

Zeitschrift



40 years of the VW Passat in Australia.

March 2014

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Club VeeDub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Also 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 1340		14 Willoughby Cct
Camden NSW 2570		Grassmere NSW 2570
		(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.

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20 years and over.

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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.*



Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2014

Car Show & Family Picnic

SUN 6 APRIL 2014 Cars in place
9:30AM for 10:00AM

Gough Whitlam Park, Bayview Ave, Earlwood

Event Directors: Nick Harris 0408 228 305

John Assarapin 0418 785 815

www.mbcnsw.org.au \$10 p/car entry fee

Robertson Classic Car Day

Sunday
13th April 2014

From 9:30am

We are inviting all owners of historic cars (30 years or older), to come along and display their vehicles for the admiration of the public and other car buffs. This is a fund raising day for the heritage railway station, which is a volunteer organisation. We are asking for a donation of \$5 from each attending vehicle which will enter each car in a lucky car draw. The winner will take home a nice prize. There will be no trophies or contests at the 2014 event. It will be a fun day to see beautiful historic vehicles on display, with the Railway selling hot food and a gourmet coffee van in attendance. All are welcome to what will be our 6th Car Day. Please come along. **Club Veedub will have a Volkswagen display - all members are invited to show off their VWs.**

Location: Robertson Railway Common. Take the motorway to Mittagong, Bowral and Moss Vale. Follow the Illawarra Highway to Robertson. Turn at Yarranga Street (Motel on corner) or Meryla Street (Pub on corner) and follow signs.

Venue: Robertson Railway Station is a National Trust-listed heritage structure. We regularly host visits by the famous steam trains from the Thirlmere Rail Transport Museum. The station complex consists of well preserved railway buildings, the 'Fettlers Shed' Art Gallery and the Railway Village Common picnic area and park. Vintage Machinery Display. There will be an interesting display of restored and functioning farm machinery and tractors.

Attractions: Robertson has rolling green hills, rainforests, magnificent waterfalls, stone fences and lush countryside. Beautiful Bowral, heart of Bradman country, is only 20 minutes away. Autumn colours are a feature of this region and Easter is a particularly lovely time to drive through the highlands. The Illawarra Fly Treetop Walk, with its stunning views over the ocean, is only 15 minutes away and can be enjoyed on your way to or from our fun day.

Village: Has a wonderful old pub, one of only two wooden pubs in NSW, with a sunny deck and bistro, bowling club, cafes, gift and antique shops, and a fantastic **Country Market open on the day**. All are within an easy walk of the Railway Common.

Gallery/ Station Museum & Kiosk: RHRSI will be running a kiosk selling famous hot pies, meals, cold drinks, coffee etc. The station also has an interesting history display showing the history of the railway and the engineering feat of building this busy rail freight line.

Contact: Steve Carey, (02) 4885 2393

Club Veedub convoy:

Meet at Uncle Leo's fuel roadhouse at the Crossroads, Liverpool, at 7:30 am for coffee and an 7:45 am cruise departure to Robertson.



Shoalhaven Volkswagen Club Presents

RELEASE FROM THE PAST 2014



A DISPLAY OF NEW AND CLASSIC VOLKSWAGENS
HELD AT BERRY SHOWGROUNDS
- SUNDAY 4TH MAY 2014 -

- GATES OPEN 9:00 AM
- VEHICLE ADMITTANCE - \$15
- RECEIVE AN EVENT PLAQUE
- GOLD COIN DONATION FOR A LOOK AROUND
- WANDER AROUND BERRY MARKETS

ALL FUNDS RAISED ARE DONATED TO CHARITY.

Club VeeDub convoy—meet at Uncle Leo's Galtex servo at Liverpool Crossroads (UBD 288 D5) at 7:00am for a 7:15am departure.

Enjoy a weekend away with your loved one.

Club Veedub Sydney
27th VW Nationals show.



24th May 2014 Super Sprint, Wakefield Park, Goulburn NSW.
25th May 2014 VW Nationals Show, Fairfield City Showground NSW.
Contact David Birchall (02) 9534 4825 or clubvw.org.au

Von dem Herrn Präsident.

Hi all,

Well after last year's two washouts Sydney Showdown VW Drag Racing at WSID was a great success. This is a great event that brings together lots VW enthusiasts, and I hope that Craig Hughes from VWMA decides to run the event again next year.

I've been managing to get to a few more events this year. I just can't stop driving my new to me, old to you, Super Beetle. I'm having a great time and I've met some great members and I think I've talked a few attending these events to join our club.

The next event coming up is on Sunday 6th April, the 3rd-annual Sydney German Autofest at Gough Whitlam Park (off Bayview Ave) Earlwood. The Mercedes-Benz Club, the organisers, have asked if we could supply two people to help with marshalling in the morning. Then on Sunday 13 April is the Robertson Classic Car Show - see the ad in this issue for meeting times for the cruise down.

There are more events coming up after that, so keep an eye on the club calendar in the magazine or on the club website for more details about upcoming events.

The VW Nationals will be on again soon. Planning is well under way, and we will need some help setting up and packing up and during the day. If you can lend a hand at either the Supersprint or on show day it would be much appreciated.

Chris Fraser is again our Supersprint secretary - thanks Chris. Entries will soon be open so keep an eye on the club website for entry information.

We will again have a raffle for one entrant to have their entry fee refunded. This only applies to early entries and there will also be a dollar penalty for late entries and entries on the day.

Speaking of the Supersprint our club is very short on CAMS trained officials to help on the day. If you would like gain your CAMS qualifications please contact Rudi 0418 442 953 and he will tell you how to go about it. Also see Norm's block ads in this issue (see pages 8-9).

See you soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone,

This month we ran our Canberra AGM, combined with a tenpin bowling afternoon. Our numbers were down but the bowling was enjoyed by those in attendance. Some extra members arrived for the AGM itself and we successfully covered the year that was and voted in a new committee. A big thank you to those who have stuck their hands up for this year.

By the time you read this we'll be only days away from the Shannons Wheels car show - Sunday 16 Mar, 9am at Kings Park near the Carillon. Bring a drip tray along, we have emailed some details out so I hope to see you there. There is an issue over the various entrances for different clubs so please have a look at the map I have mailed out and ensure you arrive at the right entrance.

Other events we are planning for the club include:

Sunday 06 April - there is a fundraiser for the Canberra Hospital being planned called a VW Community Drive. They are hoping for hundreds of VWs to register and drive in a convoy through the streets of Canberra. I have been waiting for details which should be appearing on their website at <http://canberrahospitalfoundation.org.au/home/> any day now. It would be great to get some cars from interstate as well, once I have more I'll be advertising it on forums and such. There will be a decent entry fee but they are intending to include things with it such as a ticket to win a trip to the VW Museum in Germany. They are also planning a large VW function after the cruise that the family can be involved in. Keep an eye on that site for more info which should appear soon I hope.

April - we're organising a local cruise to Gold Creek or similar, more to come on this one.

Sunday 04 May - we're hoping to get some members to the Berry VW carshow. entry is \$20 and I am told it is a great activity. Save the date now and lets try to get some locals there this year.

24 / 25 May - Sydney VW Nationals - always a great activity run by our club, save these dates too and work on heading to Goulburn for the Super Sprints, or to Sydney for the show itself. Heaps of info for this in the magazine.

Got any questions? Let us know, we'd love to see you all at future events.

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.**

March.

Sunday 16th:- Marulan Track Day - JUST a fun day out; there will be no classes or timing or trophies. It is NOT racing. You don't need to be a club member to join in; it is open to everyone. But you will need a track licence - this can be a CAMS, or AASA licence. Alternatively you can buy a 12 month Marulan licence on the day for \$40. Drivers' briefing at 8:45; 10-min track sessions from 9:00am. Cost of the day is \$110 per driver. Only 40 entries will be taken meaning you will get the maximum possible track time for your dollar. You will also need an Australian standards approved helmet. These are available for hire at the track for \$20 (\$50 deposit). Cars need to be based on production models; open wheelers

and go karts not allowed. Strict noise limits apply and every car will be tested. If you are interested, email Chris Fraser at cfraser@gmail.com (Wollongong Sporting Car Club).

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

Monday 31st:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

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

Saturday 5th:- Camden Show Classic Vehicle Display and Grand Parade. Still a 'country show', Camden Show attracts over 40,000 visitors. Classic VW owners are invited to show their cars and be in the Grand Parade. One free entry ticket per vehicle but you MUST pre-book. Phone (02) 4655 8338 or email office@camdenshow.com to book your place. More info at www.camdenshow.com

Sunday 6th:- Sydney German Autofest at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes Benz Club of NSW. All German makes welcome. \$10 entry per car; entrants to be in place by 9:30am. Food and drink stalls on site. Volkswagens new and old wanted! Contact Nick Harris (MBC) on 0408 228 305 for more info.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona.

Sunday 13th:- Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. Cars 30+ years old wanted! Entry from 9:30am, \$10 to show your VW, or free general admission. \$5 raffle tickets to raise funds for Robertson railway. No judging or trophies this year; just a fun day to show your car. Country market stalls, vintage machinery, antique stores, food and drink stalls. **Join the Club Convoy at Uncle Leo's Caltex, Liverpool Crossroads, at 7:30am for 7:45am departure.**

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

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

May.

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

Sunday 4th:- Berry Blast From The Past show at Berry

Showgrounds. Gates open at 9:00am. \$15 entry, includes an event plaque. Gold coin donation for non-showers for a look around. All funds to Shoalhaven Cancer Council. Berry markets to explore. Hosted by Shoalhaven VW Club. **Join the Club Veedub convoy at Uncle Leo's Caltex servo, Liverpool Crossroads, at 7:00am for a 7:15am departure (135 km and 1 hr 40 min via Wilton, Mt Ousley, Wollongong and Kiama)**

Sunday 4th:- Hunter Euro Motorfest at Lambton Park, Elder St Lambton (Newcastle). From 8:30am. All European makes welcome – especially Volkswagen. \$5 entry fee. Organised by the MG Car Club Hunter Region. Funds donated to Hunter Medical Research Institution (HMRI). For further information go to www.huntermg.com

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

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

Saturday 24th:- VW NATIONALS Supersprint at Wakefield Park Circuit,

Wanted: Race Volunteers!

Well folks it's that time of the year again, when we appeal to your inner soul and ask you to volunteer.

Yes that's right, this Club runs on volunteers and YOU can assist to run Club Veedub's Supersprint. We need 24 volunteers to run this event.

What, YOU don't think you can do that? Well yes you CAN!!!

We have training available with support from Southern Sporting Car Club at their scheduled Supersprint Events on the following dates:

- * Sunday 23rd March, Wakefield Park Goulburn
- * Sunday 13th April, Wakefield Park Goulburn
- * Saturday 26th April, Sydney Eastern Creek
- * Saturday 10th May, Sydney Eastern Creek

After one meeting on application you will be issued with your own CAMS Official Log Book.

WE need you this year so give me or a Motorsport Committee member a ring. Couples most welcome.

We need to have a strong roster drawn up two weeks before our VW Nationals Supersprint.

So come on what is holding you back?

Norm Robertson 0409 771 822
email nrobertson462@optusnet.com.au

What does it take to run a Race Meeting?

1. MONEY
2. COMPETITORS
3. TRACK OFFICIALS - 40 - that's right, 40

Take any one of these three out and the show does not go on!

A break down of Officials, MADE UP BY VOLUNTEERS, is as follows;

- 5 x CLERICAL
- 2 x SCRUTINEERS
- 2 x DUMMY GRID
- 3 x START-FINISH LINE
- 12 x FLAG MARSHALLS
- 1 x CATERER

The other 15 members are the professionals: FIRE and RESCUE; AMBULANCE; TIMEKEEPER; RECOVERY; TOWER STAFF; CLERK OF THE COURSE

So give the VW Nationals Supersprint support by joining a great team!

Goulburn. VW racers wanted, air AND water-cooled. Stock is OK. CAMS Licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 25th:- VW NATIONALS 2014 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids'rides, German dancing, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information, or see www.clubvw.org.au

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

June.

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

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

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

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

July.

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

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.

Monday 28th:- 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:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (std and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many hard-to-get original NOS VW parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For sale:- Volkswagen Superbug, 1972. Powder Blue and White, new battery, new tyres, new coil and leads, 12 months registration, runs extremely well, has oil leak and some surface rust on pillars but overall a very pleasing car. Would be a great restoration project. \$8000 ONO. Please contact Alan Craddock on 0412 540854 or (02) 9645 2029.

For Sale:- Front roof-rack for VW Kombi Campmobile, plus **genuine VW Campmobile tent.** Roof rack is galvanised, and fits above the driver and passenger roof. It includes all mounting brackets and hardware. The VW camper tent annex is orange and comes in its own bag. Both items have been in storage for many years. \$200 for both or will split if you negotiate. Contact Len Donaldson on (02) 9639 7377 (AH).

For Sale:- VW motors and spare parts. Type 1 German AS21 Industrial case standard 1600 in pieces plus other items. Also 1x 2BR Brazilian case - machined, cured to 92mm piston barrel kit plus extras. Many hard to find spare parts also for sale. No longer doing project, genuine seller wanting to declutter. If you are interested, please phone William Lenon on 0421 165686 or email lenon@iprimus.com.au

For sale:- I have 2 manuals for VWs for sale if anyone is interested. 1. Gregorys No.46 Volkswagen Beetle Models 1954/1971 Hardcover 2. How to Keep your Volkswagen alive. Step by Step procedures for the compleat idiot 1200-2000 Hardcover. Pls advise if anyone is interested. \$60 for both. Please contact Ms Anne Malsbury on 0407 909718 or email anne.malsbury@rdsydney.org.au

Wanted:- Hi, I am looking for a **second hand engine** or a reconditioned engine for my VW Caravelle (1990), watercooled 2.1-litre. It seems very hard to find one as I called a lot of mechanics now. Can you maybe help me? If you can, please phone Anika Bruns on 0449 788985 or email Anika-Bruns@gmx.de

For Sale:- This yellow 1975 Superbug L 1600 has had 3 owners, one for 28 years, the second for 4 and myself for 7. This is a great car with low km, straight body and good engine. All receipts from myself and previous owner. Service by the late Ben Durie and Nymeyer Motors in Newcastle and under the previous owner, Andrew Dodd. Always garaged. But like all non-restored cars of this age it needs some work. It was rust proofed in 2009 but has some rust in the usual spots (front pillars and one spot on a back vent) along with some surface rust. Some rust on bumpers and wheels. Floor has been cleaned and rust-proofed but still has original sound-proofing along with new carpet. No leaks. New window scrappers. Has been painted since new, not sure when. Original number plates. Engine, brakes and suspension in

good condition. Registered till December 29014. Will sell with roadworthy. In Newcastle. \$5,000. Photos on clubvw.org.au and carsales.com.au. More details from Bryan at bh@wildwattle.com.au or 0423 079 588.

2nd Month Ads.

Wanted:- A Chassis from a Beetle 1969 to 1979. It must have ball joint front suspension with disc brakes. The rear should be double-joint (not swing-axle). I don't care if the floor pans are rusted out or if I need to take the whole car to get a good chassis. A gearbox is optional but it must be in good condition. I am located in Newcastle. Please phone David on 0405 108284 or email kerda3@bigpond.com

For Sale:- Hi I'm looking at selling my **1964 VW Beetle**, I'm just wondering if you would be able to let me know if you would know of anyone interested in this? If you are interested, please contact Simon Leach on 0429 307329 or email simon.leach@fairfaxmedia.com.au

For Sale:- I have a **1974 VW Passat**. I have been its sole owner but do not drive it any more. I did not register it when it became due in Jan 2014 but I am sure it would pass rego as I have only driven it once or twice since it was last registered in 2013. It is only taking up space in my garage now and I was wondering if anyone is interested in it. It was insured until January this year for \$2400. I would like it to go to a good home. Contact Mrs Annetter Collins on (02) 94764137 or email bobbobandannette@bigpond.com.au

For Sale:- 2-Litre VW Kombi motor. Approx. 25,000km since Wayne Penrose rebuild. Standard motor and carbies. Excellent condition. Can be test driven- still in van until sold. \$2,000 Phone Dave on 0409593443 or email jndhendo3@bigpond.com

For Sale:- 1972 Beetle parts. 1600 running engine 009, new carby \$600 Ono. Panels from \$ 30. 1967 Splitty Gearbox and reduction hubs(less cone) \$600. Rim and tyres 14-inch \$200. Roof racks x 2 \$120 each. For more information phone John on 0477 334159 (Quakers Hill).

For Sale:- Regretfully I am selling my Mum's lovely **Golf**, which she has had since new in August **1979**. Mum has passed away and I need to find a new home for the Golf, preferably with a VW enthusiast. This car has been garaged all its life. It has never been involved in a major accident. It does have a couple of dents where people driving what appears to be a four wheel drive have used Mum's car as a parking sensor in the local supermarket car park. As a result the hatch lid does not close properly or lock, but that should be fixable. There is no major rust; just some very minor surface rust. The interior is great aside from cracks on the dashboard - Mum used to have to park her car in the sun three days a week at the bowls club. The seats are in great condition as is the carpet. This car has only done 75,000 km in its 35 year life. Mum didn't drive it much. It's had a couple of long trips but otherwise has spent its life in Sydney. Because of the low usage Mum had to replace the cylinder head a few years back; I don't think the car was used enough to really warm up. This car is original.

The only after-market item is a radio cassette player which no longer works. It has no power steering or air-conditioning. It has the original metal rims and spare tyre. It has original logbooks and the original brochure for the car, for its new owner to smile over. This lovely little Golf is located in Hunters Hill in Sydney. Happy to negotiate over the price, but I am asking for the value for which it is currently insured. This Golf is registered until August. It has never ever failed to pass rego. Please give it a new loving home! Asking price \$1800.00 For enquiries and more information, please contact Sabrina Ferguson on 0412 096525 or email ms.sabrina.ferguson@gmail.com

For Sale:- 1964 VW 1200 Deluxe Sedan. This vehicle was purchased and driven in Canberra 1965-84 and has been stored unregistered undercover in Canberra since 1984. The motor has been started periodically whilst in storage. The vehicle has not been involved in any road accident and there is no major rust. The paintwork and tyres are good but a new muffler, tail pipes, running board rubber and a thorough service are needed. The upholstery also needs some attention. Additional fittings:- VW radio and VW roof rack. Publications available:- the original VW Owner's Manual, Workshop Manual by Scientific Publications, 'How to keep your VW alive' by John Muir. We are the original owners of the vehicle and we think it is suitable for restoration. Price negotiable. For further information contact mobile phone 0416 859 271 or email to maryclose@netspeed.com.au

For Sale:- 1967 1300 Beetle, suit restoration, front damage, \$2000.00. Car located at Kingsgrove. Phone 0438 593 834.

For Sale:- 1976 VW Beetle - Outstanding condition (interior and exterior). Beautiful car, admired in the streets, much loved and reluctant sale. Need to sell as I need a bigger car for my new employment. Very sad to see Eddy go, she has served us well and is super fun to drive around in. 'Eddy' has been refurbished with a restored engine, new paint, electronic ignition, tinted windows, speaker system, immobiliser, and beautifully kept interior. This car runs well and is used locally, you will not find a better running vintage Beetle. The 1976 Beetle was the last model produced by Volkswagen Australia in the classic range. Eddy has been well maintained and cared for, and has been regularly serviced by a VW specialist. NB: one small crack in paintwork above right headlight. Stereo system is functional however needs new tuner/CD head unit. A must buy for any Beetle lover/collector, great first car or for anyone who wants an awesome vintage car. Contact Emma for any inquiries or to test drive. Asking Price \$8500. Emma Mitchell, 0432 870807 or email ejmitchell88@gmail.com

Pics from the past.

Hi Phil, great to catch up again today at the Penrith Gallery.

Here's a pic of our two Ruby Red Beetles together in 1993 at Boris's Picnic Day on the river at Picnic Point..... Can you believe it was 21 years ago !!!



I have plenty of other Club VW photos and Video 8 footage, mainly from the period 1990 to 1995. I will find more pics to send you. Here's also some current pics of my '56 Kombi & '67 Beetle.



On my '56 Kombi there is an original dealer plate in the engine bay on the right hand side from (see image) VW Motors Pty Ltd, Newstead Brisbane.

I am trying to find old images of the old dealership & any information about it but not having much luck. I manage to only find 2 photos of inside the workshop on thesamba.com (see next page) but would love some more

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Golf wagon released.

Starting at \$25,540, the new Volkswagen Golf 7 wagon has now joined its hatch sibling in Australian VW showrooms.

Matching the line-up of the all-new Golf 7 on which it is based, the Volkswagen Golf wagon teams three trim specification levels with three turbocharged four-cylinder engines – two 1.4-litre petrols and one 2.0-litre diesel. The only difference is that (for Australia), the new wagon will be DSG only – there will be no manual transmission option.

The entry-level 90 kW/200 Nm 90TSI costs \$1550 more than its hatch equivalent, while an identically powered mid-spec 90TSI Comfortline asks \$29,290, up \$1550 on the hatch. First-time premium models the 103 kW/250 Nm 103TSI Highline (\$33,840) and 110 kW/320 Nm 110TDI Highline (\$36,340) both rise by \$1850 over their Golf hatch equivalents.

Unlike the hatch, however, all Golf wagon variants are paired only with a dual-clutch DSG automatic transmission – with six ratios on the diesel unit and seven on both petrols.

Fuel consumption is claimed at 5.3 litres per 100 km for the 90TSI, 5.2 L/100 km for the 103TSI and 4.7 L/100 km for the 110TDI – figures that equal or better their hatch equivalents.



The 103TSI and 110TDI share the fastest acceleration time, with both wagons reaching 100 km/h in a claimed 8.9 seconds, or a mere 0.5 sec and 0.3 sec off their respective hatch near-twins.

Other than the wagon's additional black roof rails, standard equipment on the entry-level 90TSI hatchback is largely carried over from the hatch and includes a 5.8-inch multimedia touchscreen and eight-speaker audio with Bluetooth and USB connectivity, cloth seats, cruise control, regular air conditioning and a leather-wrapped steering wheel. A set of 15-inch alloy wheels also replace the hatch's identically sized steel items.

The 90TSI Comfortline adds a rear-view camera, front and rear parking sensors, rain sensing wipers, auto-dimming rear-view mirror and automatic headlights, dual-zone climate control air conditioning, 16-inch alloy wheels and chrome roof rails.

The 103TSI and 110TDI Highline models further add front fog lights, satellite navigation, Alcantara and cloth trim, comfort sports front seats, LED reading lights, LED ambient lighting, 17-inch alloy wheels and chrome window surrounds.

Metallic paint costs \$500 extra, while sat-nav adds \$950 to the Comfortline.



Optional on Highline are a panoramic electric glass sunroof (\$1850), bi-xenon headlights with LED daytime driving lights (\$2150) and leather appointed upholstery (\$2950).

On Comfortline and Highline models, a driver assistance package is available across the range for \$1300, comprising adaptive cruise control, front assist with city emergency brake, proactive occupant protection and a four-mode driving profile selection system that allows drivers to choose from 'Eco', 'Sport', 'Normal', or 'Individual' set ups. The latest generation of Volkswagen's park assist technology is also included in the package and now aids in not only parallel parking but also reverse parking at right angles to the road and in exiting parking spaces.

The first wagon to sit on the Volkswagen Group's modular transverse matrix (MQB) platform, the 1312 kg Volkswagen Golf 7 wagon is 165 kg lighter than its predecessor and provides 100 litres more boot space – 605 L versus 505 L.

Total capacity is also up 125 L to 1620 L with the 60/40 split-fold rear seats folded flat (a task now made easier with new remote unlatching levers located in the boot side wall). Both cargo space figures far exceed the Golf hatch's 380L and 1270L numbers, and are right up there even with the larger Passat wagon.

Developed in tandem with (not derived from) its hatch stablemate, the new Golf wagon is 4657 mm long, 1799 mm wide and 1496 mm high making it 26 mm longer, 18 mm wider and 28 mm lower than its predecessor. Its 2620 mm wheelbase is also a gain of 46 mm over the outgoing car.

The Golf 7 wagon is available at your Volkswagen dealer now.

Recommended Retail Prices:

Golf Wagon 90TSI	\$25,540
Golf Wagon 90TSI Comfortline	\$29,290
Golf Wagon 103TSI Highline	\$33,840
Golf Wagon 110TDI Highline	\$36,340

Scirocco update.

The 2015 Volkswagen Scirocco has been freshened and is primed for its Geneva motor show debut in March.

VW's three-door sports hatchback has seen a range of changes, including exterior and interior tweaks, and a range of new engines starting with a 92 kW 1.4-litre turbo (for European buyers).

Australians, however, will likely be more interested in the range-topping Scirocco R, which is now powered by a 2.0-litre turbocharged four-cylinder with 206 kW of power, up from 199 kW overseas, or 188 kW in detuned 'hot climate' Australian specification. It hasn't been confirmed whether the new Scirocco R will again cop a power downgrade due to local weather conditions. But it probably will - the similar engine in the new Audi S3 has had its figure cut from 221 kW to 206 kW.

The new Scirocco R engine uses 8.0 L/100 km, down slightly compared to the existing 2.0-litre turbo, and its while torque figure has not yet been revealed, it's expected to jump from 330 Nm towards 380 Nm.

The 2008 body shell and PQ35 (Golf 5) platform have been updated, but continue on. An all-new Scirocco, using VW's latest MQB (Golf 7) platform is a few years away yet.

Volkswagen Australia says it has no information about the updated Scirocco R as yet, but the company's general manager of communications Karl Gehling said the facelifted car is not on its product plans for 2014. As a 2015 model it will be built from August 2014 and will make its way to Australia sometime after that.

Gehling said he couldn't offer any further information on whether the local arm would consider expanding the Scirocco lineup beyond one model, either, but VWA would not want to take any sales away from the Golf.



The new Scirocco's styling changes include revised headlights (bi-xenon as standard for the R), a revised front bumper with integrated 'blades', while at the rear it has new tail-lights with LEDs and a new boot lid design with pop-out VW badge handle (a welcome addition as the previous Scirocco had no boot handle). The R models get a new back bumper with integrated vents and a larger rear spoiler. There are new wheels for the Scirocco R (in 18- and 19-inch sizes), five new colours added to the list for a total of 13 hues, and it gets "matte chrome" exterior mirror caps.

Inside, the Scirocco gains dash-top gauges as a reminiscent hat-tip to the first-generation Scirocco, while it also gains a new instrument cluster, carbon-look highlights, revised air-vents and climate controls, a new media system, a new steering wheel pinched from the seventh-generation Golf GTI, and new bucket seats. Tech additions include Volkswagen's ParkAssist automated parking system and a new Dynaudio sound system.

Expect the new Scirocco to arrive in Australia early in 2015.

Polo update.

The updated Volkswagen Polo will feature revised styling, new technology and a range of new three-cylinder engines when it goes on sale internationally in April, and in Australia in the second half of this year.

Taking inspiration from its larger brother the all-new Golf 7, the refreshed Polo scores a new grille and a redesigned, chrome-lined lower intake.

New headlights at the front bring the first-time option of LED lighting, while new tail-lights, a restyled rear bumper and five new alloy wheel designs complete the exterior changes.



The cabin too looks more premium with new seat upholstery, a new flat-bottom steering wheel and refreshed instruments joining a reworked centre console with new climate controls and a Golf-style touchscreen infotainment system.

In Europe, a range of new Euro 6 emissions-compliant engines will be available, claiming fuel efficiency improvements of up to 21 per cent over current units. These are headlined by a new 66 kW turbocharged 1.0-litre three-cylinder petrol Polo BlueMotion TSI, with figures of 4.1 L/100 km and 94g/km. In some markets this will replace the existing diesel-powered Polo BlueMotion.

Two versions of the existing 1.2-litre turbo four-cylinder will be available - one with 66 kW, while the 81 kW version is up 4 kW on the outgoing model. A 1.4-litre three-cylinder turbo diesel can make either 55 kW, or the same 66 kW produced by the outgoing 1.6-litre four-cylinder turbo diesel.

At the lower end, and most unlikely for Australia, are 1.0-litre three-cylinder non-turbo petrols (borrowed from the Up!) in either 44 kW or 55 kW specification.

The existing Polo BlueGT's 1.4-litre TSI with cylinder deactivation receives a 7 kW power increase to 110 kW, although this is another Polo not destined for Australia.

As seen in its bigger Golf sibling, the facelifted Polo will come with a new electro-mechanical steering system, said to improve fuel efficiency and steering precision. A two-stage Sport Select suspension system will also be offered as an option.

Automatic post-collision braking, which autonomously brakes the vehicle after a collision, is now standard, while automatic cruise control, a driver alert system and front assist with city emergency braking will be optional.

Volkswagen Australia is yet to confirm the powertrain line-up of its updated Polo range. Local pricing and

specifications will be revealed closer to this year's launch. Volkswagen says over 14 million Polos have been sold worldwide since its 1975 introduction (originally based on the Audi 50).

VW Australia Dealer of the Year awards.

Volkswagen Group Australia has named Paul Wakeling Volkswagen as its 2013 National Dealer of the Year.

The Campbelltown retailer in south-west of Sydney also took out the 2013 Provincial DOTY award.

At a ceremony in Sydney last month, VGA managing director John White paid tribute to the dealership's managing director Scott Wakeling in delivering "exceptional service to his customers and his outstanding ongoing commitment to the Volkswagen brand".

"As a true partner of Volkswagen, he saw the potential and future of the brand and backed his belief by investing in property and state-of-the-art facilities," said Mr White.

"He has shared this passion with his people who continue to drive the business forward daily."



Mr Wakeling is no stranger to national dealer excellence awards, having last year picked up a 'Distinguished Dealer' trophy in Mitsubishi's annual program.

The family-oriented multi-franchise motor group – Scott is the son of Paul and Margaret Wakeling – has also won awards in previous years with other brands, including a top-ranking 'Chairman's Award' in Holden's 'Grand Masters' retailer recognition program.

Mr Wakeling said this week that it was "great kudos for our hard-working Volkswagen team, and a hearty congratulations to them all, especially our department heads Josh Redhouse, Gary Thompson, Matt Soster, George Carlia, Paul Burgess and Nathan Clarke.

"The award is scored in lots of areas including financial reporting, vehicle target achievement, parts target achievement, service reporting and quality, as well as customer satisfaction," he said.

"I'd especially like to thank our loyal customers who have shown us much support in the past and hopefully well into the future."

Other 2013 DOTY category winners (and their representatives) were: Rural DOTY: Dwyers Volkswagen, Victoria (Anthony Dwyer); Major Rural DOTY: Bathurst Volkswagen, NSW (Peter Spratt); Metro DOTY: Rex Gorell Volkswagen, Victoria (Brett Gorell); Major Metro DOTY:

Gold Coast Volkswagen, Queensland (Brett Frizelle and Tania Webber); and Commercial Vehicles DOTY: Barloworld Volkswagen Five Dock, NSW (Socrates Dalamangas).

Last year's (2012) National DOTY award went to Barloworld Volkswagen Bayside in Melbourne, while Barloworld Volkswagen Mascot, in Sydney's south, secured the coveted title for 2011.

Mr White used the awards presentation to thank the company's entire dealer network "for their valued contribution to our business" in what was a difficult year for the Volkswagen brand, which was involved in safety-related issues, including major recalls and a coronial inquiry, but finished with a slight 0.1 per cent growth over 2012 and an all-time record result in a year where Ford, Holden, Toyota, Mazda and Nissan all dropped sales.

Volkswagen's 54,892 new registrations last year was VW's largest ever in Australia, and enough to hold on to eighth position on the top 10 sales chart. This was a 4.8 per cent share of the market, down slightly by 0.1 per cent on the previous year. Annual sales growth was between 18 and 26 per cent from 2010 to 2012, but previous VWA boss Anke Koeckler once said that years of consolidation will follow years of growth.

Polo GTI in manual.

To go with the rest of the updated Polo range, the updated Polo GTI will finally see the addition of a manual transmission, according to a UK publication Autocar.

The current-generation Polo GTI, which went on sale in Australia in November 2010, has only ever been offered with a seven-speed DSG dual-clutch automatic transmission. However, Autocar claims the facelifted Polo pocket rocket will see the addition of a six-speed manual gearbox which could prove a key addition for enthusiasts.



By offering the car with a manual transmission it is expected that Volkswagen could cut up to \$2,500 from the price of the Polo GTI, which currently starts at \$27,990 plus on-road costs for the three-door base model. If that were the case, the updated Polo GTI could undercut the impressive Ford Fiesta ST, which currently sets the price benchmark among its turbo hot hatch rivals at \$25,990 plus on-road costs.

Other changes to the Polo GTI include a power increase from 132 kW to 141 kW, although it remains unclear as to whether the car will continue to be powered by the current 1.4-litre turbocharged and supercharged engine, as

some reports suggest the new version will gain an updated 1.8-litre four-cylinder turbo engine instead.

The original Polo GTI launched in 2006 at the Sydney International Motor Show, the first world-model Volkswagen to be launched in Australia. At that time it came with a 1.8-litre turbo and manual transmission, and enthusiasts have been crying out for a more pure driving experience since the new twin-charged, DSG-equipped model was introduced.

The updated Polo range will go on sale in Australia later in 2014, while the GTI is expected to arrive in 2015.

Polo R for Geneva?

Reports are continuing that an all-wheel drive hardcore Polo R variant is in the works, and could appear as early as the Geneva Auto Show this month.

VW's sister company Audi is developing its own entry-level hot-hatch in the form of the A1-based S1 quattro, which will potentially debut at the Geneva motor show in March.

The regular Polo and A1 are built on the essentially same platform, theoretically allowing the Volkswagen Group to reduce costs and add scale by applying the AWD drivetrain to a second model line beyond the Audi offering.

VW launched the front-wheel drive Polo R WRC performance flagship in Europe early last year to celebrate the company's entry into the World Rally Championship, but it was a strictly limited variant with just 2500 examples produced (none came to Australia).



The success of the Sebastian Ogier-led Volkswagen Polo WRC team over the past 12 months has also influenced VW's decision to bring forward development and production of the AWD Polo R.

Powertrain details remain scarce, but some reports are suggesting the Polo R could end up with the 162 kW/350 Nm 2.0-litre turbocharged four cylinder engine found under the bonnet of the bigger Golf 7 GTI.

Sister brand Audi released a limited edition left-hand drive-only A1 quattro in 2012 that was powered by the 188 kW/350 Nm turbocharged 2.0-litre four-cylinder engine sourced from the S3 and VW Golf 6 R, but it is unlikely the Polo R will use this older engine.

While the A1 quattro was manual-only, VW will likely pair the all-wheel drive Polo R with a six-speed DSG dual-clutch transmission, and AutoCar UK is reporting a sub six-second zero to 100 km sprint time.

If the Polo R comes to fruition as predicted, it could debut as early as the Geneva motor show in March at the same time as the facelifted Polo range.

There is no discussion of production at this stage, but given Australia's voracious appetite for turbocharged hot-hatches it would be a welcome addition to Volkswagen's local line-up.

If it did get the green light for Australia, it would be positioned above the 132 kW/250 Nm 1.4-litre Polo GTI (\$29,190 plus on-road costs) but potentially below the Golf GTI (from \$41,490).

Amarok update.

An upgraded Volkswagen Amarok with redesigned headlights has been spied undergoing winter testing in Europe.

The Amarok dual-cab spotted features high-tech xenon headlamps, surrounded by U-shaped LED daytime running lights along the lower edge of the ute's headlight assembly.



The new design is reminiscent of the headlights adorning the Volkswagen Amarok Power Pickup concept – a 200 kW/600 Nm 3.0-litre V6 diesel-powered sports ute that debuted at the world's largest VW show, Wörthersee fair in Austria last May.

No other revisions are evident across the undisguised test car's exterior, suggesting Volkswagen may be developing the xenon/LED combination for a minor specification update, a special edition model, or as an option for high-end Amarok variants.

Volkswagen Australia public relations manager Kurt McGuinness commented that the local division has no information about the spied vehicle, and says it is not expecting an update to the Amarok in the near future.

The HiLux-crushing Amarok launched four years ago in Argentina, and went on sale in Australia 13 months later in February 2011. The most significant update was introduced in July 2012, when the range was bolstered by the addition of the single-cab body style and an eight-speed automatic transmission for TDI420 variant.

Golf GTE.

Volkswagen is reportedly planning to build on its GTI options with a new futuristic plug-in hybrid performance variant, dubbed the Golf GTE.

UK publication Autocar reports the German brand is planning to develop the new Golf GTE model using the same powerplant as is seen in sister brand Audi's A3 e-tron. That car features a 1.4-litre turbocharged four-cylinder petrol



engine producing 110 kW of power and 250 Nm of torque that is teamed to an electric motor producing 75 kW and 330 Nm.

The motor is housed within the six-speed dual-clutch automatic transmission, and the hybrid system uses an 8.8 kWh battery pack which can be recharged in 2.5 hours to provide up to 50 km range in EV-only mode. Fuel use is claimed at 1.5 L/100 km.

In terms of go-fast performance, the A3 e-tron boasts a claimed 0-100 km/h sprint time of 7.6 seconds, with a top speed of 130 km/h using pure electricity.

The car is expected to borrow other hardware – such as suspension and brakes – from the petrol-powered GTI model, as is the case with the diesel-powered Golf GTD. Other tweaks would include revised interior and exterior styling.

The GTE is expected to be on the market in Europe by the end of 2015. Volkswagen Australia has said it is too early to say whether any such GTE variant – should one come to fruition – would be considered for local launch.

VW Taigun.

The Up!-based Volkswagen Taigun baby SUV concept has been shown at the 2014 Delhi auto show, in 'near-production' guise bearing a number of changes over the original version.

This second iteration of the tiny Taigun concept comes 15 months after the original version debuted at the Sao Paolo motor show in 2012, and the changes are chiefly focused on the back end of the car.

There's a newly designed boot section with an exterior-mounted spare wheel. The VW's boot lid offers a clever double functionality. The glass top section can be opened independently of the main tailgate, which swings open towards the driver's side.



Volkswagen says this design change was "exactly the solution our future drivers wished for in the new Taigun", claiming "fast access to the spare wheel without having to empty the boot first" was a must for potential buyers of the Taigun, which is expected to be sold in developing markets such as India and Brazil ahead of the rest of the world.

Measuring 3995 mm long (including the spare wheel), 1728 mm wide, 1570 mm tall (1605 mm with roof rails) and with a wheelbase of 2470 mm, the Taigun is essentially a size smaller than Ford's Indian-built EcoSport model.

Inside, Volkswagen says the Taigun's cockpit shows how an affordable SUV could look, with its four-seat layout boasting neat, simple presentation. The boot space is 280 litres – about the same as a light hatchback – but expands to 996 L when the rear seats are folded down.

The Taigun concept is powered by a 1.0-litre turbocharged petrol engine producing 81 kW of power and 175 Nm of torque, with average fuel use claimed at 4.7 L/100 km and an approximate running range of 1000 km. Volkswagen says it hit a top speed of 186 km/h under testing in Germany, and that the 998 kg concept can jump from 0-100 km/h in 9.2 seconds. The car is front-wheel drive, with a six-speed manual transmission.

The Taigun concept rides on 17-inch alloys and boasts high ground clearance, and is fitted with disc brakes all around and electronic stability control.

There's no word yet on when a production-ready version of the Taigun will debut, though reports have suggested it could be on sale by 2015.

"The response of the Indian trade-fair visitors and the Indian media is something Volkswagen awaits with great excitement," a Volkswagen India press release stated. "Their feedback will also be incorporated into the final conception of the production model."

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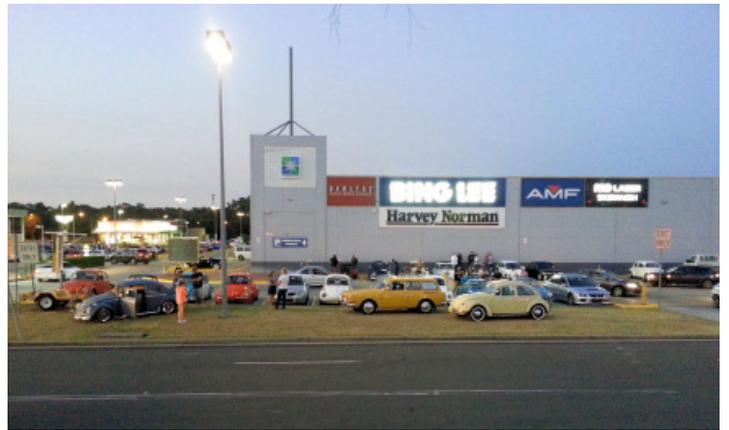
Der erste Freitag.

Hi everybody,

For a while now, some of the VW fans on the aussieveedubbers forum have been running an informal gathering on the first Friday evening of the month. This is not a club event, it's just a friendly get-together.



I went to the one in February, where the gathering place was Harry's Cafe de Wheels at Liverpool. It started at 7pm. It was an absolutely massive turnout the biggest I've seen since joining the club. There were heaps of Beetles, Kombis, Karman Ghias, VW water cooled cars and trucks on



show. A great night of socialising was had by all. And before we knew it was 11pm. To get these great shots Craig hoisted me onto the electricity box on the opposite side of the road, and we still couldn't get all the cars in.

Awesome!

Martha and Craig

Sydney VWMA Drag Day, WSID.

Saturday 22 Feb was a perfect day, in fact too perfect for someone who didn't bring sunscreen or a large hat.

ANDRA scrutineering went very fast and qualifying and racing went just as smooth with some very quick cars including a fantastic supercharged VW air cooled dragster. I don't have all the details but some vehicles ran into high 7sec times and tops speeds of between 240 and 275 km/h over the 1/4 mile.

My little VW Golf R with a stock engine and stock turbocharger with slicks and the interior removed (seats and spare tyre) for the day I managed to run a best of 11.87 seconds @ 183 km/h. My reaction times were also good and I managed to make it all the way to the final. Unfortunately, I had a problem with my launch control not engaging properly in the final and as the Christmas Tree lights were counting down I just managed to get it engaged and start to build up revs. This resulted in a slow reaction time (critical in drag racing) while my opponent Seb ("Bug Racer" in many online VW forums) had a lightning quick reaction and took the win by 0.4 of a second, quite a big margin.



Some of the air cooled cars were phenomenal, many prepared by the Penrose boys for themselves or customers. Watching Kombi vans roaring down the drag strip at over 190 km/h is something to behold, with their rat racer rusted exteriors and ultra-modern racing equipment under the hood.

I then changed back to road wheels and tyres, but left my exhaust off (for good reason) and drove home from Sydney again copping that beautiful sunshine all the way home on my already burnt face.

Look for lots of photos and more details in the next issue of VWMA, at your newsagents in a couple of months. I look forward to returning in 2014 and recommend it for any Club VeeDub members with an interest in Motorsport.

Andrew Cassie

SDMA HeartKids Hillclimb, Fairbairn Park. Sun 23 Feb.

After a quick sleep, I jumped up early Sunday morning to sneak out to Fairbairn Park hill climb circuit (nothing over 2000rpm with my straight exhaust). A quick change back over to race wheels and tyres and present myself to be scrutineered by CAMS this time. In the previous week I had joined the Southern District Motorsports Association (SDMA) and entered my very first event, the HeartKids Hillclimb, after watching my neighbour compete there two weeks earlier. What a fantastic facility and wonderful bunch of competitors.

With my VW Golf wearing slicks it meant I was automatically thrown into the AWD Race car category (Class 4) and in the group with engines over 3000cc as my 1998cc engine is subject to a 1.7 multiplier being turbocharged.

This was a double lap event with all 40 competitors able to have four attempts over the day. There was a nice VW Golf GTD and a VW Caddy along with myself flying the VW Flag. My first run produced an 86.95 second time. I was a little tentative, never having driven or walked the track, let alone race on it. Surprisingly I had the fifth fastest time and was over four seconds behind the other car in my class a Mitsubishi Evo X Targa race car driven by Barrie Smith a long time Targa racer and sponsored by Ralliart. I had a chat to Barrie and a few other drivers and they gave me a few tips. I went back and increased my camber to the maximum positive that I could and stiffened up my suspension as the track was newly resurfaced and ultra-smooth with the same high grade asphalt that Bathurst was resurfaced with in 2013.

On my second run I still had problems, as I would all day, with not being able to use my launch control at the start and having to drive away. The start line is on an incline and must have been just over 5% which ensured that VW's lovely Hill Hold Assist (HHA) feature engages on the line and disables launch control. This was slightly quicker and I managed to drop three seconds and run 83.70 seconds, still 1.7 seconds behind my fellow competitor in Class 4 and surprisingly the third fastest time. I would have thought the many Subaru WRX, Mazda RX7 and RX8s, Lotus Elise and Elise R and BMW M3s would have been quicker.



On my third run I pushed a little harder, having become a little more familiar with the circuit. I even dropped my front suspension by ½ inch hoping to trick some sensor into not engaging the Hill Hold Assist and letting me use my Launch Control. It didn't work. I did manage an 82.45 seconds pushing me into second outright but still 0.6 seconds shy of my fellow Class 4 car, that elusive Mitsubishi Evo X.

On my last run I went out and gave it all I could, braking a little later and harder, trying to be a little smoother through the S bends and through the corners and I managed to peel of an 81.48 seconds putting me 0.3 seconds ahead of the Evo. Barrie was still to run and came over to say hi, well done and that I wasn't his friend any more. He was kidding and is an extremely nice guy willing to teach and share all he can. His last lap was after mine and I had an anxious wait as he ran. At the mid-point, the first of the two laps, he was 0.5 seconds under my time but a missed gear, or should I say mis-selected, given he has a dual clutch gearbox like mine, meant he came in with a slower time and I managed to finish the day in outright first with the TFD (a new term to me – Fastest Time of the Day).

A successful weekend, but another day without a big hat and sunscreen and I am still in trouble with my wife and feeling very sore.

I hope I haven't bored people too much, but I just wanted to share some good VW Motorsport news.

Andrew Cassie

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Monte Carlo Pizzeria. Saturday 15 February.

The third running of the Club VW Pizza and Pasta night was held on Saturday 15th February, once again at the yummy Monte Carlo Pizzeria at Riverwood. After a couple of cold nights in previous years, this time the weather was a bit warmer and more like summer – although thunderstorms were threatening.

Dave Birchall and Steve Carter were the organisers, being locals (like me) who regularly partake in the yummy fare at Monte Carlo's, and know the staff by their first names. The date is dependent on Steve's work roster – from 21 January in 2012 (during the school holidays and the first event of the year), it moved back a fortnight to 2 February last year, and another fortnight back to 15 February this year. Steve can't help his work roster, but not being the holidays meant that there were almost no kids there this year.



Still, a big group of adults gathered together at the big outdoor table. Everyone was encouraged to wear a loud Hawaiian shirt, so it was a very colourful group of VW fans sitting together. We met there about 7pm and it was still light, although getting dark with the looming black clouds. It was great to see Brian out and about in his wheelchair, helped by Robyn. Norm somehow managed to grab a parking spot for his Beetle right out front.

For those not BYOing, the waitresses soon brought out soft drinks and garlic breads to start, and no sooner had they disappeared than the BBQ seafood snacks came out. The crumbed calamari was very yummy and very popular, and so were the BBQ prawns.

Being a banquet menu, in no time the pasta platters came out – dishes of penne, gnocchi, fettuccini and cannelloni and plenty of them. The platters were placed at strategic intervals along the long table, so everyone got to try some of each. They were so yummy it was difficult to pace oneself to make room for the pizzas still to come!



Most of the ladies were content with BYO wines from their husbands' eskies, while the blokes traditionally stuck with beer. However knowing that the police regularly RBT-check Henry Lawson Drive on Saturday nights, I stuck with Cascade Light.

There was still a little pasta left on some platters when the steaming pizzas came out. There was a good choice – basic margherita, meat lovers, vegetarian, supreme with everything (my favourite), Monte Carlo special, and even ham and pineapple for the kids. Lily and I think that Monte Carlo's pizzas are the best in our local area, slightly better than our other favourites Angelo's and Mamma Della's at Padstow (Bella Napoli has closed, as has Avanti at Peakhurst). They are way better than Russos at Peakhurst and Italiano at Revesby. Don't even mention Dominos or Pizza Hut!



Many of our guests were pretty full after a couple of slices, so there was quite a bit of pizza left for those with big appetites. I enjoyed as many slices as I could fit in, until there was no more space left.

But then the dessert menu came out. A few people chose the lemony gelato and said it was terrific, but I couldn't fit any more in.

It was a fantastic night with a great group of VW friends, and we look forward to going back again soon. Thanks to Dave and Steve for organising it.

Penrith Regional Gallery VW display. Sunday 23 Feb.

Last October our Club received an invitation from the Penrith Regional Gallery, via our webpage, to be a main feature of their 'Holiday + Memory' exhibition in February. Their director, Dimity Mullane, was specifically wanting a display of VW Kombis to celebrate the 'holiday experience of mid-twentieth century Australia.' People still associate VW Kombis with holidays!

VW owners only needed to personally book their car in with Dimity, which we duly did. This was an event that we had never been to before, so we were uncertain as to what to expect. The VW display would only be on the very last day of

a three-month exhibition, but would be a major feature alongside the Gallery's exhibition and an antiques auction.

As the day drew closer I began fretting, as I had agreed to show my Kombi last October, but now in February I had double-booked with Lily's 13th birthday party the same afternoon! Fortunately Dimity assured me that the cars only needed to be in place from 9am until about 2pm. I had booked Lily's 10-pin bowling party at North Strathfield at 3pm, so all should be well.

I arrived at Penrith quite early at 8am, getting off the motorway at Leonay and finding the Gallery on River Road at Emu Plains. The property was originally a 1902-vintage settlers' house and market garden, converted to an art studio in the 1940s. It was expanded with additional wings in the 1960s, and finally donated to Penrith Council for preservation as an art gallery in 1980. The original house, gravel driveways and garden remains, but now there is new gallery and display buildings alongside, plus a trendy little cafe.



Dimity met me at the gate and directed me through the entrance to the rear display space. Jeff soon joined me in his Superbug, then Wayne and Laurie Murray in their two Kombis. John later arrived in his maroon Kombi, Klaus in his white Kombi, and then a few more Kombis we didn't know. Carl arrived in his Beetle, and later we were also joined by a Karmann Ghia, and XR Ford Falcon and EK Holden wagons (!)

Once set up we were free to wander the galleries, look over the antiques for auction later, and enjoy a coffee and cake at the cafe. The number of spectators was very impressive,



through it all. I spotted one tin toy VW Cabriolet, and a pile of 1950s Popular Mechanics magazines that interested me, but once the auction started I was content just to watch.

By early afternoon most of the crowd had seen the VWs, and numbers began to thin. It had been a productive day, talking to many passers-by and giving away a dozen or so membership forms to VW owners. But by 1:30pm many of the cars, and most of the visitors, had headed off. I sought out Dimity and thanked her for inviting the VWs to the day – it had been very interesting. She was keen to have us back for another exhibition at some stage.

So I left just before 2pm. It was a fast drive back to Strathfield – and yes I made it to Lily's party!

Phil Matthews

and we were kept busy answering questions from passers-by all morning. A mobile crew from local radio station Vintage FM 87.6 were broadcasting (and playing fantastic '50s and '60s music!), and came by to interview some of us. Sadly they are a digital internet station, so my normal FM car radio couldn't pick them up. There was also a girl named Jemma doing amateur video interviews of the Kombi owners.

The Gallery 'Holiday + Memory' exhibition was mostly summer and holiday-themed artwork and photos by Ken Done, Max Dupain and many talented local artists. The gallery also had a neat old '50s Proport folding caravan, complete with all the '50s camping accessories, cutlery and plateware, luggage and even Pix magazines.

The auction room had several hundred pieces of antique home and garage bric a brac, and it was fun to look

Thirlmere Festival of Steam 2014. Sunday 2 March.

After a rather dry summer, the week leading up to the Thirlmere Festival of Steam had been a bit wet. The day itself dawned grey and a bit drizzly.

I drove the Kombi nice and early to Uncle Leo's at Liverpool, arriving at 7:00am but Jeff was already there. We had a quick coffee and another family arrived in a 1969 Beetle – not club members (yet) but in the process of joining.





By 7:30 it looked like no one else was coming, so the three of us set off. I knew the way, so I led in the Kombi, sitting on around 90 km/h down the motorway. We cruised to the Picton turnoff at the parachute school. It was still grey but was staying dry at least. Just before Picton we turned left and crossed the old wooden one-lane Victoria Bridge, then down to the roundabout and right turn onto Thirlmere Way.

Wayne had advised us that the entrance for classic cars would be at the other end of Thirlmere this year, but no, we still turned right across the old loop line just before town, then followed Westbourne Ave into the middle of Thirlmere as before. The street was closed off, and we were directed through the barriers. But our usual parking area was now just trader stands and displays.

We had to cross the very centre roundabout at Thirlmere railway station, drive down past more trader stands and park opposite the Trainworks entrance – the name that the Thirlmere Railway Museum now trades under. Hmm, it felt a bit distant from the action, but soon there were lots of people milling around.

The VWs had to park in a line along one side of the Buxton Rd (Barbour St), so we had three to start with. Then a few latecomers joined us, including President Steve – apparently we had left Uncle Leo's only a few minutes before he arrived there. We set ourselves up for the display, occasionally huddling in the light rain that came and went.

There were plenty of things to see and do. We were close to a terrific line of food stalls, and up in the main street were showbag stalls and stands selling all kinds of art and crafts. There were electric model trains in the school hall, and a large scale model steam locomotive taking kids for rides



around the school playground.

Thirlmere Railway Station was the 'centre' of activities. The museum ran a steam train to Buxton and back, 10 km down the loop line, about once every hour throughout the day for just \$15 a ride, and it was packed all day. And yes, the line from Thirlmere was once the Main South train line from Picton to Mittagong, from 1867 onwards. The nearby Thirlmere Lakes provided water for the steam locos and the surrounding area thrived on timber cutting. But the line was only single-track and rather steep. The need for bank engines caused a bottleneck as traffic increased. In 1919 a new double-track line to the east was opened, running through Bargo and Yerrinbool with wide curves and flatter, easier grades. This is still the Main South today.



The old line through Thirlmere now became the 'Loop Line'. The old Redbank Range tunnel just south of Picton is still there, now bypassed by the Main South but it can be walked through on certain days. Passenger trains ran the whole length of the Loop Line to Mittagong until 1978, in the last years just using railmotors. The line south of Colo Vale was closed in 1987 after floods damaged an old trestle bridge, and today the museum is only allowed to run as far as Buxton. The Museum has a long-term goal to reopen the line as far as Hill Top.

There was a street parade at lunchtime, but we learned we had to pre-book so no VWs took part this time. However the occasional showers of rain spoiled the event a little for the crowds and we were happy to huddle under umbrellas at our cars.

Despite the wet weather, it was an enjoyable day in historical Thirlmere.



40 years and 20 million Passats.

2014 marks the 40th anniversary of the Passat in Australia; it had debuted a year earlier, 1973, in Europe. The Passat is now in its seventh generation, with an eighth generation to be revealed later this year. It is made in Germany, China and the US in a wide variety of old and new generations simultaneously; the US Passat is completely different from the European Passat sold here. Chinese Passats are variously known as Santanas, Magotans and Lingyus.

Worldwide total production of the VW Passat passed 20 million in 2013, making it Volkswagen's third most successful model after the Golf (30+ million) and the original air-cooled Beetle (21.6 million). The Passat will overtake the Beetle next year.

The modern front-drive, water-cooled Passat was the very opposite of the familiar rear-engined, air-cooled VW range (Beetle, Type 3, Kombi). At the time, some VW fans considered the abrupt about-face something of a heresy - but it was a necessary one. The Passat saved Volkswagen from bankruptcy, as explained in last month's Zeitschrift.



Originally introduced in May of 1973, based on the same architecture and mechanicals as the Audi 80 (Audi Fox), the Passat was styled by Giorgio Giugiaro, and modified from the normal 'three box' design of the Audi to incorporate a distinctive sloping 'fastback' tail, with an extra side window. It was Volkswagen's first high-volume modern water-cooled car. The previous NSU-based K70 had competently blazed the trail but was a sales failure and a design family dead end.

The Passat was created to appeal to middle-class European families, and make a clean break from the ancient air-cooled models such as the Beetle (whose sales were dropping), and the VW 411/412 that was a sales failure. The Passat entirely replaced the Type 3 range in the VW lineup.

Following its launch in July 1973, it quickly became one of the best selling cars in Germany. There was a choice of 1.3 and 1.5-litre engines, and three or five-door sedan bodies and a station wagon (variant). There was also a much admired high-performance two-door model called the TS - a forerunner of the later Golf GTI. In America the Passat debuted in 1975, but for that market was called the VW Dasher. Worldwide, the first generation Passat (called the 'B1'), went on to sell 2.5 million units by the time the model went out of production in 1982.



The Passat first came to Australia in late 1973, when the locally assembled Type 3 range was discontinued and the Clayton assembly line (run by Motor Producers Ltd, owned by VW Germany) was set up to locally assemble the Passat from a mix of German parts with some Australian content. Australia was the first country outside of Germany to build the Passat. It was shown to the press in January 1974 and slated for release in February, but production delays saw that put back to March 1974. Australians had a choice of 1300cc two-door, or 1500cc four-door sedans. The Passat Wagon, and high-performance 1500cc TS, followed in June.

The Passat was an immediate success with Australians, outselling the 1300 Beetle and 1600 Superbug combined in 1974. The Passat won Wheels Car of the Year award for



1974, Volkswagen's first. Local cars, however, did suffer from quality control and supply problems, especially when Nissan bought the factory in 1976. Australian Passats became fully imported from 1977, but were now priced way too high to sell in any significant numbers. A facelift in 1978, which included a fully-opening rear hatchback, together with the addition of the Passat Diesel, kept the model going until 1981 before importers LNC Industries discontinued the model.



In Europe the first-generation ('B1') Passat was followed by the redesigned B2 model in 1982, with similar fastback tail and extra side window styling, but much improved. It introduced a host of new features including a five-cylinder petrol engine, a turbo-diesel engine, Formel-E economy gear and 'syncro' four-wheel drive, as well as the option of a normal 'three box' body. The second generation model was also an international star as it was produced in Belgium, Spain, Brazil, Mexico, Argentina, South Africa and Japan. In the USA it was sold as the VW Quantum. To this day the B2 Passat is still produced in China as the Santana, and the streets of Beijing and Shanghai are full of them. Sadly it was never sold in Australia.



In succeeding generations, Volkswagen continued to improve and refine the model. The third generation 'B3' model in 1988 moved away from the 'hatch-tail' Passat styling, and was made only in normal booted four-door sedan and station wagon versions; two door versions were no longer available. It was the first Passat with a VW platform and a transverse engine, rather than the longitudinal Audi platforms of before. It had a distinctive nose with no radiator grille. This model was slated for an Australian release in 1992 by then-



importers TKM Automotive, but the release was cancelled after only a few dozen cars were imported. The Australian brochures for this model are very collectable.

The fourth generation 'B4' model in 1993 was not a redesign, but a facelift of the B3 with new front and rear panels and a more conventional grille to match the existing Golf and Vento range. It was the first Passat with a TDI (turbo



diesel) engine option. It was this model that signalled the Passat's long awaited return to the Australian market in 1995, when after numerous delays it was finally imported and released by new importers Inchcape, in GL and GL VR6 versions. The top model was the first Australian VW to cost more than \$50,000.

The fifth generation 'B5' Passat in 1996, in particular, beat the competition with a fully galvanized body, a luxurious interior and a choice of numerous four-, five- and six-cylinder engines, depending on the market. It returned to the Audi-style longitudinal engine layout, now shared with the Audi A4, and featured a larger, more aerodynamic body with a swoopy roofline that shared design language with the recently revealed 'Concept 1' (that eventually became the New Beetle). The B5 Passat was shown at the Sydney Motor Show in 1997 and released locally in 1998, with 20V, 20V turbo and VR6



engine choices, the top model having syncro AWD and a tiptronic gearbox.

The B5 was facelifted in 2001 with a sharper nose, revised body panels and new bumpers, projector-style headlamps and new trim; this was now the so-called 'B5.5' model. Australia saw the usual four and six-cylinder and turbo diesel versions, and then in 2003 a very exclusive version with the release of the Passat W8 - with a 202 kW 4-litre 8-cylinder engine! Not a V8, it took two narrow Golf



VR6 blocks, lopped two cylinders off each to make two VR4s, and joined them in another wider vee to make a W8. It was the first Australian Volkswagen electronically limited to 250 km/h top speed.

The sixth-generation Passat appeared in Europe in 2005, and went back to a VW transverse layout with the option of 4Motion AWD. The first petrol versions used high-tech FSI engines, then even more modern TSI engines from 2008, while the TDI engine was further refined. The B6 had a



larger and roomier body, with aerodynamic styling and the large chrome 'VW family' grille. The B6 Passat was released in Australia in 2006. In 2008 the high performance Passat VR6 was launched here, with 220 kW 3.6-litre VR6 engines. With a 0-100 time of 5.6 sec, the Passat R36 is still the fastest accelerating Volkswagen ever sold in Australia; quicker than all previous Golf GTIs, and even the Golf R. Only the upcoming Golf 7 GTI and R will be faster.

The Passat CC 'Compact Coupe' joined the local range in 2009, with a much lower and swoopier four-door body - similar in style to the Mercedes CLS. However in recent years Volkswagen has dropped the Passat name and just calls this one the Volkswagen CC.



In 2011 the current seventh-generation Passat B7 was launched in Australia, which is the European model that debuted in 2010. It's not a redesign, but rather a major facelift with the same platform but new panels giving a slight increase in length. The nose is now the current sharp VW family look, first used on the Scirocco and later the Polo and Golf. In 2012 a special 4Motion Passat wagon was added to the range, called the Passat Alltrack.



The Americans have a completely different current Passat, a sedan originally designated the New Midsize Sedan. It is made in VW's new state of the art factory in Tennessee, and uses a modified Euro Passat platform with completely different body, suspension, engine and gearboxes, designed to be produced at a lower cost than the Euro Passat. The US Passat is also made in China, and sold in Korea, India and the Middle East; it's only made in LHD versions.

China makes a colourful variety of new and old Passats. VW's two Chinese partners, Shanghai-VW and FAW-VW, together make the Santana and Santana Vista (B2

upgrade); Passat Lingyu and Variant (B6); Passat V6 (US Passat); Magotan (B7) and Passat CC. VW's Chinese factories make 2.5 million VWs a year, more than VW Germany, and are expanding to make 5 million annually by 2016. None of these, however, are imported to Australia.

The original Beetle and its 21.6 million sales is already legendary, and so too the Golf with over 30 million sales. Passats are sadly very underrated by VW enthusiasts today in Australia. But as VW's first proper step into modern car design; saving the company from bankruptcy; a 40-year history of sales success, soon to pass the Beetle - the Passat has surely earned the title of 'legendary VW' too.

To celebrate the Passat's 40th birthday in Australia this month, let's now look back at some original press reports, tests and VW dealer ads from the time.

Passat is key to VW's future.

The Canberra Times, Tuesday 19 June 1973

The Volkswagen Passat, a car which the company describes as its most important model since the Beetle, has just gone on sale in Europe.

Using front-wheel-drive and water cooling, it is exactly the opposite configuration to the Beetle. The Passat is seen by the Wolfsburg firm as a key to a return to profitability after several years in the financial doldrums. It will, initially at least, complement the Beetle and not replace it. The Passat will, however, replace the Type Three series of sedan and fastbacks, although the station wagon variant will continue in production.

Mr Rudolph Leiding, the managing director of VW, noted at the unveiling of the Passat that it was really a family of models, one of which would eventually be equipped with a Wankel rotary engine. This would probably be on the road by 1975-76.

The Passat is based mechanically on the highly successful Audi 80, built by VW's Audi-NSU subsidiary at Inglostadt, which was named car of the year in 1972 by European motoring journalists.

With a handsome Italian-styled body, it features an advanced single overhead camshaft engine of 1300cc or 1500cc which is available with 60, 75, or 85 DIN brake horsepower. It comes in sedan, coupe and estate car form but 17 different models can be built out of combinations of engines, body styles and a range of accessories.

Among special features is a safety self-stabilising steering system which, VW says, will keep the car on course under brakes even with flat tyres occurring at speed, or the wheels at one side being on a slippery surface.

The braking system uses twin hydraulic systems and a servo so that in the event of failure of one system, the car can be stopped safely.

The rack-and-pinion steering is designed to sheer off on impact to prevent it being forced back into the passenger compartment, while the steering column collapses if the driver is thrown forward against it.

Acceleration times range from 0-50 mph (80 km/h) in 8 sec to 11 sec depending on the choice of engines etc, while the top speeds are said to range from 92 mph to 106 mph (148 to 170 km/h).

In Britain, where the car will go on sale in August the retail prices will range from about \$2,500 to \$3,400. It is not yet known when the Passat will reach the Australian market.

11 *The Sydney Morning Herald, Wed. January 16, 1974* 11

NEW GENERATION VOLKSWAGENS



The Volkswagen Passat sedans: the 1300 (left) and the 1500.

<p>By the Motoring Editor</p> <p>The new generation Volkswagen Passat and Audi Fox, to be released next week, may revive for Australian dealers sales levels last seen during the boom of the "beetle" in the early and mid-1960s.</p> <p>The new front-wheel-drive cars are compact and sophisticated. They are powered by conventional water-cooled four-cylinder engines.</p> <p>The Passat will be available initially as a coupe or sedan with</p>	<p>the choice of a 1300cc or 1500cc engine and manual or automatic transmission. A station wagon is due to be released in April.</p> <p>Base price of the two-door 1300cc (69 bhp) Passat is \$3348 and the top-of-the-line 1500cc (86bhp) four-door automatic will be \$3998.</p> <p>The Audi Fox starts at \$4488 for the four-door 1500cc (98bhp) manual sedan and an automatic version will cost \$4798.</p> <p>Another Audi model, the 100GL, powered by a 1900cc four-cylinder engine that develops 129 bhp, was also released yesterday. It will cost \$7599 and</p>	<p>will have a sun-roof, heated rear windscreen and stereo tape player as standard fittings.</p> <p>The German-designed vehicles are functional and attractive. They offer economy—more than 30 mpg—and comfortable seating for five.</p> <p>Their mechanical refinements and built-in safety features are advanced. The Audi Fox has already been named "Car of the Year" in five independent polls in Europe and the United States.</p> <p>Report of a road test of the new Passat range will appear in the "Herald" motoring page on Monday, January 21.</p>
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Passat blows on scene as the No 1 VW.

By Evan Green

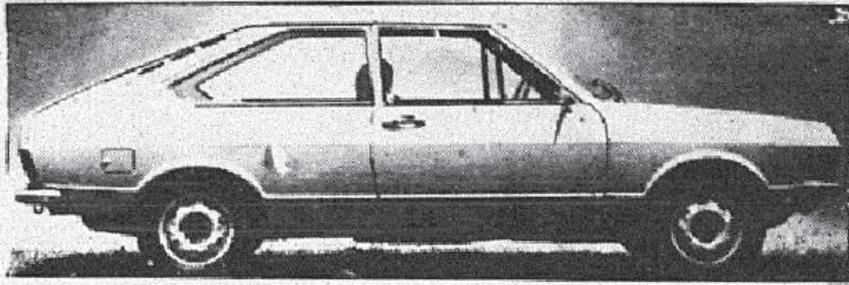
The Sun-Herald, Sunday 20 January 1974

If you believe in omens, you'll be fascinated by the name chosen for Volkswagen's new family car. The model was previewed in Sydney this week, and is due to go on sale throughout Australia in mid-February.

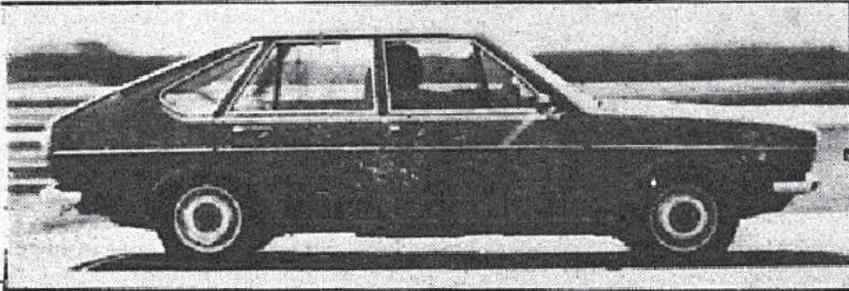
It is called the Passat (emphasis on the second syllable - Pas-SAT). That's the name of a favourable trade wind.

And favourable trade is obviously what VW Australia has in mind, for it plans to sell no fewer than 10,000 Passats in this country during 1974.

The front-wheel drive newcomer is to be the main force in the company's plans to increase overall sales by a staggering 50 per cent this year.



Unrecognisable as a stablemate of the Beetle, the new VW Passat has a liquid cooled engine and front wheel drive. Two versions will be available, a two-door coupe (above) and a more powerful four-door saloon (below).



If VWA is right in its projections, Australians will buy more than twice as many Passats as Beetles. That's a formidable task, for the air-cooled, rear-engined Beetle is the world's longest running, best-selling model.

The Passat will be offered as a two-door coupe and four-door saloon. A station wagon will be added to the range later this year.

The coupe is powered by a 1296cc engine developing 69 bhp at 5800 rpm. The saloon has a 1471cc motor, producing 86 bhp at the same engine speed. Air-cooled flat fours, like the Beetle? Not on your life.

The new motors are highly advanced liquid cooled four cylinder units. The overhead cam engine sits upright in the nose of the car, with a slight slant to give a lower bonnet line.

The Passat must set new records for its minimum service requirement. Attention is required only at 10,000 mile (15,000 km) intervals, with oil changes every six months or 5,000 miles (7,500 km).

Prices range from \$3,348 for the two-door coupe, to \$3,698 for the four-door manual model and \$3,998 for the automatic saloon.

The new models are pleasant to drive. The 1.3-litre coupe seems a little underpowered, and needs frequent use of the gearbox. The change is still very much VW-rapid, positive and with just a trace of the Beetle's notchiness.

The 1.5 litre car is notably more powerful and more pleasant to drive. Claimed fuel consumption for both cars is in excess of 30 mpg (less than 9.4 L/100 km), while the larger car will reach – and cruise at – a genuine 100 mph (161 kmh).

Good points are ultra-light steering, excellent visibility, roominess, typical VW finish and comfortable bump-absorbing ride.

The brakes require too much pressure to apply, but I understand boosters will be fitted to later models.

Features I didn't like were seat belts that became easily tangled, a narrow opening on the rear door of the four-door saloon, and the turn indicator switch on the left, rather than right, of the steering column.

VW will also be releasing new models in the Audi range – the 'upper class' member of the Volkswagen family.

Of particular interest to buyers looking for a car in the

\$4,000 to \$5,000 range will be the Audi Fox. It's a delightful machine, with crisp, modern styling, excellent finish and a high level of fuel economy, for \$4,488.

I'll be testing both Passat and Audi Fox models in the near future.

They promise an extraordinary balance of performance with economy. If they deliver that magic combination, VW Australia should have no trouble in meeting its target of a 50 per cent sales lift.

After Beetle's 30-year run – Passat, Fox.

The Sydney Morning Herald, Monday 21 January 1974

Volkswagen Australia, a company which has trundled along quietly for the past three years, merely updating current models, is about to spend \$2 million promoting a 'new generation' of cars.

The Passat and Audi Fox enter the Australian market at a time when growing concern with fuel supplies and cost is turning more and more buyers towards smaller, more economical vehicles.

Mr Doug Donaldson, managing director of LNC Industries, the main distributor, has ordered 16,000 Passats and Audi models for sale in 1974, and believes VW sales will increase by 50 per cent this year.

The Passat and Audi represent a very real revolution for the German-based VW company. They mark the beginning of the end for the famous air-cooled, horizontally opposed four-cylinder engine on which the company's fortunes have been made over the past 30 years.

Certainly the engine – and the famous 'Beetle' car – will be around for a few more years, but it is now only a matter of time before they fade away.

The 'new generation' cars are powered by water-cooled, in-line overhead camshaft four cylinder engines of either 1300cc or 1500cc, and are front-mounted, front-wheel drive units,

The development of the cars was the direct result of VW's flagging fortunes world-wide over the past few years.

The takeover of Audi in 1965 and NSU in 1969, and

AFTER BEETLE'S 30-YEAR RUN



Audi Fox: "car of the year" in overseas polls.

changes to the Wolfsburg management of VW laid the foundations for the introduction of a range of completely new models that utilized highly advanced engineering and design innovation.

The Passat and Audi are the first of several new models yet to come, one a year for the next three years, at least – and they have many common features.

VW hopes to fade the Beetle gradually from the scene with these and other new cars.

Since their release in Europe, the Passat and Audi Fox have won much praise from owners and the motoring press.

The Audi has, in fact, already been voted 'Car of the Year' in five polls overseas.

The Passat is available in either two-door or four-door models. Its lines are clean, simple and very attractive, with large glass areas, long bonnet line and sharply raked rear line.

The Passat is compact, with an overall length of 13ft 9in (4190 mm), width 5ft 3in (1600 mm) and height of 4ft 5½in (1360 mm).

Yet, its interior appears roomy and bright; and with front bucket seats and rear bench, it seats five adults comfortably.

Choice of interior trim – between PVC mats or carpets, for example – depends on the price you are prepared to pay.



The basic two-door, 1300cc manual Passat coupe will cost \$3,348. The top-of-the-range 1500cc four-door automatic station wagon (when it becomes available in April), will cost \$4,198.

The driving position in the Passat is fairly good. Leg room is good for most drivers as the seat moves fore and aft through 11 positions. The rake adjustment of the seat has seven settings.

Feet controls are set to the left and the driver has no space to rest his left foot. The pedals are also grouped rather closely together.

The gearshift, set between the front seats, is rather notchy, but fairly precise. Clutch pedal pressure is not excessive.

The steering is light and, though there is some lost motion in the straight-ahead position, directional stability is good.

A 33-foot (10.1 m) turning circle makes the car nimble in traffic and fairly easy to park.

The instruments are grouped closely together, directly before the driver, in a contoured dashboard made from crushable safety material.

Minor controls have push-button switches on the fascia and stalks on the steering column.

The powerplant spins out to its top 5800 rpm freely and is fairly quiet until the top end of the scale. Even then, engine noise is not excessive.

The unit has good torque characteristics and is fairly flexible. In top gear it will pull away without fuss from less than 20 mpg (32 km/h).

The 1300cc version seems to have just a little bit too much weight to cope with. Performance, though reasonable, is nowhere near as sparkling as with the 1500cc unit.

Times for a standing start 0-50 mph (0-80 km/h) were 12 seconds with the 1300cc car and 8.9 seconds for the 1500cc version.

The Audi Fox has the appearance of a scaled-down Mercedes or BMW. It is a clean-lined vehicle with lots of charm. The cabin is roomy and the standard of finish excellent.

Velvet-like material on the front reclining buckets and contoured rear bench and door panels combine with tasteful use of wood veneer to give the interior an air of luxuriousness in keeping with the car's higher price.

The Passat and Audi both have rack-and-pinion steering systems and both basically understeer through corners.

The Passat's suspension system has coil springs on all four wheels with struts and lower wishbones at the front and torsion beam axle at the rear, with stabilizer bars front and rear.

The Fox uses a MacPherson strut system at the front with a torsion crank axle and coil springs at the rear.

Two newly developed safety design features are used on the new cars.

The steering stabilising and braking system combines a twin diagonal circuit braking system with an outboard scrub radius front axle. The outboard scrub radius front axle has the steering axis lying outside the wheel centre, which counteracts wheel deflection under heavy braking or on uneven surfaces.

The new braking system is diagonally connected so that in the event of a failure the driver still has one front wheel in the diagonally opposite corner under control.

In combination with the outboard scrub radius front axle, braking under any conditions is more efficient.

Passat makes its debut.

By Mike Kable

The Daily Mirror, Friday 15 February 1974

Volkswagen's showrooms will be crowded today, when the new Passat makes its long-awaited debut.

Its launching is the first, and one of the more interesting, of 1974's major car releases.

The Passat takes its unusual name from the German word for a favourable trade wind.

Appropriately, it comes here at a time when the winds of change are sweeping through the automotive world.

They're a breath of fresh air as far as Volkswagen is concerned, because the Passat promises to be the right car at the right time. But a lot of other manufacturers could catch a severe chill.

The Passat, with its water-cooled, front-mounted, in-line engine and front-wheel-drive, is far removed from the traditional VW concept.

MotorMirror



The Passat — a breath of fresh air for VW

Optimistic

I have just taken it on a demanding 2,200 km run from Sydney to Surfers Paradise and back.

And I have no doubt that it will be a winner for VW, which has been in a relative rut since it was forced to abandon its plans for volume car manufacturing in Australia in 1968.

Volkswagen Australia (now owned by Sydney's LNC Industries), is similarly optimistic.

It is aiming for a 50 per cent sales increase this year — from 16,000 in 1973 to 24,000 in 1974 — with the Passat accounting for 10,000 sales.

The locally assembled Passat replaces the ageing Type 3 VW and along with its closely related blood brother, the Audi Fox, gives Volkswagen a big new range with which to woo buyers.

Only three models are available at present: a two-door coupe with a choice of two engine sizes, and a four-door sedan, but these will be joined in April by station wagon and high-performance two-door TS versions.

Beetle buyers can rest easy, for the beloved Bug is retained, in 1300cc and 1600cc forms, selling for \$2,569 and \$2,798 respectively.

The basic 1300cc, 69-bhp two-door Passat is priced at \$3,348, with the 1500cc 86-bhp sedan costing \$3,698 and \$3,998 for the respective manual and automatic versions.

The 1500cc, 96-bhp two-door TS will sell for \$4,048 and the wagons \$3,898 for the manual and \$4,198 for the automatic.

The 1500cc, 96-bhp four-door Audi Fox sedan comes in at \$4,488 in manual form, with the automatic version costing \$4,798.

The range is topped by the prestigious Audi 100 automatic, in my view the most underrated luxury car on the market, at \$7,399 with a manual version available on special order.

Best Seller

I asked Volkswagen Australia's helpful Public Relations manager, Norman Newbon, to let me try what he considered would be the best-selling Passat.

He nominated the middle-range manual sedan, which felt just a little sedate at first, after my previous test car, a 240 km/h \$18,000 Porsche Carrera!

It was my first look at the car, as I had missed last month's press review while in New Zealand.

I immediately liked what saw, a very clean-cut, compact car, of above-average finish that I assumed was fully imported from Germany, until Newbon told me it was one of

the first batch of locally assembled cars (by the VW-owned Motor Producers Ltd at the former VW manufacturing plant in Clayton, Melbourne.)

Stepping inside, I approved of the generous glass area, giving excellent all-round vision and the roomy interior.

Driving away, I noticed the poor pedal placement, with the clutch and brake pedals offset too far to the left, leaving no room for the left foot.

This is being rectified, and the driving position will be much better for the change.

I also found that the Passat has the large steering wheel so characteristic of German cars, besides an extremely stiff gear-shift that is most uncharacteristic of a VW.

This did not improve during the test, as I thought it might, and is one of the very few points I did not like about the car.

Jerky

The 863 kg Passat is very light for a car of its dimensions. This has a big bearing on its performance and economy.

Like previous VWs, it is not particularly flexible in top gear, tending to be a bit jerky at speeds around 65 km/h.

But the silky, single overhead camshaft four-cylinder engine is very willing, revving away silently.

I like to travel swiftly, because I'm much more alert and therefore a safer driver than when I'm forced to adhere to a slow and often unrealistic speed limit.

But there is a strong case to lower the Passat's gearing to make it more suitable for Australian conditions, where three states now have blanket 60 mph (96 km/h) speed limits.

This would make the car better to drive in day to day

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driving conditions, although its excellent fuel economy probably would suffer.

As it is, the Passat cruises effortlessly for an average return of 32 mpg, or 8.8 litres per 100 km in the new metric system. Thus, although the 46 litre tank is on the small side, the Passat will comfortably go 400 km between refills.

Its seating is quite comfortable, although I wish Australian car buyers would forget their traditional hang-ups about cloth upholstery, so we could have this in place of hot, stinky vinyl.

Better ventilation is another modification that VWA could suggest to the parent company. The Passat's flow-through system is no more than adequate, which is not helped by the fact that the quarter-vents are fixed.

So if you want extra air, you must wind the windows down and be prepared to put up with the ensuing wind noise.

The Passat, by the way, is far quieter than its air-cooled predecessors, but retains a very good ride over indifferent surfaces.

Uniroyal 180 steel radials are fitted to all but the base model, and really complement the neutral handling qualities which give a reassuring margin for error.

The car corners very safely and predictably on wet or dry surfaces, and stops superbly thanks to the fact that it incorporates the same zero offset front suspension system as the latest S-class Mercedes-Benz.

Braking is by front discs and rear drums, and while the system has come in for some criticism because it is unboosted, I liked the sure feel of the pedal.

Women drivers though will find the pedal pressures a little high, and VWA is considering fitting a booster as standard.

Steering reaction is acceptable by front-wheel drive standards, as is the 10.3 metre turning circle, which makes the car easy to park and manoeuvre.

Confusion

The Passat is a little heavier to drive than traditional VWs, but on the other hand it is more positive.

It has an attractive dash, the wipers are set properly for right-hand drive, but the two column stalks, the left one

working the lights and indicators, and the right one the wipers and washers, should be shaped differently to avoid confusion.

The under-bonnet layout is quite neat and rear-seat accommodation good, although the rear doors could open wider for easier entry and exit.

The best compliment I can give the car is that it is very much like a smaller edition of the Audi 100, one of the more impressive cars I've driven in recent years.

Quiet newcomer goes briskly.

The Sydney Morning Herald, Monday 18 February 1974

After trying the Volkswagen Passat at a press preview a few weeks ago, when the test cars had travelled only a few hundred miles, I was fairly impressed with its performance.

But a more recent run in a 1470cc, four-door Passat impressed me even more. After 4,000 miles (6,440 km) the front-mounted, water-cooled, four-cylinder overhead camshaft engine had loosened up and performance was so brisk it was almost sporty.

The engine spun freely, pulled readily and yet gave only a muted hum so matter how hard it was going.

Handling, too, is sporty with fine road-holding. The tyres refuse to squeal, even under extreme provocation. Front-wheel drive understeer is evident, but this is easily controlled thanks to one of the lightest steering systems in use.

The ride is firm but comfortable and the suspension copes with the worst bumps and corrugations.

If public reaction is any criterion, the Passat is likely to sell in large numbers, despite its fairly high price. As one driver commented, "At last they've made a car that doesn't look like a Volkswagen."

The Passat is compact and streamlined, and the large glass area makes positioning it in traffic and parking easy.

The interior is tidy and attractive, but entry to the rear is made rather difficult by doors which don't open wide enough.

The seating – fully adjustable front buckets and a rear bench – is firmly sprung in the German fashion. The front seats hold you in place fairly well when cornering.

Despite the adjustments available on the front seats I found it rather difficult, being smallish, to find a really comfortable driving position. It became a bit of a compromise, and I had to sacrifice my preferred long arm position in order to reach the pedals comfortably.

The gear shift, which is set on the floor, felt rubbery and imprecise, and too easy to slip into the wrong gear when making snatch changes.

AT LAST... A VW THAT DOESN'T LOOK LIKE ONE



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Maximum speeds in gears were: 1st 56 km/h; 2nd 88 km/h; 3rd 129 km/h and top 159 km/h. From a standing start the car pulled – with some initial front wheel spin – to 80 km/h in only 8.6 sec.

The brakes, though they required a fairly heavy pedal application, worked well and pulled the car up straight and true, time after time in a short distance. Fairly gentle applications in traffic made the brakes squeal.

The general finish of the paintwork and trim is good and, properly maintained, the car should give excellent service.

Assuming you can get 30 mpg (9.4 L/100 km) – and with gentle use of the throttle you should get more – the Passat has a cruising range of 480 km and its 46-litre fuel tank can be filled for about \$5.30.

VW of Australia – which offered me the car for test – gives a six months' warranty. From this year the entire VW range will be able to utilize

VW's computer diagnosis testing, which the company says can cut maintenance bills by 20 per cent.

A fully comprehensive NRMA Insurance policy for a metropolitan driver over 25, using the Passat privately and paying cash for it, would cost \$168.70 full rate, or with full 60 per cent no-claim bonus, \$68.70. The same person taking out the same policy but buying the car on hire purchase would pay \$212.30 full rate and \$86.10 with full bonuses. All figures include stamp duty.

Registration in the metropolitan area will cost \$71.45 a year. The first time the car is registered it will also be subject to new car stamp duty, which will take the cost of first registration to about \$107.

motor world conducted by **EVAN GREEN**



VW serves up some sweet and sour.

By Evan Green

The Sun-Herald, Sunday 24 March 1974

To compare them as chalk and cheese would be an exaggeration. Maybe gorgonzola and cheddar would be more accurate.

The point is that the two models in Volkswagen's range of new Passat family cars have different characters, and appeal to people of widely different taste.

For while the two Passats, like cheese, started from a basically similar mixture, they've ended up as remarkably different products.

The range consists of a two-door coupe and a four-door sedan. Both share the new Passat's common recipe of radically anti-VW ingredients such as water-cooled in-line engines and front-wheel drive.

The two-door coupe is the cheaper of the two. It looks it. Finish is plain and performance is disappointing.

The 1.3-litre overhead camshaft engine seems too small for its job. It develops 60-bhp, but the horses are fairly sluggish. They respond only to the whip.



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This is a car that needs lavish use of the gearbox. Fortunately the box, being a VW, is excellent.

Hills slow the coupe like a swimmer towing a bucket. To get the car moving requires plenty of revs and the lowest gear available.

I had a couple of frights when tackling some intersections in second gear. Naturally entry speed was low and I was in second gear. Down went the right foot to accelerate across...and the Passat died. It just wouldn't move out of the oncoming traffic's way until it got a bagful of revs and a hastily snatched bottom gear.

By contrast, the four door sedan is a real gem. Finish, in terms of its equipment and overall appearance, is vastly superior.

Performance, also, is what one would expect from such a modern design.

The four-door model has the bigger 1.5-litre engine. It develops 75-bhp, loves hills and nips across intersections.

Why VW bothered to bring out two engines puzzles me. The bigger unit is so much better that it would have seemed logical to have fitted it to both models.

Acceleration times of the two models from 0 to 80 km/h were 12.0 seconds for the coupe, and 8.4 seconds for the saloon. The smaller engine gave 26 mpg (10.8 L/100 km) on test, and the 1.5 unit 27 mpg (10.4 L), so there you are.

There are common features that deserve praise.

Ride is excellent. The Passat soaks up rough roads without protest, and steering and cornering are first-class. So is braking.

Front-wheel drive can be a mixture of vice and virtue, but the Passat seems to have all the pluses, like good traction and instant steering response, without any of the minus features like heavy feel and a tendency to change direction when the throttle is eased.

In fact, a driver unaware of its layout would be hard pressed to tell at which end of the car the power was being applied.

Some points I didn't like:

- The seat belts get into an awful tangle. There's so much

strap left over that a rear passenger could flog the driver with his seat belt's left-overs, which is an intriguing thought...

- The speedometer is marked in km/h, with a red overlay showing mph. One blocks the other, so it's hard to read either scale.
- Fresh air ventilation is inadequate. The front quarter windows don't open. Neither do the rear windows on the coupe, making that model particularly warm on hot days.
- Open a front door during or after rainy weather and water drips on to the seat. Lots of it, too.
- The back doors on the saloon don't open wide enough.

The finish of both models was up to VW standards, which is a high compliment, although the coupe is so plain that it suggests a lower-priced vehicle.

Good points are:

- All-round vision. Occupants sit in a veritable glasshouse. The front pillars are a little thick, but otherwise visibility is excellent.
- Head and leg room. The flat roof line means that rear passengers have as much space as those in the front.
- Servicing, which sets new records for infrequency. Mechanical attention is needed only at 15,000-km intervals. Oil changes every six months are recommended.

The Passats are not cheap, and it will be interesting to see if their success in Australia is affected by their relatively high price.

The coupe, which I didn't like, sells for \$3,348.

The four-door model, which I did, costs \$3,698.

That's a lot for a VW, but the 1.5-litre model is a fine car, something like a mini-Mercedes, and it must account for the bulk of the 10,000 Passats VW hopes to sell in Australia this year.



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Rainy Friday thoughts.

Gravity is silent. The stately tick-tock of the pendulum clock is the only sound in the shop, the lathes and mills lurking beneath their shrouds as I try to reason with Mr. Ohaus. Unlike the clock, which is made of wood, Mr. Ohaus is a man of metal but both are powered by gravity. A spate of rain sweeps over us, loud on the metal roof out behind the shop and for a moment I hope it will somehow change Mr. Ohaus' mind but he is stubbornly insistent: the connecting rod weighs 605.9 grams.

Deep sigh.

I take the rod out back where the narrow belt of the polishing sander whisks away another film of metal, first on one side, then the other. Then follows a careful cleaning and back to the scale: 605.7, less a tad. I repeat the ritual as more rain blows in, a regular shower this time. I give the belt-sander two-potatoes less than before, clean the rod, weigh the thing: 605.5, plus a tad.

Big Smile. Because 605.5 grams is what I've been chasing for the last half hour, hiking back & forth between the sander - a 'dirty' tool not allowed to associate with lathes and the like - and the Ohaus triple-beam balance, trapped in its varnished cedar box over in the corner with other Precision Stuff.

A stock VW con-rod is about 137 mm c-t-c. Forged from mild steel, its weight may range from 505 to 550 grams. They are sold in sets graduated by weight with a 10 gram variation across the set of four. But for a good engine you want them to all weigh the same, or close to it. The rods I'm working on today aren't stock. They are 142 mm c-t-c, intended for use on a crankshaft having a throw of 84 mm (stock is 69).

This is the fourth set of rods I've ordered for this engine. The first three sets had been tampered with, probably by the clerks who shipped them, so that the weight difference across the set of four was as much as 16 grams. Since you can only remove about seven grams from an H-beam rod, it renders them unusable in a properly built engine. Which gets you a massive shrug from the people selling such junk.

This particular set of rods was ordered on 15 March from a retailer less than a hundred miles away. After several phone calls the rods finally arrived on 20 April. Fortunately, the set proved usable but even then, the carton had been opened and one of the rods removed from its protective wrapping. Had the set NOT been usable it would probably have taken another month to obtain replacements or a refund, which will help you understand why it has taken five months and three different retailers to obtain a suitable set of rods for this engine. In one case I was forced to pay a 're-stocking fee' even though the parts were not to spec. Air-cooled Volkswagens are a vanishing breed and most of the remaining retailers simply shrug; take it or leave it, we're only here for the money.

In the mid-1950's the Ford Motor Company published (in the SAE Journal) the results of a decade-long test comparing the wear of engines fitted with a full-flow oil filtration system to other maintenance strategies, including frequent oil changes, by-pass filtering and so on. Full-flow oil filtration was the hands-down winner, reducing some types of wear by as much as 60%. Which is why all modern engines are equipped with full-flow oil filtration.

All of the VW engines I've built since the late 1960s have been fitted with a full-flow oil filtration system. This is accomplished by blocking the normal output of the oil pump and installing a new pump cover having a threaded fitting. The full output of the pump is plumbed to a filter canister then returned to the engine via a threaded fitting installed in the main oil gallery.

The VW oil pump can produce up to 2,000 kPa and a basic rule of engineering is that the first thing 'seen' by the output of such a pump should be a pressure relief valve, so as to protect the system from excessive pressure. The full-flow installation in the typical VW engine violates this rule since the filter canister is the first thing seen by the pressurized oil. Since the typical oil filter bursts at about 700 kPa, starting a VW on a cold morning can be one hell of a mess.

(Yeah, they make high-pressure canisters... which typically cost \$10 and up, when you can find them.)

In comparison to the connecting rods, finding a suitable oil pump cover is a slam-dunk. I called Dee Berg, widow of Gene, chatted for a few minutes and had a pair of suitable pump covers in my hands about eighteen hours later. (Gene Berg Enterprises is even farther from my shop than the outfit selling the con-rods :-)

Gene made his pump covers out of high-density cast iron that wears even better than the stock VW pump cover. He also offered a cover fitted with a ball-type pressure relief valve (GB-239x) that pops-off at about 620 kPa that has become the standard for all serious engine builders. It costs significantly more than the bubble-pak'd cast aluminium crap but it's money well spent. Not only will you recover the cost by about the fifth oil change, the cover will last in excess of 100,000 miles if treated with WSX (ie, tungsten disulfide dry lubricant). By comparison, even when hard anodized an aluminium cover will wear beyond spec in about 10,000 miles and show a steady decline in pressure thereafter.

On the back-side of the GB-239 cover you can see the large hole for the normal outlet and the small hole for the over-pressured oil to feedback to the inlet-side of the pump.



Before using the GB-239 I take it apart, clean it good and break all the edges with a file. The socket-head screw securing the pressure spring goes into the jig and gets drilled for safety wire. The sharp edges of the outlet port are polished smooth then the Blanchard-ground surface is burnished on a surface plate using #600 W&D flooded with WD-40. After a



Careful cleaning the valve is re-assembled and the flatted surface treated with WSX (ie, a Tech-Line product).

The rain has turned into a steady drizzle, a welcome background for the tick-tocking clock. The day has gone gray as I lock Mr. Ohaus into his shiny wooden box, wipe down my tools and put things away. I stopped building engines for sale years ago, devoting more time to horology, itty-bitty steam engines and black-powder, which makes it kinda hard to explain why there's so damn many engines in the shop. Probably because it's good fun -- plus, you get to go flying now and then.

The coffee is hot in the house and there's a screen-full of mail to be dealt with plus a pride of indignant cats pointing out that water is falling out of the sky and wanting to know what I plan to do about it. Guess I'd better get busy...

Bob Hoover

New rings vs new jugs.

How can you tell if you need new pistons or if just the rings need to be replaced? The motor has low compression like 75's on a couple of cylinders and smokes pretty bad. It's a 1300cc case. Will 85.5 pistons just drop in like I hear?

Easy question. You don't replace the rings. You replace everything... you install a set of NEW pistons & cylinders. They come with new rings - which you still must dismantle & check).

Why dismantle the rings from your new pistons? Three reasons: They need to be cleaned of all grease/wax/cosmoline before they can be balanced. You still need to check that the ring-gap is correct. And finally, the edges of the ring-gap need to be stoned to remove the fine feather of hardened metal left by the gapping operation. It is that tiny feather of metal that produces those vertical scratches in the freshly honed barrel.

The reason you need to replace the jugs as well as the pistons has to do with an idiosyncrasy of horizontally opposed engines, be it Continental, Corvair, Lycoming, VW or what-have-you. The problem is that the cylinders do not wear in a perfect circle, they wear more on their downward-side, ending up as a measurable oval. Since the typical

cylinder hone, which was designed to be used on monobloc engines, follows the bore of the cylinder, honing does nothing but smooth your already eccentric, oval-shaped bore.

To achieve a properly centred, truly round cylinder you must re-bore. But before doing so you must install the jug into a special fixture.

Back when Volkswagen overhauled their engines at the factory they spent millions trying to get the same service from overhauled jugs... and finally gave up when some bean counter pointed out it was less expensive to simply melt down & recast the old jugs rather than try to re-machine them. (A factory overhauled engine had the same warranty as a new one. But the ones with used jugs had a habit of crapping out early forcing VW to honour the warranty... and spend millions trying to figure out why the reconditioned jugs failed.)

The fact the cylinder walls kept getting thinner had a lot to do with this too - 85.5's are just bored-out 83's (which are just bored-out 77's!). The thinner the wall, the more difficult to maintain alignment during the re-bore.

You'll hear all sorts of tales to the contrary -- how someone threw in a set of rings and ran another zillion miles. Such stories are usually bullshit. Hone the jugs, throw in a set of rings, it'll run nice... for a while. Easy way to make a quick buck, if the customer is some kid; kids seldom keep their Bugs or Buses more than a year or two.



As to your pistons, the wear-surfaces are the ring-lands. That's where the top & bottom of the piston rings form their seal. Putting in a new set of rings doesn't make any sense unless you overhaul the pistons. That means having the grooves re-machined to be perfectly perpendicular to the axis of the piston. The tricky bit here is that the inner corner of the groove must have a subtle radius. Cut a square corner, as you see all the 'experts' doing when they use an old piston ring as a carbon scraper, and you create a stress-riser -- the piston will crack right there in the corner.

Usta be, all automotive machine shops overhauled pistons. Nowadays the cost of labour is so high and the price of replacement pistons so low, the only slugs that can justify being overhauled are high-buck forged racing items.

All of that should give you some idea why the smart money is on a new set of pistons and cylinders, rather than overhauling the old ones.

Bob Hoover

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A long, long time ago, we upset a few apple carts with a car that was, to say the least, different. Happily for us, it's still around in a 1974 version. This year however, we decided it was time to make the biggest change in our history. So, we'd



like you to meet five entirely new Volkswagens that we predict will make legends of their own.

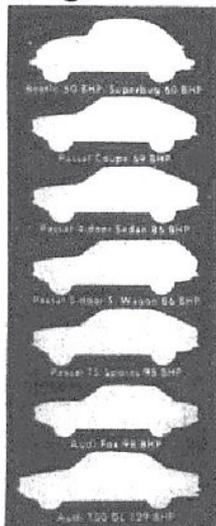
A beautiful new generation of stunningly stylish Volkswagens. Entirely exciting and different. How different?

Well, you'd expect the engine to be in the back, right? Wrong. In these Volkswagens it's in a very conventional place, up front, where it drives through the front wheels. And how it drives. Top speed's around 100, 0-50 in 1-2-3-4-5-6-7-8 secs. and with 30 mpg economy, which is a pleasant reminder that they're Volkswagens we've been talking about. But before you start

thinking what else to expect about the new VW's, we'd like to put you straight.

2 to 3 years ahead of their time.

Our first car (and it's still around, remember) started a lot of automotive trends. So will the new Volkswagens with features other cars can't offer you for two to three years. Like a centralised modular electrical system under its bonnet. An engine that can cruise all day at its top speed. The longest service interval of cars in their price range—10,000 miles. A twin, diagonal braking system that's only available on a few other



cars in the world. (It helps you stop in a straight line if a front wheel skids or blows out at speed.) A computer designed safety cell which gives the passenger compartment more protection than the world's toughest regulations require. A self-stabilising steering system that steadies the car if you get one wheel off the road into dirt, ice or mud. It's our design and it's the only system of its type in any car, anywhere in the world.

And, of course, you get the most efficient preventative maintenance system in the automotive world—Volkswagen service.

No doubt, in two or three years' time, it'll be standard practice to fit systems and features like these to all new cars.

When it all boils down, you're left with a very simple choice. It's whether to wait for a few years or buy a new Volkswagen now.

We'd recommend you see your Volkswagen dealer.



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