

Zeitschrift



GTI Roadster Vision Gran Turismo.

August 2014

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**Flat 4 Observation Run
Captains Flat Cruise
Wollongong VW Dealers
Touareg R50**

**The Toy Department
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Golf GTI Tribute
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2014-15.

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VW Motorsport Committee:	John Ladomatos Andrew Corless	Craig & Martha Adams Norm Robertson (JP)
General Committee:	Martha Adams Leigh Harris Jeff Swords Eddie Fleita	Brian Walker Shirley Pleydon Ken Davis Sue Monaghan Atakan Yilmaz

Canberra Committee.

Chair:	Bruce Walker	vwevents@dodo.com.au
Vice-Chair:	Rhiannon Walker	rhiannon_w@live.com.au
Secretary:	Mandy Conway	mandycnwy@gmail.com
Treasurer:	Rhiannon Walker	rhiannon_w@live.com.au
Registrar:	Iven Laufer	(02) 6254 1142
Merchandise:	Jay Pozzi	jay_1965vw@hotmail.com

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

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.

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 (2007-on) are available as full-colour PDFs from the Webmaster at the monthly meeting - please bring your own USB stick. These 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:

27 years.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Stan Pobjoy Racing Engineering
C & S Automotive	Vintage Vee Dub Supplies
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20 years and over.

Aust VW Performance Ctre	Shannons Car Insurance
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Classic Vee Dub	Wolfsburg Auto Melbourne
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Antique Tyres	Red Van Tyre Colouring
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Custom T-Shirts	Volkshome Automotive
Expert Signs	Volksmuller
Gold Coast Vee Dub	VW Classic Kirrawee
Nulon Australia	VW Magazine Australia
Quik Strip Bankstown	Westside Mufflers

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



**Council of Motor Clubs Presents
The Shannons Sydney Classic
Sydney Motorsport Park, at Eastern Creek
Sunday 17th August 2014**

Displays for 2014

Please let us know if your club or Marque has an anniversary coming up this year so we can book you a spot on Pit Lane for a special display.

This year we are celebrating the 50th Anniversary of the CMC Display Day.

110 years of Rover
100 years of Maserati
100 years of the Dodge
90 years of the Jewett
60 years of the Swallow Doretti
60 years of the Southern Sporting Car Club
50 Years of the Ford Mustang
50 years of the Mini Cooper 'S'
50 years of the Jaguar Drivers Club
50 years of the Sunbeam Tiger
50 years of the Pontiac GTO
50 years of the MG Midget Mk II
50 years of the Sprite Mk III
50 years of the Citroën Car Club
50 years of the Fiat 850
50 years of the Lancia Motor Club of NSW
50 years of the Ford Falcon XM
50 years of the Renault 8 Gordini
40 years of the VW Passat in Australia
40 years of the Alfa Romeo Owners Club
40 years of the Ford Falcon XA GT
40 years of the Valiant Charger R/T E49
40 years of the Leyland P76 Targa Florio
40 years of the Holden LJ Torana GTR XU-1
20 years of the Southern Sydney Early Holden Car Club
20 years of the Pittwater Motoring Enthusiasts Assn.

Email: secretary@councilofmotorclubs.org.au

Saturday

Gates open at 10am

FREE ENTRY & PARKING.

TRADE DISPLAYS & SALES IN
PIT GARAGES ALL DAY

CSCA SUPERSPRINT CIRCUIT EVENT 10:00 AM

Sunday

Gates open to the Public at 10am

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

- Double-decker bus rides around the track,
- Concours Display & Trophy Presentation on Pit Lane
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music.
- Don't forget, this is very close to Father's Day!

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

General admission \$15

Kids under 12 years & Parking FREE



German Auto Display

Sunday 21 Sept 2014

Patrick White Lawns

(beside National Library)

Parkes ACT

8am to 3pm

\$5 entry per car

All cars to have a driptray

Food and drink on sale



Details at canberravw.com
closer to the event

Club Veedub



The Legend Never Dies

Part of the



Club Veedub Sydney Inc (NSW)
Po Box 1135
PARRAMATTA NSW 2125

2 May 2014

You're Invited!
Burwood Festival
CLASSIC CAR SHOW & SHINE
Sunday 21 September 2014 - 10am to 5pm
Burwood Park, Burwood

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

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

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

To enter, just complete and return the attached entry form by Monday 1 September 2014 and you are booked in. On the day, enter from park Road into Burwood Park; pay the \$10 entry fee, and the volunteers from the Burwood SES will show you where to set up.

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

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

Closing date is Monday 1 September 2014 but don't wait – send you form in now and book your space!

See you there!

Burwood SES
Show & Shine Coordinators on behalf of Burwood Council
Phone 9745 1386 or email Burwoodshowandshine@gmail.com

***** VW drivers must pre-book their place *****

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SHOW'N'SHINE

SWAP

TAPPET RACING

GIVEAWAYS



log onto www.vwma.net.au

PRESENTED BY:



Drivers and crew must be pre-entered and paid by Friday September 26th 2014. Late fees apply after this date. The track side dinner function must also be pre-booked by the same date. Camping available overnight from Thursday to Monday for registered drivers and crew. No open fires. No pets.



Von dem Herrn Präsident.

Well, we had our AGM and annual elections for committee places at the July monthly meeting. I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function.

Dave Birchall has stepped down from the role of Vice President after many years, but will still take an active role in the running of the club, particularly with the VW Nationals.

Craig Adams is the new Vice President, which means that he will fill in for me when I'm not able to attend a club meeting or an event.

Bob Hickman will be taking a break and has stood down as Secretary after doing this role for many years. His assistant Wayne Murray has also decided to stand down from his role. Norm Elias nominated himself for the Secretary role.

So the committee for the next year has some new faces, which is a good sign of the commitment of our club members. Great also to see many familiar faces taking on their roles for another year.

I've just got back from the VW Spectacular at Valla Beach. This year it was a week-long celebration of everything VW, and my liver is still recovering. For anybody that has ever been to the VW Spectacular this year the street parade in Nambucca Heads went from the usual place in the shopping centre back to the water tower on the hill; 500 + cars was the tally. Craig was a first-timer and has written a report with photos for this issue.

Our main event for August is the CMC's Shannons Sydney Classic at Eastern Creek on Sunday 17th, one of the largest classic car shows in Australia. Our club has 20 spaces booked, and we are celebrating the 40th anniversary of the local release of the Passat. You will need to book a place and secure an entry ticket from David Birchall to show your VW.

Coming up in September on Sunday 21st is Burwood Spring Festival Classic Car Show at Burwood Park. You must pre book by 1 Sept to enter; see the flyer for more info or phone the Burwood Council on (02) 9745 1386. Say you are with the VW Club. Also in September is the Canberra German Autofest on the same weekend, Saturday 20th & Sunday 21st. See Bruce's column for more info.

For a while now, some of us have been having a get-together at Harry's Pie Cafe at North Liverpool on the first Friday of the month. It isn't a club event, just a get-together with some VW guys on the aussieeedubbers forum. In December, Parramatta Council have invited us to display our VWs in Church St Parramatta on Friday 5th. This is a major opportunity to promote our club, so stay tuned for more details.

Apologies to members who received a printed copy of the magazine last month; Snap Printing accidentally left out pages 3-4 and 37-38. The colour PDF you download from the website is OK; it was only the old printed issues. I had Snap reprint the issues and they are available for pickup at the meeting, or contact me. The guy at Snap who did our printing last month has since left, so hopefully there will be no more problems.

We have been at the Greyhound Club at Yagoona since

1999, but with Brian now limited to his wheelchair, we can't have our meetings in the normal upstairs rooms – there is no lift, or access for wheelchairs upstairs. Our makeshift meetings in the normal downstairs bar area have been unsatisfactory, with no privacy and some background noise. We will be discussing moving to a new venue (nearby) over the next couple of meetings.

There lots of things to do with your VW so come along and enjoy your VW with like minded people.

Yours in Volkswagening
(is that a word?)

Steve Carter



Kanberra Kapitel report.

A particularly cold G'day to everyone as Canberra shivers through the lowest temps of the season.

This month we had a great cruise to Captains Flat. Have a look in the magazine for the event report and a couple of photos. The event and report were organised by Rod Robertson; many thanks to Rod for his time. If you have an idea for an event, let us know, the best events are run by people who have fresh ideas to our normal cruises.

On 31 August we have a cruise to Poachers Pantry (between Hall and Murrumbateman), this should be a great trip with some awesome food on offer (have a look at their website for the menu) and a top time to dust the car off and make sure its ready for Spring. We will have some details on email and will need to know who is coming so that we can finalise numbers, so please let us know if you want to go along.

Sunday 21 Sept is the German Auto Display, always a great show. Come along and see VWs on display with the other major German marques, in the Spring sunshine. Don't forget we aren't far away from the Floriade display. I will be posting some details on the Canberra site soon but the basics are on the flyer.

Happy dubbing all.

Bruce



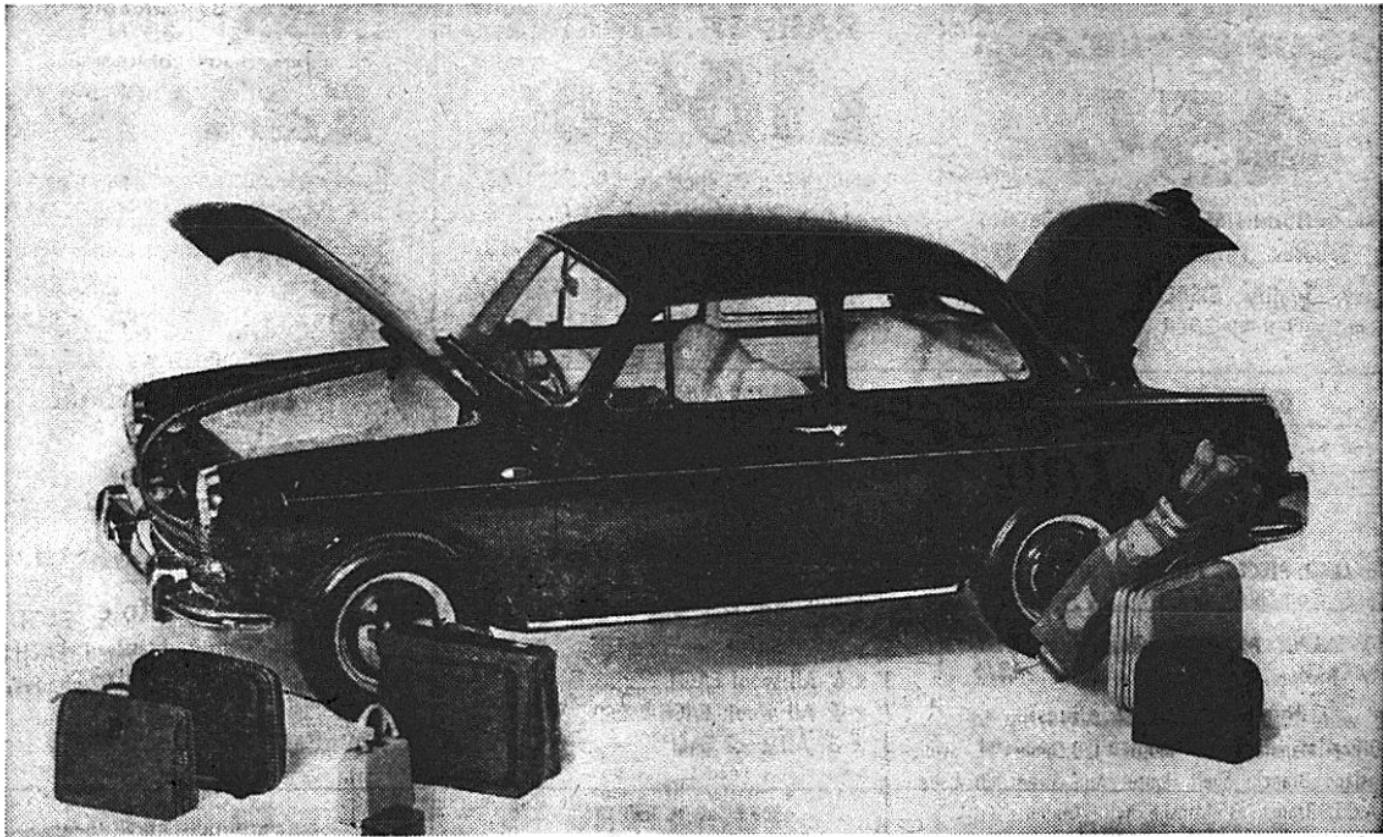
www.canberravw.com

Klub Kalender.

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

August.

Sunday 17th:- Shannons Sydney Classic 2014 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-



VW7200

But where's the engine?

Think it looks conventional? Then try to find the engine.

You won't find it under the front bonnet; that's all luggage space.

Or at the back; that's more luggage space.

How many cars have two boots and no engine? Not even the VW1500, unconventional as it is.

What our designers have done is squeeze a 53 b.h.p. engine into an incredibly tiny space, flattened it out, and tucked it away under the second boot at the back.

You don't even open the engine compartment to check the oil. Intrigued?

Now go inside.

Seven heater and fresh-air vents, two front

bucket seats that lock in 56 different positions, one stubby gear stick, four forward gears (including overdrive), with synchromesh on all four, three ashtrays, two map-pockets and no choke button (that's automatic).

Reliable? It's a Volkswagen.

Just like the VW1500 station wagon, the familiar VW1200 sedan and sunroof sedan, and the Karmann-Ghia coupe.

Drive one, two, three, four Volkswagens.

Or all five.

VW1500 Sedan — £1199 tax paid. VW1500 Station Wagon — £1249 tax paid. VW1200 Sedan — from £849 tax paid. (Prices for State capital cities.)

Volkswagen (Australasia) Pty. Ltd.



decker bus rides, trade stands, historic race cars, parade lap of the track. Club VW will again have a Volkswagen display. You must book with Dave Birchall (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 40 years of the VW Passat in Australia.

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

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

September.

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

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

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

Sunday 21st:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the park festival, with stalls, food, rides and entertainment. Vintage, veteran and classic cars. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book by 1 Sept to enter. Phone the Burwood Council on (02) 9745 1386, or email Burwoodshowandshine@gmail.com. Say you are with the VW Club.

Saturday 20th & Sunday 21st: Canberra German Autofest. Saturday afternoon cruise and sausage sizzle. Sunday is German car show. Drip trays required for all cars, regardless of condition. All displaying cars must register and pay entry fee - Club VW members \$10, others \$15. Contact Bruce (Canberra Chapter) on 0400 119220 for more info.

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

October.

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

Saturday 4th & Sunday 5th:- VW Warwick 2014. 9th great year! Drag racing at Warwick Dragway, Queensland. Street parade and static VW display on Saturday, 9:30 to 11:00am. Drag scrutineering from 11am to 12 noon, drivers' briefing, then unlimited practice and qualifying from 1-5 pm Saturday. Sunday morning drag practice 9 to 10am, then round-robin drag comp and final. Burnout competition. Many race classes and trophies. Pre-entry by 20 Sept 2014 is mandatory; no entries on the day. For all forms and more info, go to www.vwma.net.au/warwick

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

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

Sunday 26th:- Southern Highlands Motorfest 2014 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all classic cars, bikes and trucks. Informal show 'n' shine event with trophies awarded to all category winners. VWs old and new wanted! County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. All VW owners welcome. Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30am departure.

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

November.

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

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

Sunday 16th:- Melbourne Day of the VW, at Yarra Glen Racecourse, VIC. Show n Shine, trade displays, swap meet, and more. Public entry 9am, show entries close 11am. Restored Beetle raffle draw at 2pm. Celebrating 60 years of

the VW Club of Victoria. For more information, visit www.vwclub.com.au

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

December.

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

Friday 5th:- Parramatta VW Display, organised by Parramatta City Council. Church St 'Eat Street', between Phillip St and the river, is currently closed to traffic for bridge works. The council has invited us to display our VWs on the closed street, in the middle of a vibrant restaurant precinct. We are invited to display from 5:30pm to 9pm, arriving from Phillip St. Shine up your VW for a warm summer evening display and large crowds of people to admire your car. All air and water-cooled VWs welcome! For more information, contact Michael Russell (Parramatta Council) on 9806 5824.

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus



Trades and services directory.

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VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 29th:- 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.

Wanted: VW owner. Hello, I am currently working at an aged care facility in Castle Hill. One of the clients completed his apprenticeship through VW and loves the cars. I was wondering if there was someone from your VW club who might be interested in volunteering to meet with him and talk cars and obviously VW? Many thanks for your consideration of this enquiry. If you are able to help me, please contact me, Ms Renee Smith (Healthstrong) on 0419 265455, or email renees@healthstrong.com.au

For Sale:- My Grandfather has recently gone into hospital and is downsizing rather heavily. He has spent over 40 years working as a mechanic, focusing on German cars. I have a **fairly large pile of VW parts**, primarily for 1950-1980s Beetles, Kombis and Golfs, including a couple of long motors, several heads, intakes, headers, pistons, cases and cases of brake parts and other small parts, a couple of

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radiators, coil-overs, parts for Porsche engine conversions, the list goes on and on, but we need to shift it rapidly and en masse. I was wondering if any of your membership near the Blue Mountains, NSW, would want to take a look at what we have with a trailer hooked up? I am basically going to hand any of it off for any offers down to scrap price on the parts. If you have any questions please do not hesitate to call me. Mr Thomas Sattler, 0431629752 or email paladin.sattler@gmail.com

For Sale:- Volkswagen 1972 Superbug, White and Blue, new battery, tyres, distributor, registration till 30/03 /15. \$6500.ono contact Alan Craddock, 0412 540854 or (02) 9645 2029.

For Sale:- My partner and I are currently selling a **1985 Volkswagen Transporter** Automatic in the area of Cairns. We were wondering if it might interest your organisation or one of your members? You can find a full description of the campervan on Gumtree: <http://www.gumtree.com.au/s-ad/parramatta-park/campervan/campervan-volkswagen-transporter-1985-5700/1052601913> Please, feel free to contact us if you have any question. I wish you a nice day! Miss Lucille Gauthier 0403 572104 or email gauthier.lucille@orange.fr

Trades and services directory.

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For Sale:- 1971 VW Type 3 sedan (Notchback). I bought this notch a little while ago, owned by the one family since new. But I have too many cars so I decided to move it on. Shantung Yellow, 22,xxx miles on the clock (so it could be 122,xxx), motor runs sweet, manual gearbox shifts nice and is quiet. Has low back front seats that could do with a refurbish, rear seat and hood lining are very good. Slight surface rust here and there, along with the odd imperfection in the body, but overall a straight and honest car. All body marks, notably the scratch in the rear right quarter, are photographed in the gallery linked below. Rego until 29/10/2014 \$4500. Located in Lugarno NSW, call Steve on 0490 020 338
www.flickr.com/photos/124194716@N07/sets/72157645578723575/

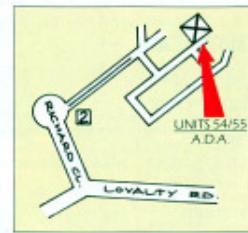
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PH: (02) 9683 2184



Ron at C&S Automotive, Padstow on 9774 3340 (BH).

For Sale:- I am enquiring whether you or any of the members of the VW Club may be interested in buying my 1972 VW Superbug ? I am open to all reasonable offers and the reason for sale is that we are just not using the car sufficiently and feel it would be put to better use by an enthusiast. I look forward to your reply. The car is based at South Arm - 40 mins drive from Hobart in Tasmania. If you would like more info, contact Mr David Lowther on 03-62399119 (BH) or email jdlowther@hotmail.com

2nd Month Ads.

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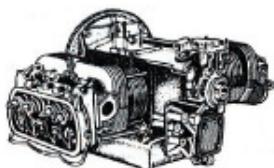
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New Amarok Ultimate.

The Volkswagen Amarok Ultimate pickup has been upgraded with added technology and new trim features.

Revealed in Hanover, Germany, the enhanced Amarok Ultimate gains bi-xenon headlights, U-shaped LED daytime running lights and a restyled grille with twin horizontal chrome bars.

The flagship Ultimate is further distinguished from the rest of the Volkswagen Amarok range by its polished 19-inch alloy wheels, silver side mirror covers and underbody guards, chrome styling bar and sidebars, darkened rear lights and LED number plate illumination.

The Ultimate's updated cabin comes standard with anthracite and black Alcantara upholstery and special cut-pile floor mats.



Standard tech items include a reverse-view camera and front and rear parking sensors, heated and folding side mirrors, heated front seats, and the 'RNS315' infotainment system with a 5.0-inch touchscreen, satellite navigation and Bluetooth phone connectivity with audio streaming.

The updated Amarok Ultimate is available in Candy White, Natural Grey, Reflex Silver, Starlight Blue, Toffee Brown and Deep Black paint colours.

The updated Amarok Ultimate uses the existing 2.0-litre 4-cylinder TDI engine, with 132 kW / 400 Nm, shared with the Amarok TDI400. This is the most powerful Amarok engine at present; the cheaper TDI340 makes 103 kW and 340 Nm, while the petrol TSI300 is 118 kW and 300 Nm. In spite of many customer requests, Volkswagen has no plans yet to fit the bigger 3.0-litre V6 TDI from the Touareg, which makes 180 kW / 550 Nm. This would be an ideal option for Australia; let's hope it appears at some point in future.

Volkswagen Australia public relations manager Kurt McGuiness said the local division was not expecting any changes to the Amarok Ultimate sold here until 2015, and said it was too early to confirm full specifications at this stage.

The existing Amarok Ultimate currently available in Australia costs \$59,990 in six-speed manual form and \$62,990 with the optional eight-speed automatic transmission.

Tiguan 2 next year.

The next-generation Volkswagen Tiguan compact SUV is set to be unveiled late this year for sales in early 2015, according to reports from Germany's Auto Motor Und Sport



and the UK Auto Express.

The new model could debut at the Paris motor show in October, followed by a European market release shortly after or in early 2015. It will reportedly grow in size to about 4500mm long (the current car is 4427mm), with a wheelbase stretched to around 2700 mm. This should allow its rear-seat space to rise, and its boot capacity to increase markedly over the current model's adequate but not outstanding 395 litres.

The new Tiguan will remain one of the most practical cars in its class by continuing with sliding rear seats. But it will remain a strict five-seater - leaving space for a larger MQB-based SUV, previewed by the VW CrossBlue concept, due in 2016 and with six or seven-seat layouts.

As with the current Golf 7, the second-generation Tiguan will be built upon the company's new modular transverse matrix (MQB) underpinnings. As previously reported, it is set to be offered in three body styles - the standard five-seat model, an extended seven-seat version (measuring about 4990mm, longer than the current Touareg), and a more style-focused coupe-inspired model.

The new Tiguan's looks will be heavily influenced by the CrossBlue. Dominating the nose are integrated chrome bars running horizontally right across the headlights and grille. The chunky front bumper shown here will feature on the sporty, road-biased version of the car. However, VW will also offer a Tiguan Escape, without the front protection for better approach angles when off-roading, but with more prominent cladding around the sills and wheelarches.

The MQB platform will allow larger wheels to be fitted - up to 19 inches - but the designers will carry over the characterful, squared-off wheel arches, which will become a signature feature of all new VW SUVs. At the rear are LED tail-lights, a neat, integrated spoiler and, on top-spec R-Line models, twin exhausts.

The Tiguan will retain its high driving position,



although the chassis will be tuned to feel as car-like as possible, and will include the option of VW's DCC adaptive dampers. Also on the menu is a choice of two and four-wheel drive - the latter with the new Haldex 5 system that's graced the new Skoda Octavia 4x4, VW Golf R and Audi S3.

Engine options will be similar to the Golf's, with 1.2, 1.4 and 2.0-litre TSI petrels, plus 1.6 and 2.0-litre TDI diesels. Efficiency will be improved - stop-start will be offered, the MQB platform will help to reduce the Tiguan's weight to less than 1,500kg and there's potential for VW to make its new 10-speed DSG auto available.

A Tiguan BlueMotion is likely, with better than 4.0 L/100 km, as is a plug-in hybrid returning better than 3.0 L/100 km. And at the other end of the scale, a hot Tiguan R could be offered, but VW will monitor sales of the Nissan Qashqai Nismo and Audi RS Q3 before deciding if the demand is there.

Australian models have not yet been decided, but the range will probably be based on the 1.4 petrol turbo, and the two diesels. The BlueMotion, hybrid and hot 'R' models are unlikely. The new Tiguan should appear in Australia towards the end of 2015.

Volkswagen is also said to be planning an international launch of two new smaller SUVs to slot below the Tiguan. The Taigun baby SUV model, which is based on the Up! micro car, is still reported to launch in Europe in 2015, while a slightly larger model based on the T-Roc concept will debut in 2016. The larger CrossBlue SUV should also debut in 2016.

'Eyes on the Road' movie.

Volkswagen has taken a bold step in its attempts to stop drivers from using their mobile phones at the wheel, surprising cinemagoers at a packed Hong Kong theatre with an interactive shock campaign.

The ad, which was shown as a trailer to a feature film at the MCL Cinema in Hong Kong, shows a point-of-view account of a person getting into their car and setting off on a drive.

It all seems quite peaceful at first - but then a text message from a location-based broadcaster is sent to everyone in the cinema with a mobile phone, causing many to look away from the big screen for a quick glance at their personal screen. It's at that point the film takes a traumatic turn, and the ensuing silence is quite chilling.

Go to YouTube and search for 'Volkswagen Eyes on the



Road' to watch the video. See how the short film was received by the audience; it's a bit of a shock.

Using a handheld phone while driving is illegal in Australia, and fines and demerit points apply across all states and territories. The statistics surrounding phone use while driving vary greatly - so much so that NSW Police admits "we don't know exactly" how many crashes are caused by distracted driving due to "severe under-reporting". However it's likely that mobile phone/sms distractions while driving are an increasing source of accidents, rather than speeding or alcohol.

New Passat teaser.

The teaser campaign for the upcoming eighth generation 'B8' Volkswagen Passat continues, with Volkswagen releasing a fresh image that reveals more secrets of its exterior design.

The image, which shows the new large VW cloaked by a thin veil, provides a clear look at the Passat's LED headlights and daytime running lights - the latter lining the lower borders of the headlamp clusters in a style reminiscent of models from sister brands Audi and Skoda.



A signature broad, multi-slat grille meets the headlight's inner edges, adding width to the Passat's front end.

Flared front wheel arches add muscularity to its stance, while a strong shoulder line running from the front guards to the tail-lights injects extra personality into the large sedan. The current Passat has been criticised previously for its conservative, derivative styling - looking mostly like a slightly larger Jetta and difficult to tell apart.

Sedan and wagon body styles of the eighth-generation Volkswagen Passat will be revealed next month before debuting in the flesh at October's Paris motor show.

The new Passat will be marginally smaller than its predecessor but offer more space for passengers and cargo.

It will be lighter and up to 20 per cent more fuel efficient thanks to the use of aluminium in its construction and the introduction of new twin-turbo diesel and plug-in hybrid powertrains.

Other new features will include anti-dazzle high beams, traffic jam assist, the latest generation of Volkswagen's automatic park assist system, and the claimed world-first trailer assist feature.

The redesigned cabin will gain a 12.3-inch digital instrument cluster, head-up display, modular infotainment

system with application functionality, and a 360-degree camera system.

The Passat is one of Volkswagen's most successful models around the world, selling over 20 million across seven generations since its European debut in 1973. The Passat is due to overtake the original Beetle's 21.7 million sales in the next year, so becoming VW's second-most successful model after the Golf.

The all-new Volkswagen Passat will go on sale in right-hand-drive markets early in 2015, and should reach Australia by mid-way through 2015.



Golf GTI Wolfsburg.

The Volkswagen Golf GTI Wolfsburg Edition was created by twelve VW apprentices for this year's Wörthersee Volkswagen festival in Austria.

Starting with a Volkswagen Golf GTI Performance as its base, the apprentices honed the car's looks and provided it with a lot more oomph. Under the bonnet there's a tuned version of the Golf R's 2.0-litre turbocharged petrol engine. With a claimed output of 279 kW, it's considerably more powerful than the 169 kW GTI Performance, as well as the 206 kW Golf R.

Attached to the uprated engine is a carbon fibre air box and a handmade exhaust system that features a vacuum valve that modulates the volume of the engine's symphony. All that power is herded to ground via a dual-clutch automated transmission.



According to Volkswagen, the team of eight men and four women themed the car after the company's home city, Wolfsburg, in honour of the Golf's 40th anniversary this year. In this vein the Wolfsburg Edition has been fitted with the city's skyline imprinted in its side decals and door panel inserts, while the VW badges on the alloy wheels and steering wheel have been replaced by the tradition VW Wolfsburg Crest from many years ago.

Accompanying the car's hand painted exterior is a custom body kit that includes new front and rear spoilers, sills and rear diffuser.

The key change to the car's interior is the installation of Recaro bucket seats up front. These new pews are covered primarily in leather, although the prominent bolsters are trimmed in the GTI's familiar tartan pattern.

Custom made high gloss black panels contrast with the

bright red highlights that adorn the dashboard, steering wheel, vents, shift lever, gauges and leather stitching. A custom iPhone dock replaces the cup-holders in the centre tunnel, while the vents above the central touchscreen have been ditched in favour of turbo boost and oil temperature gauges, and a stopwatch.

The sound system didn't escape the apprentices' attention. Overall output is now rated at 2170 W and there are 11 speakers scattered throughout the cabin. In the boot there's a large subwoofer, an amp with integrated LED lighting and a 24-inch Sony LCD TV hooked up to a PlayStation console.

The Golf GTI Wolfsburg is not intended for production, but elements of the design may trickle down to production Golfs in future.

Golf GTI Roadster.

Volkswagen brings the virtual world to reality with its own 'Vision Gran Turismo.'

Designed to drive the courses of PlayStation3's 'Gran Turismo 6', the juiced up GTI Roadster Vision Gran Turismo was also built out as a show car for this year's Wörthersee festival, the world's largest Volkswagen show. The 375 kW roadster takes styling from last year's Design Vision GTI to new extremes.

Because it was designed for a video game, the GTI Roadster Vision GT was developed jointly by Volkswagen and Sony Computer Entertainment. After Sony asked VW to develop a car exclusively for GT6, the automaker held an in-house design competition and the two companies pursued the process through to both virtual and real-world GTI Roadster Vision GTs. They unveiled the GT6 virtual car on May 26 and the real version a few days later at Wörthersee.

Just like last year's Design Vision GTI, the GTI Roadster Vision GT packs 375 kW and 560 Nm of torque from a 3.0-litre twin-turbo TSI V6. That engine shoots output



to all four wheels via a seven-speed DSG dual-clutch transmission and 4MOTION all-wheel drive. The GTI Roadster is actually a bit speedier than last year's hatchback, capable of tearing to 100 km/h in 3.5 seconds and cranking the speedometer needle to 309 km/h.

The powertrain behind the Vision concept is familiar, but the look and feel are brand new. Volkswagen used the Design Vision GTI as a starting point before slicing off the roof and most of the windscreen, exaggerating the styling out further, and covering it all in a luscious red paint job. The result is video game-level awesomeness that you can touch, feel and (theoretically) drive. Volkswagen calls it the "most spectacular GTI ever," and we'd have trouble arguing.

Specific styling elements developed from last year's Design Vision include the body wrapping C pillars and beefy side skirts, which are even more pronounced on the Roadster. Without a roof to blend into, the C pillars are left to round up into a rollover bar and float backward over the rear wheels, blending with the rear bumper. The pillars also serve as the end points for the sharp side creases.

The concept's low windscreen is flanked by equally low-profile side windows designed to give the car a speedboat-like look. Up front, a three-dimensional face provides home for squinty LED headlights, a large, smiley grille and a splitter. Carbon edging stretches from the front splitter, around the fenders, back via the side skirts and around into a rear diffuser highlighted by red light strips. Above that diffuser, exhaust finds its way out via dual trapezoidal tailpipes and air shooting over the low, race-inspired cabin is transformed into downforce by a huge rear wing. The car stands on 20-in centre-lock aluminium alloys with body colour accents and 235/35 ZR20 front and 275/30 ZR20 rear tyres.



"The Vision GT project offered a wonderful opportunity to sketch out extreme ideas and design elements of the GTI that are portrayed as vibrantly, dynamically and emotionally as possible," explained Klaus Bischoff, VW head of design.

The Roadster Vision GT has been downsized compared to the Design Vision and production GTI. It measures 4158 x 1895 x 1090 mm and rides on a 2495 mm wheelbase. It weighs 1,421 kg.

The Roadster Vision GT is a design that would look good in nearly any colour, but the glossy metallic red paint accentuates it perfectly. The 'Gran Turismo Red' is a new interpretation of the classic Golf GTI option 'Tornado Red.'



"We were looking for a very provocative and aggressive red," says Malte Hammerbeck, one of the designers behind the new show car. "The car should look fast, even when it is standing still, and the paint should emphasize its surface contours."

Matte carbon wrestles the viewer's attention (briefly) away from the dazzling red body, drawing focus on the bolt-on parts. The radiator and engine compartment screen have a high-gloss black finish.

Driver and passenger enter the GTI Roadster Vision GT by way of doors that swivel up and forward. They're seated in racing seats set low in a dual carbon fibre monocoque, a set-up inspired by formula racing cars. The two occupants are separated by a central bar, which houses a fire extinguisher. There is a bit of GTI red contrast stitching to offset the black and anthracite interior, but Volkswagen keeps decorative elements to a minimum, remaining true to the race car-inspired nature of the car.

When it's time to take the track, the driver wraps his fingers around the Alcantara-dressed, four-spoke grip steering wheel that tops the long, exposed steering column. The cockpit display is mounted directly on the steering column far in front of the driver.

Even the very well-heeled won't be able to buy a GTI Roadster Vision Gran Turismo to drive on their local byways, but Gran Turismo 6 players will be able to download it starting in mid June.

Amarok Power at Wörthersee.

The Volkswagen Amarok Power concept turned up the volume at last month's Wörthersee festival, the world's largest Volkswagen show.

The single-cab Amarok Power ute concept is almost identical to the Power Pick-up concept that debuted at last year's Wörthersee event, though trades the go-kart in the tray of the old version for a 5000-watt sound system and DJ equipment.

Packed into the Amarok's 3.5m² loading space is a Xone: 92 Allen & Heath DJ kit, a Pioneer CDJ900NXS player, two Void Acoustics Impulse 3t speakers, a Stasys Xair subwoofer and six micro speakers. All items fit fully installed and ready to use in a clever storage concept dubbed 'compact cube'.

As with last year's concept, the Amarok Power is powered by a 3.0-litre V6 TDI turbo diesel that produces 200

kW and 600 Nm. An eight-speed automatic transmission distributes drive to all four wheels through the brand's 4Motion system.

Volkswagen claims a 7.9-second 0-100 km/h time and a top speed of 210 km/h.

The Amarok Power concept ride on 80mm-lowered suspension and massive 22-inch alloy wheels that fill its pumped guards.

Thin chrome grille bars and LED daytime running lights and an enlarged lower air intake create a unique look at the front, while smoked LED tail-lights, a black diffuser and twin chrome exhaust outlets add a sporty feel at the rear.



Black sports bars behind the cabin, orange and black decals and matching brake calipers add life to the concept's deep metallic grey exterior.

The theme continues inside the cabin, which features orange stitching and highlights across the dashboard, centre console, air vents and seats. Carbonfibre-look trim embraces the dash and console, while sporty alcantara wraps around the steering wheel, gear lever, handbrake and console cover.

The Volkswagen Amarok Power concept was seen - and heard - at Wörthersee in Austria, but is not slated for production.

Beetle Global Rallycross.

The Volkswagen Beetle GRC is a race car developed by FMS Automotive for the Volkswagen Andretti Rallycross team and will race in this year's Red Bull Global Rallycross championship, held in the USA.

Under the car's slightly longer and marginally wider bodywork lies a 1.6-litre turbocharged four-cylinder engine from the Polo WRC, tuned to produce 406 kW of power. The turbocharger is running over 3 bar (45 psi) of boost.



Power is channelled to the ground via a fixed-ratio all-wheel drive system and a six-speed sequential transmission. To help out with power delivery multi-plate limited-slip diffs have been fitted to both the front and rear axles.

As per competition rules, the Volkswagen Beetle GRC tips the scales at just 1,210kg. This means that the Beetle GRC can race from 0-100 km/h in a track-tested 1.9 seconds.

The Beetle GRC has strut suspension at all four corners paired to ZF dampers. With suspension travel of around 231mm, the GRC should be able to handle the off-road sections of a rallycross track.

Stopping power is provided by vented disc brakes with four-piston aluminium calipers on all four wheels. The 17-inch alloy wheels are clad in Yokohama racing tyres. Behind the front rims are 356mm disc brakes, while 300mm discs are fitted at the rear.

Together with equivalent WRC-style VW Polos, the Beetle GRC will be raced in the 2014 GRC series by Tanner Foust and Scott Speed. You can follow the Red Bull GRC series at www.redbulglobalrallycross.com

Future CC to be fastback?

The future design of the Volkswagen CC - a four-door 'coupe' style-focused version of the more conventional Passat sedan - is currently in the process of being decided, according to VW of America president Michael Horn.



The Volkswagen CC has been on sale locally in its current guise since July 2012, while the original version arrived on our market in 2009. That means it's nearing the end of its life-cycle, and according to Horn, the new model is set to go one of two ways.

"Two versions are being studied, and we're seriously

looking at a fastback version as one of them," Horn told US magazine Motor Trend. The original 1974 Passat was famous for its fastback shape, which was continued for the second-generation Passat in 1981, but the third generation Passat in 1988 reverted to a conventional three-box sedan profile that continues to the present day.

While the current CC model (like the Mercedes CLS) was something of a novelty in its day, the game has moved on, and styling of 'four-door coupe' models has become something of a fad. In fact, the Volkswagen Group had plans for a Skoda four-door coupe which it showed in VisionC concept guise at the 2014 Geneva motor show; that car may give away a few secrets as to what to expect.

The new CC will be based on the new-generation Passat, which is expected to debut at the 2014 Paris motor show in October. Motor Trend says the new CC will 'mimic the Audi A7', in that it will offer a sloping rear hatch and a more muscular stance.



According to Horn, the car is between two and three years away. But he suggested a way of fast-tracking the model - at least for North American consumption - would be to build it there, rather than source it from Germany.

"With the cost of production going up, we're looking at the business case, but maybe there's another option, of waiting 2-3 years and getting the CC built here in the US or in Mexico," Horn said. This would mean the US factory in Tennessee would be producing two different Passats. The current US Passat is a completely different design from the Euro Passat sold in Australia.

Sales of the Volkswagen CC have petered off in recent times in Australia. To the end of April VW Australia had sold just 124 examples of the car, down 56 per cent on 2013.

Wooden Beetle.

Bosnian retiree Momir Bojic has created a truly unique Volkswagen Beetle by covering most of it with oak tiles.

Over the course of two years Bojic, aged 71, hand crafted and fitted his Beetle with over 50,000 pieces of oak. Almost every available surface, including all of the body work, dashboard panel, A-pillar and radio, is covered with carefully laid out oak tiles. Each piece is claimed to have required 23 different procedures to make and fit.

Some areas - such as the rear deck, B-pillar, windscreen wipers, wing mirrors, steering wheel, gear lever, engine vents, antenna, hub caps, and even the rear brake light - are fitted



with straighter, longer pieces. There are also custom made oak VW badges on the rear bumper attachments and interior mirror.

The open-top Beetle does without side doors, but according to Bojic the car is roadworthy. It's unclear, though, how much weight all this extra wood adds to the Beetle.



According to a Bosnian Reddit user, Bojic, a retired carpenter, created the Oakswagen (pardon the pun) to honour his wife, who's still very much alive and actually helped him create the car. All up the wood is said to have cost Bojic around \$8000, a small fortune for most Bosnians, and he's rejected several overtures from buyers willing to purchase the car for 10 times that.

Unsurprisingly Bojic garners a lot of attention every time he drives his oak-covered Volkswagen, especially at parades.



Klub Korrespondenz.

Sean Walsh is my name, and I live in Drouin, Vic.

I got onto your Club Website through Googling to find the filters for my son's VW Golf TDI (2012), which I am servicing on Monday.

I think I was looking for the VIN decoding details, but I found your article on Australian VW History. Are you going to publish it as a book? (No – Ed.) One of the most comprehensive works of its type I have ever come across. I ended up reading the whole lot, brought back a heap of memories.

www.clubvw.org.au/history

My first encounter with Volkswagens was at the Melbourne Motor Show in 1954. My father the late Paddy Walsh was the Secretary of the (Victorian) Chamber of Automotive Industries in the 1950s, and was principally responsible for the running of the Melbourne Motor Show in those years. The VW was there in all its air-cooled splendour. I remember that I was annoyed (as an 8 year old) because it seemed to me that VW had copied the Renault 750 (it had a rear engine too!!), it was the single small window model, with

the separate tail and brake light lenses, and 6 volt electrics.

Dad used to get loan cars from dealers pretty regularly. My recollection is that we usually got Rover 75s (I think Dad was mates with Lionel Spencer, the guy who owned Regent Motors). We also had Jaguar Mk Vs pretty often, and I remember Dad coming home with a Morgan one time.

He brought a VW home once. I remember he asked me to check the radiator water; fortunately I did not decide to add any to the sump, as it would have served him right. He eventually showed me that it was air-cooled, the fan and all that tin-work over the cylinders, also pointed out that it was a horizontally opposed layout, which I had never seen before. We went for a drive in the VW. I recall that we ended up at the RAAF base either at Point Cook or Laverton, I forget which, we could not go past the Guardhouse, so Dad had to turn the car around on a fairly narrow road. He could not find reverse gear, I recall that mum and I had to push the car backwards to get it round on the road, then Dad drove off (in a bit of a stink actually) and informed me that one of the reasons the Germans lost the war was poor attention to detail, and they had forgotten to put reverse gear on the VW!! I was eight and he was my Dad so I believed him!!

My first VW was a new 1965 1200 Beetle, followed by a second hand 1958 Beetle (after a girlfriend put the original on its roof!!), then I bought a second hand 1963 VW 1500 notchback, and finally a new 1969 1600 notchback, which I kept for years. It did a number of Victorian State Championship and open Rallies between 1969 and around 1974, was rallycrossed (once at Calder, definitely not quick enough), did the 1970 Ampol Round Australia Trial as a service car for Len Shaw's Morris 1500 (Editor of Motor Manual and Auto Action at the time). I was navigating by then, we also set up the BP Rally with Frank Kilfoyle from 1971 to 1973 in this car. It had done around 400,000 km when I put a rock through the back window mowing the grass in the mid-1980s and decided to strip the car and give it a serious birthday and repaint, a job I had not completed by 1999 when we sold our farm and I moved to Drouin with my first wife, who was then on her last legs with cancer.

I also had the Edgar Hermann ex 1968 London to Sydney Marathon Porsche 911 from 1975 until 1986 or so, hence the fall from favour of the VW. I left the VW with the guy who bought my farm, it may well be still in the shed I left it in, says he, thinking that would make another good project to add to a few I already have on the go!! If my wife finds out about this latest idea, I will be looking for my name in the death notices!!

Enough rambling, I just wanted to express my admiration for a most comprehensive and well written article, must have taken you ages to pull all those facts together, a real labour of love no doubt.

Congratulations also on the Club Website, which I suspect you have had a major hand in, and to the quality of the Club Magazine, I had a quick look through one of the 2011 issues, looks like a good Magazine too.

Kind regards, and my congratulations on a job very well done.

Sean Walsh,
Drouin, Vic.



Flat Four observation run to Cataract Dam. Sunday 13 July.

Amazingly, it's been three years since our friends at the Flat Four VW Club had put on an observation run. Their Picton Super Cruise was in June 2009, followed by three cruises to Warragamba Dam - in May and November 2010, and finally in June 2011. We did go to Blacktown Drive-In in November last year to see Turbo the snail movie, but that wasn't a cruise as such.

Anyway it's great to see them back doing these runs, which are always very well organised and a whole lot of fun.

Lily had homework and assignments to do that day, so I was flying solo; not the best idea for an observation run where you need to watch the scenery along the way. Brian was also solo, so we agreed to team up for the day. We had also both been to every one of Flat Four's previous dam runs, so we were an ideal team. I met Brian at his place at Macquarie Fields at 9am, leaving my VW Bora in his driveway. He saddled up his wheelchair on top of his Golf, and we headed off to the starting point.

Flat Four was meeting at the Camden Showground, at the main entrance and parking area off Cawdor Rd (opposite where the old VW dealer, Frank Brooking Motors, once was). Allison from Flat Four had set up a table for registrations; we



were one of the first teams to arrive. We registered (\$10 to participate) and received the instructions, sticker and lucky door prize tickets. We chatted to all our VW friends from Flat Four as they arrived.

Our members Norm, John and Bob also turned up, and by the time the driver's briefing began at 10:30 there was around 30 VWs. An excellent turnout.

We headed out in convoy, turned right and headed south. The questions along the way weren't difficult, but you needed to keep a sharp eye out. I scanned left and right as Brian drove, but he also spotted most of the signs and objects we needed to observe.

South of Camden, Finns Road took us down to turn right at Menangle Rd, then left at Camden Rd and across the railway line at Douglas Park. Douglas Park Drive is a favourite twisty bit of road that took us

down to the low causeway crossing of the Nepean River. Up the other twisty side, over the motorway, and then a scenic drive to the T-junction at Wilton Rd. We spotted the green lion statuettes in the driveway, but they looked like puppy dogs to us.



Wilton Rd is an excellent twisty road down to the single-lane bridge across the Broughton Pass Dam, then up the other side via an almost perfect 180-degree hairpin bend, past the old pumping station and shortly after into Appin. We





definitely counted 8 green sheds on the left, just before coming into town. Then we turned right, and had a fast run along Appin Rd to the Baden Powell Rd turnoff to Cataract Dam, our end point.

We all parked together at the neat picnic area, where Murray and crew had already set up the Flat Four BBQ. There was also hot tea and coffee, cool drinks, and even chocolate or carrot cake to enjoy. It was terrific to move about, chatting to all the fellow VW enthusiasts.

Flat Four drew the lucky door prizes, then went through the answers to the observation run. Hmm, most other teams didn't agree with 8 green sheds, but it was the right answer. Brian and I were the winners, with a perfect score on the answer sheet! He took home an excellent VW clock as a prize.

We had a quick look at Cataract Dam before we left. It was the first of four dams built for the Upper Nepean Scheme for Sydney and surrounding areas, opening in 1908. Cordeaux, Avon and Nepean dams followed 25-30 years later. It is a superb piece of engineering and stonework, 56 m tall and nearly 200 wide, with a gothic-looking pump tower along the wall. Brian was able to roll his wheelchair along the top but the path to the spillway on the far side was closed.

Thank you to Flat Four VW Club (or the 'Dam Club' as we now call them) for an excellent day. We're already looking forward to their next run!

Phil Matthews





The Toy Department.

TISCHER leisure vehicles have been well loved companions for European customers since 1973. The motor home cabins are still produced today in their own factory in Kreuzwertheim, in Bavaria in southern Germany.

Josef Tischer and his son Peter founded the company together, and Peter took over management in 1991. TISCHER almost exclusively adapted the TISCHER cabins to VW Type 2 platform pickups trucks up until 1983. Other makes were also accommodated, but the VW T3 and Caddy (Golf Pickup) remained the most popular.

So unique are the TISCHER brand that the rear cabin can be independently supported and left behind leaving you with the option and flexibility of a pickup.



Today TISCHER conversions are available throughout Europe, and they can now supply attachment cabins for almost all pick-up versions available on the German market, and obviously all vehicles as well. The full service is thereby guaranteed! Modern VWs that are available for conversion include the T5 Transporter pickup, and Amarok utility.



PICK UP CABIN



The TISCHER team is currently made up of 20 employees who build around 140 cabins per year and adapt them to the basis vehicle. They also deal with customer enquiries and are responsible for the service department. They generally do not need more than one week to procure any spare part customers may need. This is something they are proud of.

You can browse all details of the current TISCHER range of conversions, spare parts and accessories at www.tischer-pickup.com

TISCHER is not to be confused with many other variants such as the Brazilian camper conversion on a T2





Volkswagen. The 'Karmann' brand is very popular in Brazil; they produce under this label a range of camping vehicles, from trailers to medium sized Rvs.

Which brings us to the new release of the 1/43 Premium Classixxs T2a TISCHER caravan currently on sale on line and limited to 750 pieces world wide. It is available on-line, and which will hopefully be available in good model car stores down under in the coming months?

Tony Bezzina

Canberra Cruise to Captains Flat.

On Saturday 2nd August the Canberra Chapter of the VW Club travelled to Captains Flat, a picturesque and historic village just outside of Canberra in NSW.

The turn out was small, but not unexpected for this time of year as the morning temperature reached -5 degrees and didn't feel much warmer until mid morning.

Club members met at Queanbeyan at 9am to assemble in convoy and receive safety briefings. Not that this helped much as one of our members became geographically embarrassed 200 m from the assembly area.

Once sorted, the 43 km journey was slow as the road needs repair in places but certainly didn't challenge any of the club vehicles.

Upon arrival, members toured the monthly markets held in the Community Hall.



www.captainsflat.org

A real social event full of local produce and arts and

crafts. We were indeed fortunate to witness the wondrous cakes and other bakery delights in the 'bake-off challenge'.

After the markets, members re-gathered at the Outsider Café. Renowned for its hospitality, our hosts Gunther and Christine, have developed the business from being just an art gallery or cafe, to becoming a piece of art in and of itself.



www.outsidercafe.com.au

With generous servings of Mediterranean cuisine it was a sure hit with all.

Members bought their market goodies to share and bragging rights went to the club president Bruce, who purchased a Fisher Price toy bug, much to the envy of all.

Gunther was also able to solicit the support of Elisabeth, the local historian who regaled us with stories of mine development and even a stage coach holdup.



After lunch, under own arrangements with appropriate safety/ repair vehicles measures in place, farewells were said to old and new friends.

A great time had by all and it was our pleasure to mingle with the locals and share for a time their real sense of community spirit.

Rod Robertson



Valla Park 2014.

I left home at about 4.30am Monday the 28th July, on my way to Valla Park, Nambucca Heads for my first time (yes I was a Valla Virgin).

I met up with Steve and David Carter at Wyong Caltex, and set off to Valla along the Newcastle freeway. The three of us were overtaking truck after truck and cars. I thought it was starting to rain, so I looked up at the sky - no clouds. The next time the three were overtaking it was raining oil. You know what I am going to say next - "Hey Steve it's raining oil back here"!

Dave and I were trying our hardest to keep up with Steve's Beetle. Steve got hold of Rose and Ian, and asked if we could leave Dave's notchback at their house? Yeah they said.



We left Newcastle, and 15mins up the road I began to have trouble with my blue Beetle. We stopped at Bulahdelah for petrol and had a look at my naughty little Beetle. Steve checked everything and we set off. Not far up the road and my Beetle was grunting and groaning again. We stopped and stopped and stopped again. We got to The Pub With No Beer for lunch then the cruise back to Macksville then to the Valla Park resort for my first time. Mmm, pizza for dinner was great. Dave and I went in to Nambucca for supplies and Steve's Beetle goes great I tell you that!

Thanks Dave it's the fastest car I have ever been in. The next day, we went on the cruise to Bellingen for coffee at the river bridge then up the mountain to Dorrigo. Boy Steve's Beetle can go hard. Lunch at the pub and back to Valla, so we

can look at that naughty little Beetle of mine. There were other cruises and things to do but we were going to fix my Beetle. Wednesday we looked at my Beetle again, still not right. It was a ladies day out, fashion parade. I wanted too see the lingerie fashion show but was turned away. "I LIKE FASHION!"



A good dinner up at the pub. I like Steve's beetle. Thursday morning was the Raleigh Raceway Ben Durie Memorial Lap Dash. The Beetles, Golfs, open wheelers and other things raced all day. There was a red Karmann Ghia that took my eyes for the day; it drifted the track each time it was out there smoke pouring off the wheels each corner. Paul Fenech raced his white Beetle no. 47 hard. Raleigh raceway was on again the next day but I went on the observation run to



Coffs Harbour. I took off before everyone else to get petrol and hoping my Beetle was going to be ok. Steve spent a fair bit of time on it several times.

Peter beeped as he went passed, so I got up and going. It wasn't long and we were at Coffs Harbour's Big Banana lining up on the grass, with a coffee, banana bread and a muffin from the café. Along the way my little Beetle got sicker and sicker.



Saturday convoy from Valla Park to Nambucca Heads' main street was brilliant, then back to Valla. I spent a relaxing afternoon around Valla Park. Ash had a four day bender, he has an excellent looking VW camper. Ash's fire



kept us all warm at night. Dave Birchall did the routine thing that he's known for. Saturday night sit down dinner. Fancy dress theme back to the 80's or Disney character. Sunday breakfast and a show and shine. The swap meet was on and it had lots and lots of goodies.

Overall going to Valla was an absolute blast! Great company, great food and conversation. If you've never been to Valla it's a must. Monday we headed home. See you all at Sawtell next year.

Craig Adams

PS. have a look at this www.nbnnews.com.au/index.php/2014/08/01/vdub-love-in-coffs-harbour/



Wollongong VW dealers.

The very first Volkswagens in NSW were shown by Sydney's Lanock Motors at the Royal Easter Show in April 1954. That was also when the first VWs were sold in NSW. When Mr Harry Clegg of Dapto brought the first Volkswagen into the South Coast at that time, early in 1954, the name 'Volkswagen' was virtually unheard of in the district.

Critics of the car's unorthodox design and mechanical layout were quick to predict that it would never become a "bread and butter" line in a motor trade that had become increasingly competitive.

But they were wrong. Volkswagen's unique combination of features, which has definitely challenged the dictates of fashion and time itself, soon captured the imagination of Wollongong motorists to an extent never before achieved by a light car.

In 1954 Clegg's Motors were the holders of the Rover and Land-Rover franchise for the Wollongong region. At that time the state Rover franchise (Grenville Motors) was owned by Sydney's LNC Industries, who also set up the new Volkswagen business Lanock Motors. It was the same in Victoria – the state Rover distributor was Regent Motors, who also owned the VW business (later called Spencer Motors). Therefore, like many other Rover/Land Rover dealers across NSW and Australia, Clegg's Motors became a Volkswagen agent in 1954. In that first year Clegg's sold 16 Volkswagens from a small motor garage premises on the Princes Highway at Dapto.

Clegg's Motors Pty. Ltd.
Wollongong Distributors For
VOLKSWAGEN
ROVER & LAND-ROVER
Vehicles
"Used Car Division

So enthusiastic was the reception with which Volkswagen was met that in 1955 it was necessary for Clegg's to expand from Dapto into Wollongong proper. The service station at Dapto was sold, and a new agency and garage established on the corner of Lower Crown Street and Harbour Street, just across from Wollongong Showground (now WIN football stadium).

Club member Brian Mannix bought his first VW from Clegg's new Wollongong agency, and remembers that it was still a very modest set-up by today's standards. All there was was a desk, a hoist and room for just one car in the

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SERVICE. Find your VW at the nearest Volkswagen Approved and authorized workshop of your own VW Sales and Service Centre. They supply VW Transporter players on the road—at lowest cost.

KOMBI
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Call, write or 'phone for a demonstration.

CLEGG'S MOTORS Pty. Ltd.

Crown & Harbour Streets, WOLLONGONG

'showroom.' But it was a great location and sales continued to grow.

With increasing numbers of Volkswagens on Wollongong district roads there was now a big demand for service facilities, much more than the little agency on Crown St could cope with. In 1956 Clegg's bought property at 88 Auburn St, just over a mile to the west and backing onto the railway line, and began construction of one of the state's most modern provincial service centres.

By early 1957 Clegg's operated two premises – the sales agency on Crown and Harbour Sts, and the service centre on Auburn St. The dealership's total sales, service and support staff numbered 19 people. In March 1957 Clegg's Motors Pty Ltd was purchased by the NSW VW parent company, Sydney's LNC Industries, and so became a subsidiary company of LNC, alongside Lanock Motors.

The Auburt Street service centre was modernised in December 1957, by which time Clegg's had outgrown the Crown and Harbour St sales outlet. In early 1958 a larger

property was purchased on the corner of Flinders St (the Pacific Hwy) and Campbell St, closer to the centre of Wollongong and in the middle of what was the 'auto alley' of Wollongong. Construction of the 'ultra-modern' showroom



Clegg's Motors Service Centre at Auburn Street, South Wollongong.



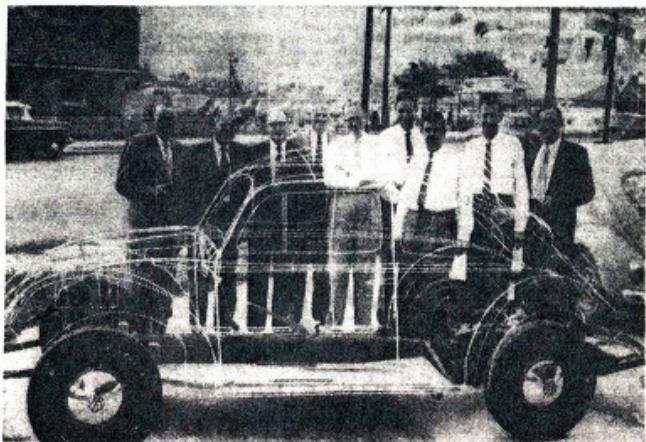
**Clegg's Motors Head Office and Vehicle Showrooms at
Flinders and Campbell Streets, Wollongong.**

commenced, and the new buildings were opened in November 1958. Clegg's moved out of the little agency on Crown St, and the property was sold. After a long series of new owners, it was demolished and rebuilt a few years ago. It is now the site of Chicko's Chickens.



Many big-wigs came down to Wollongong for the opening of Clegg's modern new showroom in November 1958, including Reg Greenwood from Grenville Motors, and Doug Donaldson, Bruce Butler and Arthur Russell from Lanock Motors. It was a gaily celebrated occasion, with streamers, balloons and a wire-frame cut-away VW that Lanocks had previously displayed at the Sydney Motor Show. I wonder what happened to it?

New Showrooms for Volkswagen . . .



Last Friday Clegg's Motors opened their new Volkswagen showrooms at the corner of Flinders and Campbell Streets. A group of motoring identities from Sydney came down for the occasion and this photograph was taken outside the new premises with a specially constructed 'phantom' outline of a Volkswagen chassis in the foreground. From the left: Messrs. R. H. Greenwood (sales director Grenville Motors in Sydney), A. H. Russell (Director Lanock Motors), A. Henderson (Manager Lanock Motors), H. Clegg (Managing Director Clegg's Motors), B. Fraser (Director Lanock Motors), D. Ferguson (Sales representative, Lanock Motors), D. Donaldson (Sales Director, Lanock Motors), T. Tracey (Manager, Delivery Dept. of Lanock) and R. Jones (Sales manager, Clegg's Motors).

Further expansion of the Auburn Street service centre followed in 1959, in order to give VW buyers the ultimate in service. Along with the new showrooms, the original investment made by LNC Industries Ltd had been more than trebled.

Demand for VW sales and service continued to grow. In line with the investments made by LNC Industries, a major change to the Wollongong VW business was made in 1962 when the Clegg's Motors name was retired, and the dealership renamed to Lanock Motors (South Coast) Pty Ltd. Several of the dealer staff were interviewed for the South Coast Times newspaper.

Manager and director of the firm since Harry Clegg's retirement in 1959, Mr Frank O. Cambridge, had been a

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resident of Wollongong for the previous seven years. He backed his guidance of the growing concern with the experience of 35 years in the oil and motor industry.

"Lanock Motors (South Coast) Pty Ltd," he said, "has brought to the South Coast all the advantages of a State-wide distributorship."

Mr Ken Steel, who had recently been appointed sales manager, was a Volkswagen executive in Sydney for many years. He believed Volkswagen's sales potential, in an area that is one of the fastest growing in the world, was virtually unlimited.

Mr Col James of Austinmer was the firm's service manager. He had been with the firm since its first day of



Lanock Motors (South Coast) Pty Ltd, 88 Auburn St, Wollongong



Lanock Motors have a friend for you
THAT'S RIGHT! WE HAVE OVER 60 PRE-OWNED
VOLKSWAGENS
JUST WAITING TO BECOME YOUR FRIEND FOR LIFE
BEETLES - SEDANS - FASTBACKS - STATION WAGONS
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LANOCK MOTORS

business in Dapto in 1953 and was a top VW expert. He and his staff of fully-trained mechanics had successfully completed highly-specialized courses at Volkswagen's service schools in Sydney. Mr James topped the examination that followed his service manager course.

The company secretary and accountant, Mr Ted Stuckey, had been with the business five years; he first joined it when a small caravan on the then-vacant Auburn Street site offered the only office facilities. He has seen it grow into one of Australia's most successful VW dealerships.

In 1957, Volkswagen accounted for only six percent of sedan sales in the area. By 1962 VW had captured no less than 10 percent of new vehicle sales in the area, and its share was steadily growing. By 1962 there were more than 1,300 VW vehicles in the Wollongong area, and Lanock Motors (South Coast) Pty Ltd predicted the time was not far distant when the 2,000 figure would be reached.

The Lanock Motors (South Coast) Pty Ltd's city showroom, on the corner of Flinders and Campbell Streets Wollongong, occupied an area of 12,000 square feet (1,115 m²) and was the most modern in Wollongong's 'auto alley.'

Its head office and service centre at 88 Auburn Street, covering 40,000 square feet (3,720 m²), housed some of the world's latest equipment especially designed for VW vehicle servicing.

From just 19 staff in 1957, in 1962 no fewer than 50 highly-trained personnel sold and serviced Volkswagens between Helensburgh in the north, and Gerringong in the south.

Lanock Motors (South Coast) Ltd continued

to thrive through the 1960s, and although new sales began to decline in the late 1960s, business from VW parts and service, and sales of used cars was thriving. The two premises could hold over 60 new and quality used cars, boasting the 'highest trade-in in Wollongong.'

In 1973 VW's parent company, LNC Industries, took on the Australian franchise for Subaru, and began selling them through the Volkswagen dealer network. The Japanese cars and 'Subaru' signage were added to the two Lanock Motors (South Coast) premises,

alongside, and later dominating, the existing Volkswagen signage. However the VW business got a new surge of interest in 1974, when the water-cooled Passat joined the showroom.

In 1975 LNC merged the Wollongong Lanock Motors (South Coast) with the Sydney-based Lanock Motors. Previously they had been two separate companies under the LNC umbrella.

The Golf appeared in 1976, although the by-now Nissan-built VWs were having significant quality control problems and the Auburn St service centre was busy with repairs and warranty claims. Air-cooled parts and service was still strong, but new-car sales were shrinking. The Flinders St showrooms were becoming more of a used car lot rather than a VW sales outlet. LNC Industries finally sold the site in 1980 after imports of VW Golf and Passat had ceased, and the business consolidated only at Auburn St.



The Flinders St premises of Clegg's Motors, and Lanock Motors (South Coast), still exist at the same prime location. The corner has been re-engineered with a roundabout, so much of the old forecourt has been shortened, but the building is still original. It is now a Video Ezy store. The original Clegg's/Lanock rectangular roof sign is still there, now covered with a 'Video Ezy' sign.

The inside of the showroom has been renovated, but the old ceiling is still there. The land behind the building up Campbell St, once the used car lot, has been subdivided and now has a Repco Auto Parts built on it. The Repco carpark, which slopes down to the former VW showroom, has been regraded and concreted level. This leaves the former Lanock Motors service stall at the back, and its roller door, blocked by a metre of concrete.

The Lanock Motors (South Coast) Auburn St premises continued to trade through the 1980s, selling VW parts and

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1972	VW SUPERBUG. Unmarked	\$2595
1969	VW KOMBI	\$2895
1965	VW STATION WAGON	\$1095
1972	VW PICK-UP	\$2195
1970	VW CAMPER	\$3595
1972	VW SUPERBUG	\$2295
1969	VW NOTCHBACK	\$1595
1969	VW FASTBACK	\$1695
1970	VW PICK-UP	\$2195
1974	PASSAT SEDAN	\$3295
1973	VW KOMBI (8000 kilos only)	\$3595
1968	VW STATION WAGON	\$1495
1969	VW STATION WAGON	\$1895
1971	VW CAMPER	\$3995
1970	VW MICRO BUS	\$3195
OTHER MAKES		
1969	VALIANT SEDAN. Immaculate	\$1495
1969	HK HOLDEN STAT. WAG. As traded	\$995
1970	HOLDEN KINGSMWOOD SEDAN	\$1595
1971	HOLDEN PANEL VAN	\$1995
1971	FORD UTILITY	\$2495
1972	LAND ROVER	\$3595
1973	SUBARU	\$2895
1973	AUDI 100GL	\$5250

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service and the occasional T3 Transporter. The 1980s saw LNC diversifying and coming under stock market attacks by corporate raiders. In 1987 LNC Industries lost the Australian Volkswagen franchise after 34 years. Lanock Motors was bought by the City Ford group, who kept only the Camperdown service centre, and closed down the other remaining Lanock agencies at St Leonards – and Wollongong. After 30 years, the Auburn St site was closed and sold, and Lanock Motors (South Coast) was no more.

The site was bulldozed and redeveloped into a multi-unit industrial complex, occupied today by auto repair workshops and smash repairers. Nothing remains of the former VW dealer.



With Ateco taking over the Australian VW franchise in 1987, a new network of VW dealers was contracted. In Wollongong, Ron Bratton Mitsubishi at 75 Flinders St (Princes Hwy) became the new Volkswagen dealer in 1988,

just 100 m up the hill from the old Lanock Motors. Volkswagen Was Back in Wollongong, just in time for Ateco's VW relaunch with the T3 Transporter in 1989, and the Golf Cabriolet and Mk2 GTI in 1990.

Ateco sold out and offloaded the VW franchise to British corporation TKM in 1990, which in turn was taken over by



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bigger British group Inchcape in 1992. With the corporate upheaval, Ron Bratton did not renew their VW/Audi contract and ceased being a VW dealer in 1992. The Mitsubishi dealer carried on until the early-2000s before going out of business. The entire block along Flinders St, including former Mazda, Daihatsu and Suzuki dealers, was bulldozed and is currently being redeveloped. Today's Mitsubishi dealer is Gateway Mitsubishi at Fairy Meadow.

After Ron Bratton there was no Volkswagen dealer in the Illawarra at all for several years. The 'independent aftermarket' VW service centres took care of the old air-cooled VWs, while Inchcape had yet to ramp up new VW sales. By 1997, with the Golf 3 and T4 Transporter selling well, Inchcape signed on a new dealer for Wollongong. This was Southern Classic Cars, located at 188-194 Corrimal Street, a little south-west of WIN stadium along another 'auto alley.' They had been formed in 1992 to sell used cars, but now were elevated to selling and servicing new cars. As was typical during the TKM/Inchcape era, the new dealer did not use the 'Volkswagen' name. The VW dealers of the time were called XYZ European, XYZ Classic Cars or just XYZ Motors.

While there was another VW dealer cleanout and reorganisation after 2001 when today's Volkswagen Group Australia was formed, Southern Classic Cars kept the Illawarra VW dealership contract. They are still the Wollongong VW dealership today, selling Volkswagen cars and commercials on their prominent corner site. It has been renovated several times, with Volkswagen taking up a larger portion of the premises. In a long line of adjoining sites along Corrimal Street, Southern Classic also sell fellow VW-makes Audi and Skoda, as well as foreigners Ford, Land Rover, Suzuki, Nissan and Jaguar. With all these makes, they are the largest car dealer in the Wollongong area, so hopefully Volkswagen's future in the area is secure.



While the Southern Classic Audi dealership next door is now called 'Audi Centre Wollongong', Southern Classic have not yet added a specific VW name, like most of the Sydney dealers have done (Trivett Volkswagen, McGrath Volkswagen, Barloworld Volkswagen, McCarroll Volkswagen, Northshore Volkswagen, etc). Instead, their website gives them the clumsy name of 'Southern Classic Volkswagen'. You can check out their website at www.southernclassicvolkswagen.com.au

Phil Matthews



The Golf GTI – a UK tribute.

It is easy to forget just how this little car changed the car world. When it emerged most stuff was rear wheel drive and badly made with overhangs.

I suppose the GTI really has significance for me because the year it finally arrived in UK spec (right hand drive) was the year I was entered this world. 1979.

Little did anyone realise that thirty-odd years later, that humble but hot-rodded little boxy Giugiaro design would have such a worldwide wealth of disciples.

Volkswagen's Golf was not the first hatch-backed car on sale, and the normal family C, CL and GL versions were extremely popular. VW sold the one millionth Golf after just 17 months – it took the Beetle 10 years. But, when a bunch of VW engineers set out to make a warmed-over version as an after-hours backroom project, the result rebooted the hard drive of every car manufacturer in the industry.

And to think it nearly didn't happen.



Drive to work now and the subtly tasty hatchback car is a pre-requisite of daily traffic. It is almost certainly the favourite genre of car in the UK, and you don't need to look far to see why.

The Golf GTI functions as a jack and master of all trades; a venerable family chariot, a sports car and one that feels special, not to mention affordable. A leading motoring journalist once described the Mk1 GTI as "the sports cars you didn't have to suffer to own."

Prior to the Golf GTI's birth, to reach its calibre of

performance you'd need to drive a cramped coupe or a bulky saloon. The GTI didn't have the temperamental traits of highly-strung Italian machinery, the hit-and-miss quality of British cars or the kitsch of many '70s Japanese try-hards.

It killed the kudos of Ford's Capri and Opel's Manta in one fell swoop. I know, because as a kid in the mid-eighties I watched how the Golf headed the crusade for credible front-drive frolics.

The hatchback package ticked off practicality. The Golf was ample sized and light-weight, with exceptional build quality and one of the tautest, sweetest chassis tasted to date.

Fitted with an eager 1.6-litre fuel injected front-drive four-pot engine the thing just inhaled meandering B-roads and returned decent motorway comfort, together with real-world mpg. You could cruise it, you could gun it, and you could do the school run without it missing a beat or costing a fortune to keep alive.

And, like a decent Sunday Roast, it's this 35-year old automotive recipe that just keeps delivering satisfaction and credibility.

The GTI Golf kindled the car class-lessness of its era. Bankers, race drivers, career mums and anyone in between fell for its modestly displayed sportiness. Who needed a weekend sports car when you could drive a GTI 24/7?

A lot of cars go down in history for their compromises, but the Golf GTI bucks that trend completely. We love it precisely because it doesn't compromise a damned thing. Never would you see a Golf GTI classified saying 'baby forces sale'.

There were many who thought the Beetle's mass appeal and legendary status could never be bettered, but the GTI disproves them instantly and follows in its cult footsteps.

Case in point - the fabulous Golf 2 GTI that came along in 1984, with even better suspension and brakes and the



first 16-valve engine. This boosted power from the normal 1.8's 112 bhp to 137 bhp. In British style, like with Spitfires, we started calling the Golf 2 the 'Mk2'. In Germany you could also buy a GTI G60 with a cool spiral supercharger that made 160 bhp, and the Golf Rallye and Golf Limited went to extremes with syncro 4WD and a G60 16V engine that made 210 hp. It was the fastest Golf ever until the R32 in 2001.

Of course, even champions have wobbly moments. The GTI's thoroughbred DNA has been diluted a few times, with the lowest point for me being 1992. The Mk3 was a bit chubby and, well, not very good, in my opinion.



The Mk3 was launched with an 8V 2.0-litre boat anchor that was a mere six horsepower more than the 1600 '70s original, and managed to be no faster in the sprint to 100 km/h than a 1.3 Toyota Corolla. Bad times.

VW had turned the GTI into a Vegas Elvis with all the luxury and glitz, together with a good portion of pie-loving and bronchial wheeze. But just like Elvis records, it kept selling because everyone loved the original.

The Mk3 did bring the VR6 though - the beginnings of the Golf's relationship with a six-cylinder engine. Yes it was fast, and it was luxurious. It sounded great, but it felt too middle-aged tracksuit to be a GTI. It fogged up the original GTI philosophy.

I've never really found love with the R32s either, but that's just me. Once immersed into the forum-filled world of GTIs you realise this is a religion divided by the six marks and 35 years of evolution.

Is the Mk4 GTI the worst of all? While the fourth generation GTI saw optional turbo 1.8 engines (with 178 bhp) for the first time, the normal naturally aspirated versions were rubbish. Quite how VW could find the gall to sully the



legendary Golf GTI name by affixing it to those cars, we'll never know. The non-turbo 1.8-litre offered up a miserable 125 bhp, and the 2.0-litre a truly pathetic 115 bhp. That's actually a fair bit less power than the old Mk2 16-valve Golf, and only a tiny bit more than the eight-valve, but with roughly another 200 kilos to haul about. The worst couple of cars to wear the Golf GTI badge? I think so.

The only saving grace for the Mk4 was the R32, a hotbed-up 3.2-litre version of the old VR6 that now made 237 bhp, together with Haldex AWD and the world's first production direct shift (DSG) gearbox.

The Mk5 Golf GTI from 2004 went back to the drawing board. The Mk5 features a 2.0 litre turbocharged engine with (FSI) direct-injection technology, which produced 197 bhp. It came with a choice of either 6-speed manual or a 6-speed (DSG). Finally, the GTI went like a GTI is supposed to. The Mk5 also had an R32 version, this time with power increased to 247 bhp.



I've had a few GTIs and have utmost respect for the genre foundation layer. Sometimes the original gets buried amongst the flood of copycats, but VW has always seemed to keep re-??inventing their star pupil. Besides the obvious Mk1 (how futuristic must this have looked in 1976?), for me it's the Mk2 and Mk5.

The Mk2 for its sheer longevity and fact it has aged as well as Jane Seymour. And the Mk5 for its exquisite combination of retro tartan and logoed lights.

Long may the icon shine on.

Jonny Smith,
Influx.co.uk

Note – the Mk1 Golf GTI was never sold in Australia, which explains why you don't see any on the second-hand market. The former VW factory in Melbourne (under Nissan control) only made basic LS models in 1976. In 1977 only the luxury GLS was imported, and the GLD from 1978. Both models were discontinued in 1981.

The Mk2 GTI finally appeared in Australia in 1990, but with a low output Japanese market 8V 1.8-litre engine. The 16V was not sold here. It was discontinued in 1992.

The Mk3 GTI was not imported at all. Instead, importers TKM chose to bring in the VR6 as a luxury touring car rather than a hot hatch. Australians did not get the GTI again until the Mk4 in 1998 (yes, the hot turbo version). Since then, happily, Australia has been in sync with the rest of the VW world and the GTI is now a staple of the local range.



Driving the VW Touareg R50.

With the local release of the Touareg R50 in 2008, Volkswagen Australia raised the stakes for luxury SUVs and 4x4s. The Volkswagen Touareg R50 had great attraction to all those SUV drivers who enjoy effortless power, for example. That's because the existing 230 kW and 750 Nm from the V10 bi-turbo TDI were already more than sufficient. But the R50 rates at 258 kW and 850 Nm. Yes, that's 850 Nm of torque. It's an amazing figure and it is a figure that provided absolute delight to those with a right foot fortunate enough to seize the opportunity to control it.

This is what I thought when I drove it. Be assured, with 850 Nm readily available (at just 2,000 rpm), there is every prospect that every drive will change the way you'll consider the chore of driving. Fact is, motoring is not a chore when you're driving the Touareg R50. Indeed, there isn't even the prospect of considering the pleasure of motoring as anything other than absolute pleasure when you're in charge of the VW Touareg R50.



Our Touareg R50 test vehicle proved, just as previous Touaregs have indicated, that VW's first luxury SUV was made right from the very beginning. It is quite difficult to suggest how the VW Touareg could be made better. It is that good!

The R50 is attractive, just like the other 'R' models in the VW line-up. To set the Touareg R50 apart from other Touareg models, Volkswagen have included numerous features. For example, a body kit (with front and rear bumpers in 'R' sports design including a lower bumper air intake with chrome trim, body side lower sill extensions, wheel arch extensions), dual chrome oval exhaust tailpipes and R50 badges front and rear, rear side windows and rear window privacy glass, chrome

roof rails, alloy wheels (Omany) 21 x 10" with 295/35 R21 tyres, tyre mobility set (includes 12-volt compressor and tyre sealant), engine spin/brushed aluminium inserts in dashboard, console and doors, electrically adjustable front 'R' style sports seats with 12-way adjustment and 3 position memory function, individually heated outer rear seats, rear seat load through provision with ski sack, tiptronic gearshift paddles mounted behind the steering column, and metallic/pearl effect paint.



Then there are features which are included with all V10 Touaregs, such as air suspension (very effective), front fog lights, keyless access system with engine start button (no need to push the unlock button on the remote and no need to insert an ignition key), tyre pressure monitoring system, 4 zone climate control dual air conditioning, bi-xenon headlights for high/low beams with cornering lights, automatic self levelling headlights with cleaning system, Volkswagen sound package – 8 channel amplifier with 11 speakers and an antenna mounted in side rear window, electrically adjustable exterior rear view mirrors with

memory function that are 'foldable' and heated, passenger's side external rear view mirror automatically 'dips' to provide a curbside view when reversing, and electric height/reach adjustable steering wheel with memory and easy entry function (works well).

Anthracite Napa Leather is standard with the VW Touareg R50.

Colour choices are limited to just four. There's Biscay Blue Pearl Effect (as on the test car), Black Magic Pearl Effect, Silver and White. Selecting the colour white forces the purchase of the optional sunroof.



On the road, as previously indicated, the VW Touareg R50 delights the driver with each kilometre travelled. The powerful performance is very impressive. And the air suspension works a treat. The on-road dynamics are fully satisfying.

Off the road, the Volkswagen Touareg R50 takes as good as it gives! I had the 'angle meter' showing 30 degrees for a short moment, as I positioned the car for some photography. Yet the test car was fitted with 'road tyres'. But with so much torque, it seems the Touareg will go just about anywhere, providing due precaution is part of the picture.

The inside story is equally impressive. The comfort level is very high. The leather trim looks good and feels good. The roomy interior is superbly presented. The luxury appointments are very comforting. The test car was fitted with Volkswagen's excessively user-friendly satellite navigation system. Another option fitted to the test R50 was a sunroof. Whilst it certain that some folks enjoy a sunroof, I'm not one of them.

The price (recommended retail) for the Touareg R50 is from \$129,990 (without options). At this price, the Volkswagen Touareg R50 is well above the budget for most car buyers. But for those with a cash flow that reflects a high degree of financial success, the Touareg R50 provides an excellent opportunity to enjoy motoring with ease. That, by the way, is a high degree of ease.

Our drive programme covered some 281 kilometres



around Melbourne and Bacchus Marsh in Victoria, a much shorter distance than usual. But none the less, the VW Touareg demonstrated that it, once again, delivers an outstanding drive. The new R50 version simply highlights the added benefits of power and performance when looking at the driver satisfaction index (if such an index exists).

The performance is beyond effortless. Just apply any degree of pressure to the accelerator and this 2.5 tonne SUV moves. Apply a higher degree of pressure and the Touareg R50 'rockets' up to 110 km/h (where legal). The application of power is just so impressive that it is difficult to put the feeling into words. That said, it is a simple fact of life that Volkswagen have made the outstanding Touareg R50 into one of the best drives the motoring world has ever witnessed.

In 2011 the Touareg SUV range was updated and rationalized, and the mighty V10 (including the R50) was discontinued. All local petrol Touareg versions were also discontinued, leaving just 4- and 6-cylinder diesel-versions with 8-speed autos the only models now available for Australia.

So for those special Volkswagen connoisseurs looking for the ultimate 'collector's edition' VW, a good pre-loved Touareg R50 could be just the thing.

Stephen Walker



Cam hard.

Failure to properly prep the cam is one of the most common methods of trashing an engine.

Stock VW engine, you're looking at more than fifty years of continuous development and production.

Not a lot of secrets in a stocker. Which wasn't always the case.



When it was introduced the Volkswagen engine violated many Conventional Wisdoms associated with automobile engine design. For example, each lobe of the cam actuates two cam followers. Conventional Wisdom insisted the four lobes on a VW wiggle stick would wear twice as fast as the eight lobes on all other four-banger cams... unless you came up with some way to precisely control the hardness of your cams and lifters, which no one had back then. Oh, there was that new gaseous nitriding process but that only worked

with steel. VW cams and lifters were cast iron and no one had come up with an accurate hardening process that was economical enough to be used for mass produced cast iron parts. Except an outfit called Krupp.

Ditto for that

magnesium alloy crankcase. Never work, not for mass production. Way too expensive. Unless you can come up with a better method of extracting magnesium from sea water. Like that Dowmettal company. Same story for those crazy moulded rubber parts in the torsion-bar suspension system. Just won't work, unless you can come up with a synthetic rubber that's actually better than the real thing. Maybe some of that Buna stuff would work... (nowadays we call it Neoprene).

Professor Porsche and his gang of engineers didn't see such things as limitations, they saw them as challenges and came up with an engine that remains in production today. (You can get new replacement engines from the VW plant in Puebla, Mexico. Pretty good little engines.) And if you liked

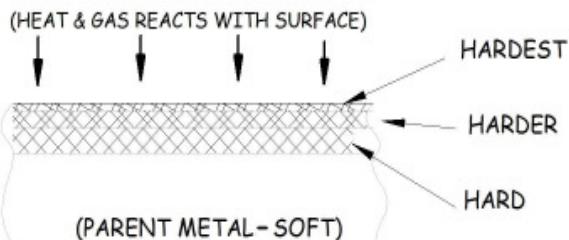


the torsion bar suspension system on the original People's Car you'll find it still going strong under our main battle tank.

One of the tricky bits on a VW cam is getting the hardness just right. Not a big problem nowadays, thanks to Krupp and Adolph Fry. Today you simply look it up on a chart and set the dials to produce whatever hardness and depth is required, duplicating a process that has been in common use now for more than sixty years. It's no more difficult than, say, programming your VCR. (Yeah, I know... But there it is :-)

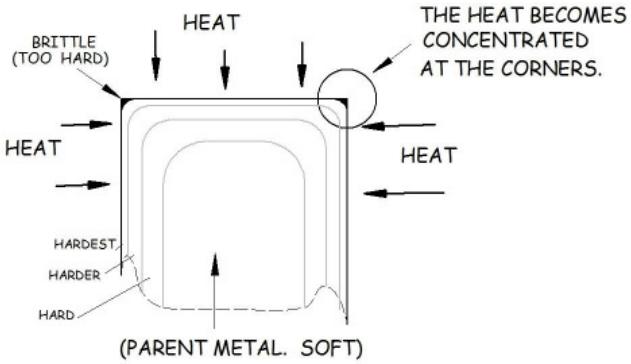
For those of you not familiar with surface hardening, take a look at Figure 1 below. Nowadays there are lots of ways to harden the surface of iron, steel or cast iron but one of the handiest methods heats the metal in an atmosphere of nitrogen gas. The depth of the hardened surface can be controlled by the temperature to which the metal is raised, how long it stays in the oven, the concentration of nitrogen inside the oven, how the part is cooled and so forth.

CROSS-SECTION OF A HARDENED SURFACE



Hardening a cam is a bit trickier than most other hardening chores because cams have lots of corners. When hardening a part the corners are exposed to the heat & gas on two sides and tend to become harder than other areas of the part. To give you some idea what I'm talking about, have a look at Figure 2.

CROSS-SECTION OF A HARDENED CORNER



A brittle corner on a cam can be fatal to an engine. The corners approach the hardness of a diamond (seriously! Nitriding can produce a Mohs hardness of better than 9. [Diamond is a 10]).

Talk about the perfect abrasive! Microscopic fragments of diamond-hard material being chipped off and distributed around the inside of an engine... You can bet your bean-bag it caused the VW engineers more than few headaches before they figured it out.

Corners on a cam? (Someone said.) Where the hell are there corners on a cam?!

See Figure 3. That's a picture of a typical after-market cam, fresh back from nitriding. See all those nice sharp edges? That is where the metal turns a corner. Those edges are so brittle that casual handling can cause them to chip like glass. (Look closely. See that tiny notch near the nose?) Even, worse, see the mold-lines on the cam? (Remember, cams are just high-density cast iron.) The blank comes out of the mold with a chilled hardness that is nearly as good as nitriding (although not nearly so deep). Nitride a chilled-cast surface, you end up with hardness well past 9 on the Mohs Scale and a virtual 100% guarantee of chipping those edges unless you do something about it.



Figure 3

Figure 4 shows the pointy end of the lobe on an after-market cam. It also shows all those un-dressed edges. This is normal for after-market parts. It is up to the person assembling the engine to determine which edges need to be chamfered, by how much and the method most suitable for doing so.



Figure 4

For comparison, Figure 6 is a stock VW cam. Notice that the end of the stock cam is not as sharp. Note that all of the edges on the stock cam are nicely chamfered.



Figure 6

Take another look at Figure 2, the drawing showing how the hardness penetrates the metal. The tip of the lobs concentrates the heat during the hardening process in much the same fashion as does a corner. In fact, the tip of the cam's lobe has to be harder than its slopes or heel if you want the thing to wear at a slow rate. And if the tip is harder than the heel, you can bet your bippie that the edges of the lobe's nose are even harder still.

You simply can't allow fragments from those edges to get inside your engine. Even with a full-flow oil filter, such debris still gets one shot at your oil pump. And with stuff approaching the hardness of a diamond, one shot is all it takes.

So we don't let that happen. And neither did Volkswagen. But I don't have to tell you that because you can see it for yourself. See those nicely chamfered edges in the above Figure 6? That's a stock Volkswagen cam. Sure it's a used VW cam, something I pulled out from under the bench. But you can clearly see the chamfering and, if you look real close, the VW logo cast into the metal.

See the lower lobe in on the VW cam above? You can see that the chamfer is a bit smaller than on the heel of the upper lobe. The chamfer doesn't have to be very big if all you want to do is get rid of the chunkies. In fact, a chamfer of only 0.8 mm or so is enough to make the edges of an after-market cam safe for society.

Sure enough, there's a picture of a lightly chamfered after-market cam lurking over the page in Figure 7. Wider would be better. I just whizzed this one up for the photo-op :-). If you've never cleared a cam nor chamfered one, one slip of the grinder can screw the pooch in a major way, as in trashing the cam. I suggest you cover the lobes and journals with masking tape before doing any grinding.

Normally, you chamfer an after-market cam when you grind the notches that allow it to work with a stroker crank. That is, you do all your grinding - and clean-up - at one time, usually in a 'dirty' area of your shop. (Engines are always



Figure 7

assembled in a clean area. It's not an operating theatre but the assembly area should be cleaner than the average kitchen.) No stroker? Then you can chamfer it any time you wish. (It's called dressing the edges and is a standard pre-assembly procedure with any after-market part.) Just be sure to clean that sucker to within an inch of its life after doing any grinding on the thing. The idea here is to keep abrasive debris out of your engine. Grinding on the cam (or anything else) then using the part without a perfect clean-up simply doesn't make sense.

Cams are made from cast iron because it is easy to grind to the required curves. After the lobes are ground, the surface of a Volkswagen cam is hardened to a precise degree. The result is a cam with lobes just hard enough so that the rate of wear for one cam-lobe is compatible with that of the

distributed wear across the face of two cam-followers (i.e., the lifters rotate to distribute the wear). This results in uniform rate of wear allowing reliable long-term performance.

The process of surface hardening concentrates the harness along edges and thinner sections. By the time you have achieved the desired hardness in the middle of the piece any sharp edges will have been hardened to the point of brittleness.

Cast iron has a granular structure; harden it to the point of brittleness, it will chip like a piece of glass. But only if you let it. Standard automotive engineering practice is to ensure such debris is never allowed inside an engine.

When hardened debris passes through the oil pump, it will create a scratch or score. Once the metal has been scored, it will not heal. The more times such debris is allowed to pass through the pump, the more wear that will accumulate.

When building an engine, any edge capable of spawning debris is chamfered, rounded, stoned or even polished, as the case may be. ANY EDGE. Throughout the engine. The need for such attention to detail is understood by every competent mechanic. The proof of that need and the practices required is clearly evident by simply examining a professionally built engine.

There are no secrets in a VW engine. Or so I thought :-)

So are you using an after-market cam? Did you clean it up and chamfer the edges? Gap your rings? Stone the edges? Balance everything? That's your job, you know; attending to all those 'unimportant' details the phony experts brush aside. Because when you build an engine, you're the Mechanic in Charge.

Bob Hoover

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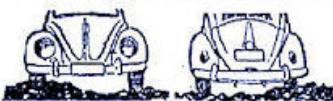
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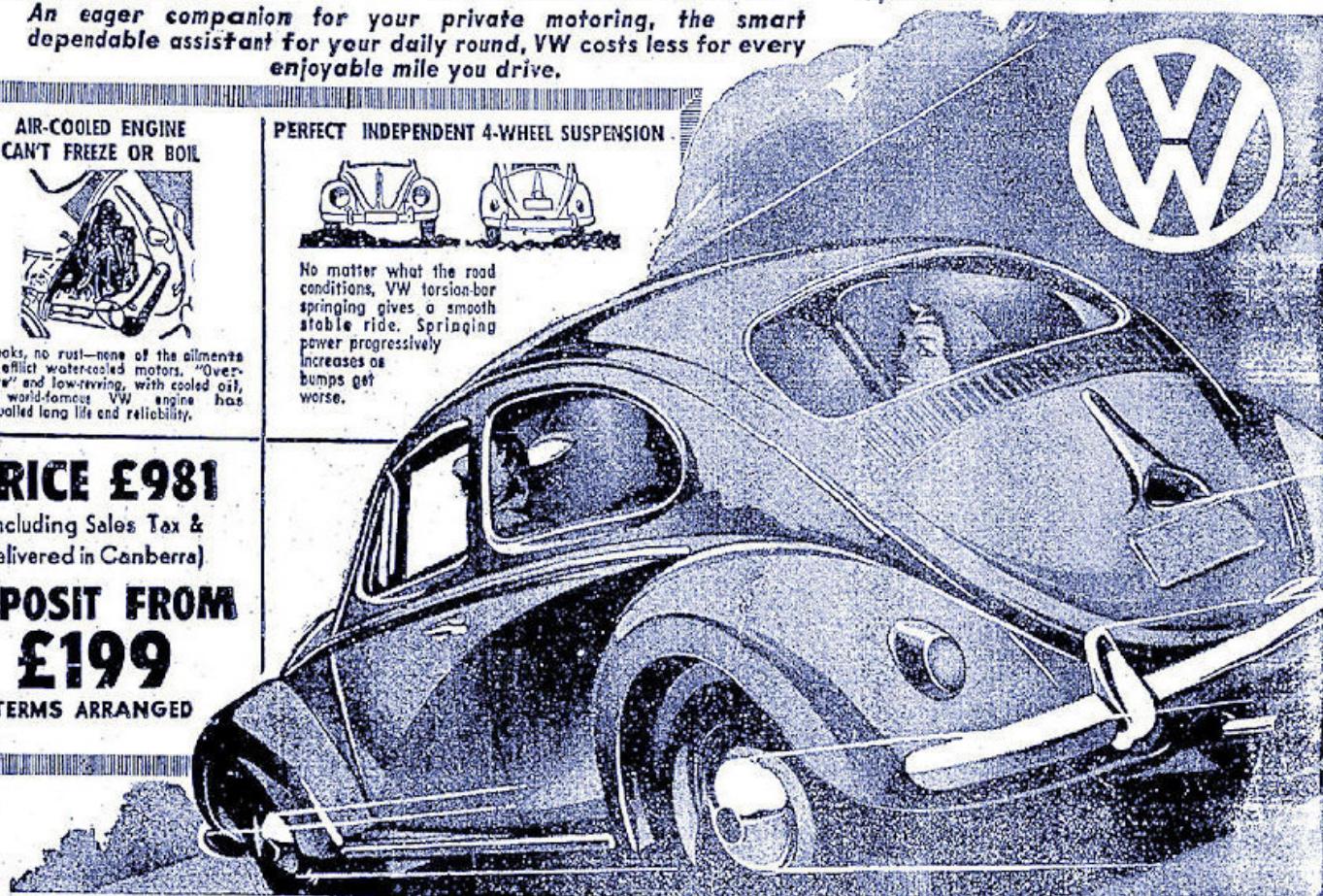
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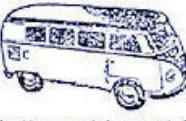
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