.

Incoming air is forced to follow a vertical descending path toward the pool of oil, then drawn upwards. Having a mass several million times that of a molecule of air, the inertia of the dust particles makes it impossible for them to follow the abrupt change of direction in the air-stream, causing the particles to strike the pool of oil where they become trapped. This works best at high rates of airflow.



The coir filter element, which forms what is termed a 'labyrinth filter', applies the same principle but in a different manner. The coir element forces the air to change direction many times. The fibres are coated with kerosene. Dust particles collide with the fibres and are trapped by the kerosene.

The spec for cleaning the coir filter is to immerse it in kerosene, allowing it to soak for up to half an hour. It is then sloshed repeatedly and allowed to drain. This was done twice a year under normal driving conditions, as often as deemed necessary under dusty conditions.

In use, particles of dust trapped in the oil bath cause the level of the oil to rise. Under severe conditions it may require cleaning on a daily basis. (Moisture does the same thing. In a rainy climate it isn't unusual for the air cleaner to accumulate a litre of water per month.)

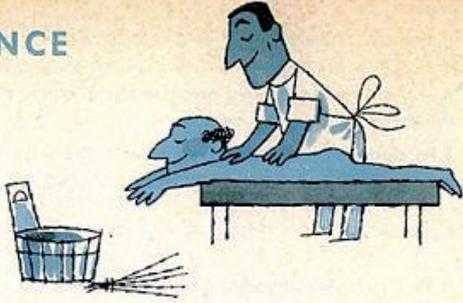
Under Volkswagen's original apprenticeship training program, the effectiveness of the oil-bath air-cleaner was demonstrated by removing the sludge from the oil-bath and coir filter, flushing it with solvent and examining the residue. A low-power microscope was needed to observe the smallest particles.

The same principle is used to clean the air for large stationary engines and for air conditioning applications, in which a recirculating water-bath may be used instead of oil, and the air may be forced past as many as two dozen up-down baffles, removing even microscopic particles of low density such as pollen. In some systems the water-bath is sealed with a thin film of mineral oil. Trapped particles fall thru the oil and are removed by the recirculation of the water beneath the oil film. I understand special silicone-based oils are used in modern HVAC systems but non-human applications such as large stationary engines continue to use mineral oil. Residential HVAC systems typically use labyrinth-type filters, designed primarily to catch fibres rather than particles.

Paper and foam filtering elements are based on the labyrinth principle. The effectiveness of the oil-bath air-cleaner is superior to that of the typical paper or foam filtering element. Paper air-filtering elements came into use when they became effective at trapping particles of a certain size. Oil-bath filters will trap smaller particles but there is no evidence of accelerated engine wear for particles below a certain critical size.

Air filters for rough service (armoured vehicles, farm machinery, etc) where an oil-bath would be unsuitable, and high-volume applications (turbines, etc) use the same physical principle of mass-differentiation, typically drawing the air through several stages of centrifuging during which the greater

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Servicing Air Cleaner

The air cleaner filters particles of dirt and grit from the air used for combustion. Regular servicing is especially important in dusty areas. A dirty air cleaner decreases operating efficiency and increases fuel consumption. It should, therefore, be cleaned every 5,000 km. (3,000 miles).

To service air cleaner, remove it from the engine and take off the cover that houses the filter element after having detached the clamps. Remove dirty oil from reservoir and refill to level indicated with approx. 0.25 liter (0.53 U.S. pt.; 0.44 Imp. pt.) SAE 20 engine oil. Rinse the filter element with kerosene or any other degreasing fluid and allow the fluid to drain from the filter.



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mass of the dust particles causes them to be separated from the air-stream. Although such air-cleaners may be powered or static, they are often called 'turbo' air-cleaners. They are often used in conjunction with disposable labyrinth-type filters. For Volkswagen owners running off-pavement, the static type of 'turbo' air-cleaner used on Ford tractors has proven most effective.

Recent air-pollution legislation enacted here in California requires automotive paint shops to reduce their emission of vapour and particulate material. I mention this because the most cost effective means of doing so involves the use of high-volume, low-pressure spray-painting systems in conjunction with a multi-baffle water-bath air-cleaner that uses exactly the same principle as the air-cleaner on an early Volkswagen.

Coir is the fibre from the husk of the coconut. The porous fibres are typically triangular or star-shaped in cross-section. Other vegetable fibre such as sisal, abaca and hemp may be found in reusable air-filters but the greater surface area of coir produces a better filter. American and British auto manufacturers developed metallic labyrinth filter elements

but none proved as effective as coir. Animal fibres are generally unsuitable for automotive air filters because of their small surface area, although Ford conducted some experiments along those lines with chicken feathers or perhaps the quills from chicken feathers. (Coir and other coconut products were largely controlled by German interests in their colonies before the war.)

Field-tune a 34 PICT-3.

There's nothing special about tweaking a PICT-3. It does have a couple of differences but the basics are the same.

The small brass screw determines the amount of fuel fed to the engine when the throttle plate is properly set. Start with that. Once you have the throttle plate properly set the other adjustments fall into place.

On the 34-PICT-3 you want the throttle plate NOT completely closed. The spec is a gap of about 0.1 mm. To achieve that with the carb on the vehicle, use the throttle screw. Turn it out until it is clear of the fast-idle cam, the stepped quadrant on the choke shaft. Then turn the screw in until it barely touches the quadrant. The throttle plate should now be closed. To open it one tenth of a millimetre, turn the throttle screw a precise quarter-turn. Based on the threads-per-cm of the throttle screw and the lever length of the throttle arm and throttle plate, a quarter-turn gives about a tenth millimetre clearance in the throat, which is what you want.

The volume of petrol fed to the bleed-air at idle is set in the same way as on other carbs. Turn the small brass screw all the way in – gently - until it bottoms. That establishes the base line. Now back it out two-and-a-half to three turns. Somewhere in that range the engine will receive enough fuel to start and run.

Make sure all the hoses are connected and the studs are tight. Go ahead and fire it up. Let it warm up.

You can't adjust the carb until the choke is standing vertically. Be sure air cleaner is on. The carb expects it to be there.

What you need to do now is set the idle speed and this adjustment is the big difference between the 34PICT-3 and earlier carbs.

See that big aluminium screw? It's called the BYPASS screw (they're talking air here.) It's a bit above the mixture adjustment screw. Use the BYPASS screw to set your idle speed. Leave the throttle adjustments strictly alone.

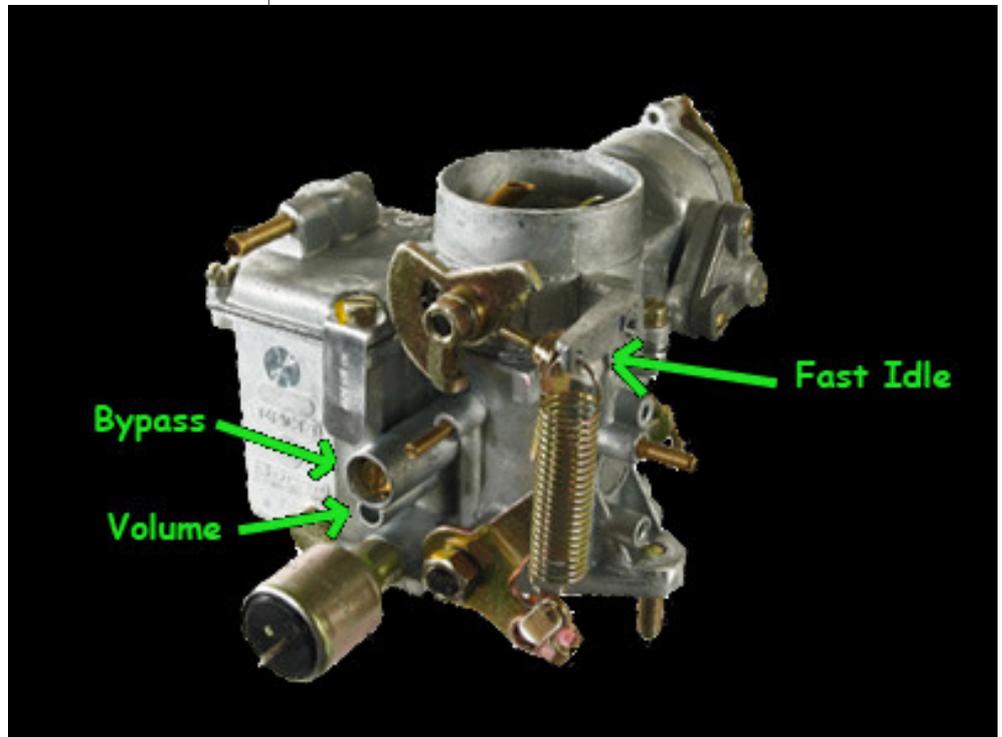
Set your idle on the high side, up around 900 rpm. If you don't have a tach you'll have to do it by ear. A little too fast is better than a lot too slow; the VW NEEDS to idle fast, otherwise it can't keep itself cool.

Now go back to the mixture - the volume control screw (they're talking gasoline here) - and see if you can make it run any faster. Tweak the volume control screw to get the FASTEST idle at that particular setting of the Bypass screw.

Found the fast spot? Now back it off a tad. A 'tad' is 25 rpm. I'll leave you to figure out how to measure it. And a 'tweak' means no more than three-quarters of a turn or so. If you go beyond that there's really no adjustment being made. The volume control screw is a needle valve. Turn it too far out, you've just got a hole. The adjustment range is about half a turn plus or minus starting with a baseline somewhere in the vicinity of 3 turns off the seat. Yeah, I know that sounds kinda iffy but that's the nature of needle valves. If someone has turned the thing in too far they will have broached the hole so large that barely backing the needle out results in a huge flow of fuel. The specs I've just cited are really for a brand new carb. For a carb that has been in service for a while, the mixture adjustment is liable to be almost anything. Just do the best you can.

Tweaking the mixture will have elevated your idle speed, so go back to the Bypass screw and slow things down. Bring the idle back within the normal range. I run mine at about 850.

As to driveability, check your choke, make sure it's

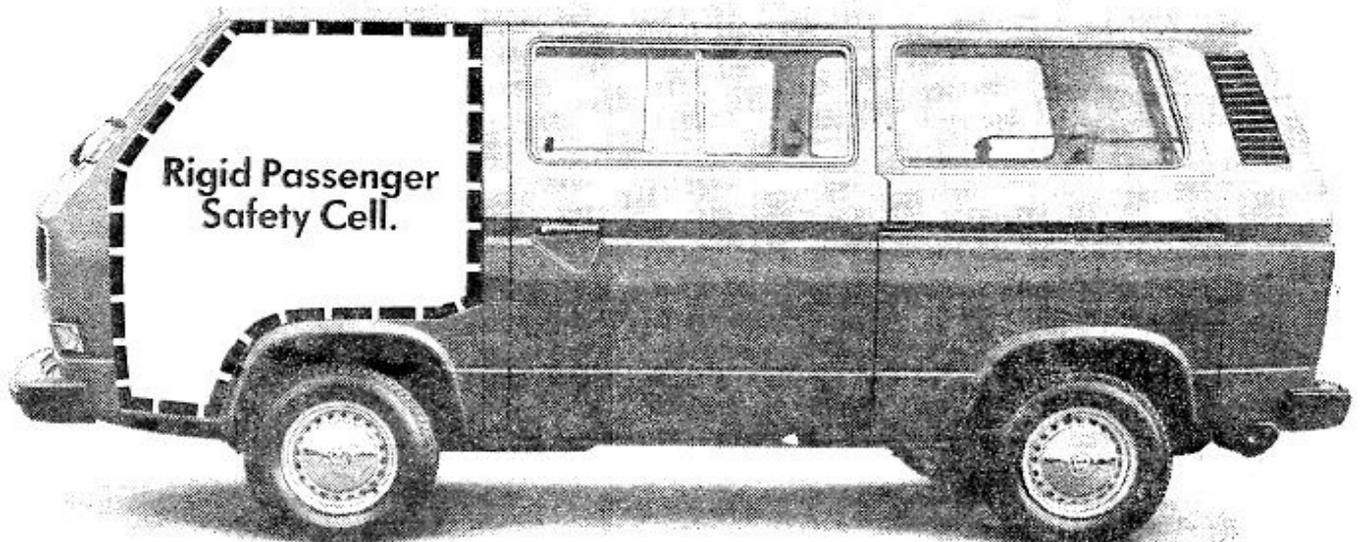


working properly. And your flat spots may be due to an improperly adjusted accelerator pump. It has a range of adjustments. If it's on the low end of the range, adjust it to give a bit more gas when you put your foot down.

Your timing and valves should be dead-on before you go messing with the carb. If you're running a centrifugal distributor, all bets are off. They respond only to changes in speed rather than changes in throttle position (i. e., load). Vacuum advance senses the change in throttle position, starts advancing the curve immediately, allows for the smooth response you need for normal driving. Volkswagen knew what they were doing.

Bob Hoover

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