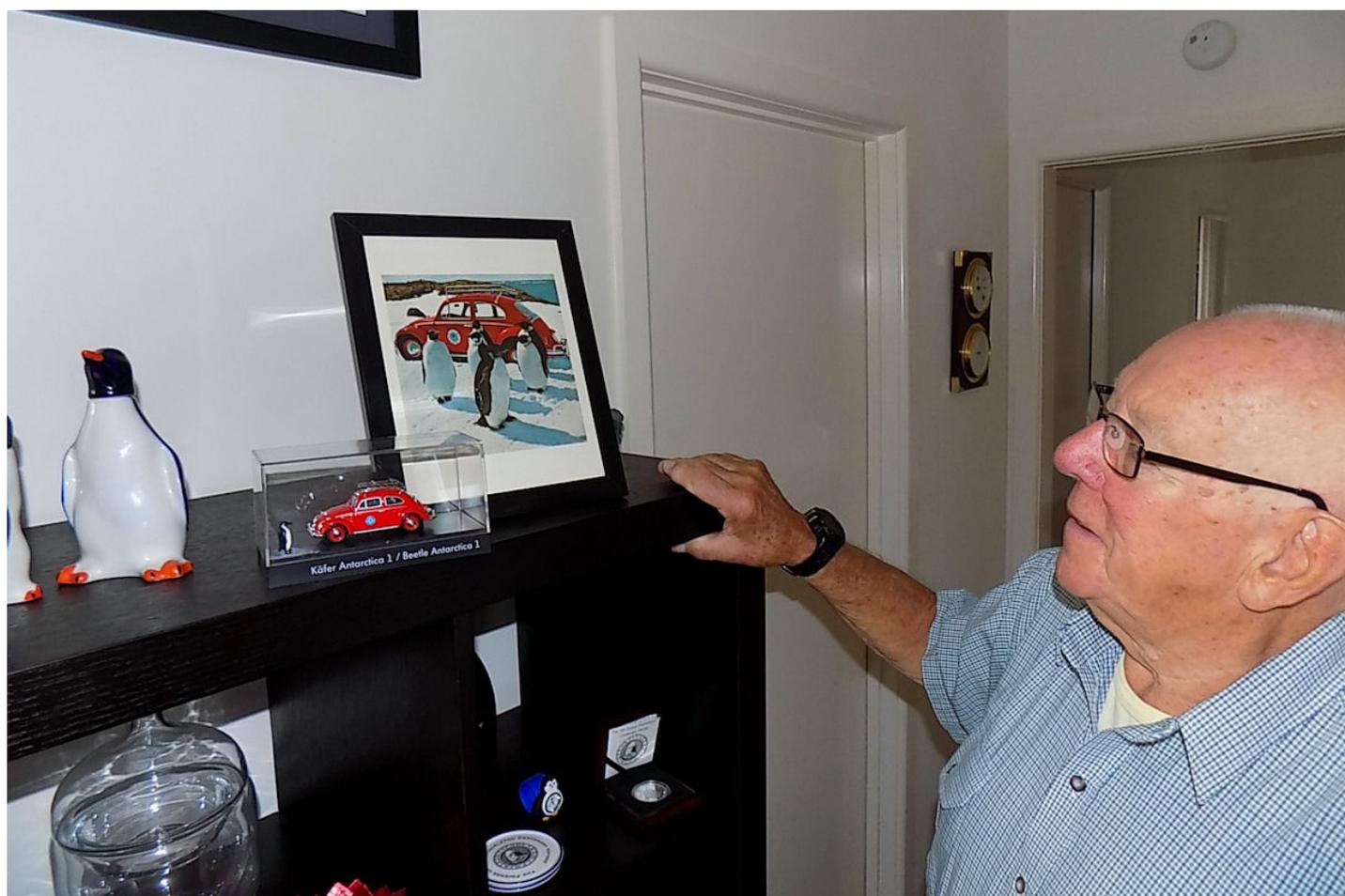


Zeitschrift



A gift to Ray McMahon from Club VW Sydney.

June 2015

IN THIS ISSUE:

**VW Nationals results
Ray McMahon's model
Bon Voyage Alisa
Golf GTI Cabriolet**

**VW Supersprint results
The Toy Department
Watty's Corner
Plus lots more...**



The Legend Never Dies

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.

President:	Steve Carter president@clubvw.org.au	0490 020 338
Vice President:	Craig Adams vicepresident@clubvw.org.au	0404 184 893
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Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953
VW Motorsport Committee:	John Ladomatos Andrew Corless	Craig & Martha Adams Norm Robertson (JP) Brian Walker

General Committee:

Martha Adams	Shirley Pleydon
Leigh Harris	Ken Davis
Jeff Swords	Sue Monaghan
Eddie Fleita	Atakhan Yilmaz

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Vice-Chair:	Rhiannon Walker	vicechair@canberra.clubvw.org.au
Secretary:	Rhiannon Walker	vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer	(02) 6254 1142
Merchandise:	Shari Walker	merchandise@canberra.clubvw.org.au

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

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

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 at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

28 years.

Volkswagen Group Australia	Klaack Motors
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C & S Automotive	Vintage Vee Dub Supplies
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MacKellar Service Centre	Westside Mufflers

Norm's FISH & CHIPS Run to Valley Heights.

**Sunday
28 June**



- 9:00 am meet at McDonalds at the M4 service area Eastern Creek, west-bound for an 9:30am departure
- To Valley Heights Locomotive Heritage Museum. See the historic 1914 railway roundhouse and workshops, preserved trains and railway exhibits, large model railway. Take a ride on the historic 103A steam tram!
- Then cruise to Springwood Country Club, Hawkesbury Rd Springwood, for lunch. Excellent Josh's Bistro lunch menu; kids' meals, cold drinks.
- Peer-judged trophies for most popular Air-cooled, Water-cooled and Commercial Volkswagens. Raffle and Lucky Door Prizes too!

This event is for ALL Volkswagens - Air and Water-cooled!

**Good food, Good Company.
Kids welcome!**

Norm Robertson:
(02) 4625 7057 (message)
0409 771822 (mobile SMS)



BOSSKRAFT

4th of JULY

CAR SHOW / STREET PARTY

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PICTON, AU

WHERE: BOSSKRAFT RESTO SHOP

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PH: (02) 46227782

WHEN: SATURDAY 4TH JULY

TIME: 4PM ONWARDS

OUTDOOR KIDS MOVIE STARTS 6.30PM (DON'T FORGET THE BLANKETS/CHAIRS/CUSHIONS)

AMERICAN STYLE MEALS AVAILABLE FOR PURCHASE

OPEN TO ALL MAKES / MODELS / CARS / BIKES / TRUCKS





Bugs & Buses by the Bay

Sun 5th July

**Location: Croudace Bay Park on the sunny shores of
Beautiful Lake Macquarie NSW**



**All vee dubs are welcome
Bugs, Buses, Buggies & all other types of
Volkswagens old & new**

**Get your vee dubs out & your picnic basket & come along for
a day out with some vee dub friends for lunch.
There's BBQ's in the park as well as a skate park & play
ground for the kids. It's also a pet friendly park.**

**Check forums for different cruising times etc
aussieveedubbers.com & kombiclubaustralia**



More information email avwnut@bigpond.com

Flat Four Vee Dub Club, Sydney invites you to their annual **Observation Run — Sunday 19th July 2015**

Meeting at Camden Showground (off Argyle Street) from 10am.

After a driver's briefing cars will be given instructions and clues to find the end destination where there will be a BBQ lunch awaiting their arrival.

Entry \$10 per Car which includes lunch for the Driver (1x sausage sizzle & drink).



All images were taken from the 2014 Observation Run from Camden to Cataract Dam.



Raffle - Tea / Coffee / Soft Drinks - Cakes also available to purchase.
Chat with other enthusiasts - Relax and Enjoy the day. Hope to see you there!

If you could r.s.v.p. to Flat Four Vee Dub Club Sydney on Facebook for catering purposes it would be greatly appreciated. Thank you.



Council of Motor Clubs Presents

The Shannons Sydney Classic



Find us on
Facebook



Sunday 16th August 2015

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

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

General admission \$20

**Free entry for kids under 12 years
& Free Parking**

**Sydney Motorsport Park,
at Eastern Creek**



VW Winter Break 28th-30th August 2015



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Caravan park is walking distance from the town centre.
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiast and clubs are invited to attend.

Enquires contact;

Ray Vanderkly 02 6658 4422 ah or 0411 238 916

Steve Carter 0490 020 338



Von dem Herrn Präsident.

The 28th VW Nationals have come and gone, and again our biggest VW show of the year was very well attended. Who would have believed that it would still be going after all these years? We had a lot of help from our club members and the club committee. We needed help leading up to the Nationals, during the day and after a long day at the show packing up the venue, so a big thank you to you all. The show wouldn't have been a success without your help.

For the first time the Supersprint was held in Sydney, at Sydney Motorsport Park at Eastern Creek. Thank you to Dave Birchall for organising this venue after it was found earlier in the year that Wakefield Park was double booked on the day we needed. The Supersprint was well attended, with competitor numbers increasing from 66 in Goulburn last year to a full field of 80, plus reserves, this year. This was due to invitations to members of other CAMS clubs, so there were a lot of non-VWs running. Even so, we had more VWs competing than non VWs. Forty two of the starters were VWs, including a few Audis, Skodas and 356 Porsches which we will claim as our own anyway.

David Birchall is already trying to organise the same venue for next year's supersprint, and if so hopefully we can get even more VWs competing. Thank you to Chris Fraser for all your admin work with CAMS and in the office on the day; the day would have been impossible without you and it was good to see Chris smiling during the day as apart from a few incidents went off really well. Thanks too to all the scrutineers, marshals and flaggies who made the day run smoothly. Norm Robertson helps out at various CAMS events throughout the year and is able to get return favours from clubs that he has helped out during the year. We have a very small group of club members who have been trained by CAMS to be officials on the day. They did a great job but we need more club members to get involved.

The show day at Fairfield actually started late on Saturday night with the setting up of the site; knocking in signs, setting the layout, putting up tables, hanging banners and all the other work getting the venue ready. It was really good not having to dash back from Wakefield Park at Goulburn after the Supersprint to do the setting up.

Cars and traders began arriving before dawn and soon it was a hive of activity. Almost all the traders were in place

early, and we had several brand new VWs on display – a Jetta, a Tiguan and a Polo. The swappers had a bit more space this year, and we noticed there were more water-cooled VWs in the show than ever. There were also numerous newly restored older VWs that hadn't been seen before.

Thank you to all the sponsors who for their continued support; the updated sponsor list appears on the back page of this magazine. Please support them, because they support us.

The peer judging seemed to work pretty well, although many entrants seemed unsure of what category they should enter. We had 234 cars enter the judging this year, which is the highest ever. Almost all categories had entrants, including the VW SUV class for the first time, but again we had no VW Trikes, and no New Beetles. We might remove those classes next year. There were 88 peer judging forms submitted to the office. There was a wide range of responses; some people chose to nominate only one or two cars – perhaps their own – and others one for many or almost all categories. The most popular classes for entrants were Beetle 58-67 Modified; Rat Class; Beetle 68-on Modified; Kombi 68-79 Standard; Type 3 Modified; T1 Kombi Standard; Golf 5; T2 Kombi modified, and Golf 6-7.

This year we introduced an additional Concours class, judged by two VW industry experts. There were 5 entrants, and in the end they couldn't decide between a restored Oval belonging to Andrew Clements and an original Superbug belonging to Ken Davis. In the end it was decided to have joint winners.

Thank you to all the helpers on the main gate, and the traffic marshals, and the band of ladies, Connie, Gwen, Martha, Susan and Shirley, who handled the car show entry forms and helped all the entrants come through as quickly and smoothly as possible. Christine's raffles were as popular as always, and this year's designs for the shirts and jackets were well received. The club stand was busy all day. Thank you to Raymond and Grace, Kira, Bettina and Lily for helping in the shop all day.

Parramatta Rotary again did a great job with the BBQ lunch, and Joe had arranged for country yodeller Johanna Hamara to entertain the crowd. The Hubertus Club German Folk Dancers also gave us some excellent entertainment; thank you to Raymond for organising that. It was very popular with the crowd and gave the show a fantastic German feel. This year Raymond joined with Kira and Bettina in the dancer group and showed off his deft footwork.

This year compiling the results was done by our editor Phil Matthews, using his custom-written Excel spread sheet rather than the previous MS Access database. Peer judging



doesn't require adding of the scores, but rather counting the instances of any given number. Excel has a MODE command for this, which proved perfect for the task. Phil and Lily did an excellent job and had the results ready in plenty of time. This year we also had some 2nd place trophies made and these were awarded to the nine classes with the largest number of entries. David Carter also did a great job with the visual photo presentation, matching up each category winner with their VW's photo, in the right order and in sync with the presentation.

At 3pm the crowd had gathered for the raffle draw. Matt White and Christine drew the raffle for the Camden GTI Golf Cabriolet giveaway. Then I presented the trophies to the winners, with Phil doing the microphone work. It all went well, and only four of the trophy winners weren't around to collect them.

Once again, thank you to all our members who helped out with the Nationals, both at Sydney Motorsport Park on Saturday and at Fairfield on Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. A huge thank you to everyone, and especially to Dave Birchall. We were all worn out at the end of the day, I think we might hire golf buggies or even Segways next year to aid us in getting around the show area. We are open to all input from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas, please come along. Or drop us an email or leave a message on the Club website.

This month we have Norm's Fish n Chips run on Sunday 28th to historic Valley Heights Railway Museum and then to Springwood Golf Club for lunch. There are lots of great events coming so keep an eye on the coming events in Zeitschrift and on the club website.

See you with your VW soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone! Well Canberra has certainly kicked off the beginning of winter with plummeting temperatures.

During May we had a number of club members attend the VW Nationals in Sydney, a great show and certainly one that every committed dubber should visit at least once (if not more). The Nationals consist of a Supersprint on the Saturday, and a Show and Shine on the Sunday, which also includes trade stalls, a swap meet, plus some great food other bits and pieces. Two thumbs up to the organisers, it was an excellent event.

Local congratulations go to our trophy winners – Jim and his Split Kombi camper (second place in the standard category) and Rhiannon with her Scirocco (first place in the Sports Coupe category). If you haven't been yet, start working towards a trip to Sydney for this time next year! Thank you

to Mandy for organising the cruise to Sydney this year.

On Saturday 13 June – close to where I think this magazine will be coming out – Rod has organised a trip to Boorowa, including the chance to stay over night and see the sights of the town. If you get this magazine before the 13th, there is still time to contact Rod so that you can attend! We'll do a report next month on the event. We have some others coming up too, watch your email for the details, and let us know if you are not getting the info so we can correct the data.

I've had some queries about our annual show, the German Auto Display. Whilst we have the date pencilled in for Sunday 20 Sept, we can't confirm the location as yet due to a technicality. At this stage we are very firm on the date and know that we should be good for one of two sites (close to each other), as soon as we are given the final details we'll have a flyer in the magazine and let you all know. Remember, it's a great Spring day in the capital and held close to Floriade, where you can spend some time with the flowers after you've wandered the German cars. Thanks to Willie for your persistence with organising this event.

Congrats again to the organisers of the Nationals. Catch you all soon, time for me to warm up beside the fireplace.

Bruce



Klub Kalender.

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

June.

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

Saturday 20th:- Flat Four Casual Country Cruise. Meet at Gregory Hills McDonalds, 1 Lasso Rd Gregory Hills, at 10am for a 10.30am rollout. A free cruise through the countryside to Burragorang Lookout at Nattal where we will have morning tea and take in the amazing view from the lookout (BYO morning tea). Then it will be back into the cars for a cruise to George IV Inn at Picton for some lunch and a few laughs. George IV has great ambience, ample parking at the rear and good food at fair prices. Alternative eateries are close by. Flat Four would love for you and your families to come along and enjoy a relaxed day out. Contact info@flatfour.org for more info.

Sunday 28th:- Norm's Fish and Chips Run 2015. Meet at McDonalds M4 Eastern Creek westbound at 9:00am for a 9:30 cruise to historic Valley Heights Railway Museum. See the railway depot, preserved big and model trains, and take a ride on the historic steam tram! Then to Springwood Golf

Club for lunch. Trophies for best Air, Water and Commercial VWs, plus raffle and lucky door prizes. A fun family VW day, kids welcome! Phone Norm on 0409 771822 or email nrobertson46@optusnet.com.au

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

July.

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

Saturday 4th:- Car Show and Street Party at Bosskraft Resto Shop, 10 Bollard Place Picton. All makes welcome. American-style meals available. From 4pm onwards. Kids movie starts at 6:30pm (don't forget the blankets/chairs/cushions). www.bosskraft.com

Sunday 5th:- Bugs and Buses by the Bay 2015, at Croudace Bay Park (Belmont), on the sunny shores of Lake Macquarie. All Volkswagens are welcome - Bugs, Buses, Buggies and all other old and new VWs that don't start with 'B'. BBQs and shelters for cooking, or bring your own picnic basket for a day out with your VW friends. Nearby kids' playground and skate park, and it's pet-friendly too. Contact Rose and Ian on 0427 550203 or email avwnut@bigpond.com for more info.

Sunday 5th:- Berry Blast From the Past show at Berry Showgrounds. Rescheduled due to rain in May. gates open at 9:00am. \$15 entry, includes an event plaque. Gold coin donation for non-showers for a look around. All funds to Shoalhaven Cancer Council. Berry markets to explore. Hosted by Shoalhaven VW Club.

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

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

Sunday 19th:- Flat Four Observation Run and BBQ. Meet at the Camden Showgrounds (off Argyle St Camden), from 10am. After a driver's briefing, VWs will be given instructions and clues to find the end destination where there will be a BBQ lunch awaiting their arrival. Bring a navigator! Entry \$10 per car, which includes one sausage sandwich and drink. More BBQ rolls, soft drinks, tea, coffee and cake available for purchase. Chat with other enthusiasts, relax and enjoy the day. Hope to see you there! Contact Allison at info@flatfour.org for more info.

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

August.

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:- Shannons Sydney Classic 2015 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club VW will again have a Volkswagen display. You must book with David Birchall (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 60 years of VW Club NSW and 30 years of Club VW Sydney.

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.

Friday 28th - Sunday 30th:- VW Winter Break 2015 at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome! Phone Steve Carter on 0490 020338 for more info.

Monday 31st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.



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September.

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

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

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

Sunday 20th:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the park festival, with food stalls, rides and entertainment all day. Plenty of things to do. Vintage, veteran and classic cars on the grass beside the carnival rides. 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 visit www.burwoodfestival.com.au

Sunday 20th:- Canberra German Autofest. More details to come. Contact Bruce on 0400 119220 for more info.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

October.

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

Saturday 3rd & Sunday 4th:- VW Warwick Drags 2015. Two days of Volkswagen drag racing action! Street parade, static VW display, Herbie movie night, Saturday scrutineering from 11am-noon, driver's briefing, then unlimited practice and qualifying until 5pm. Sunday drag comp and final. Lots of race classes for novices and pros. Air and Water-cooled VWs welcome, hotties and stockers! Pre-entry by 20 Sept is mandatory; no entries on the day. Go to www.vwma.net.au for all entries and more info.

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

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

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Marktplatz.

All ads should be emailed to editor@clubvw.org.au

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.

New Ads.

For Sale:- 1976 VW Beetle 1600 twin port. 42,000 km. White duco, white-wall tyres. Excellent condition. Car located in Baulkham Hills. \$10,000 Phone Bob Shaw on 0418 692 239 or email tsptr@zipworld.com.au

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Trades and services directory.

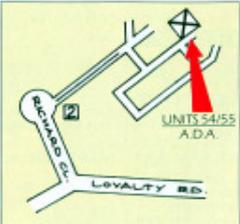
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Free:- I have two 1971 VW station wagon wheels (used tyres and rim) which nobody wanted to buy for \$10 each. If there is anyone in your club who would like to have them for free, Please let me know. Kind regards, Klaus Inveen (02) 02 6251 2275 or email inveen001@tpg.com.au

Wanted:- To buy a Karmann Ghia Type 34, in very good condition. If you can help, please contact Mr Bob Pearson (Pro-Duct) on 0407 958700 or email bobproductair@hotmail.com

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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

www.vwperformance.com.au

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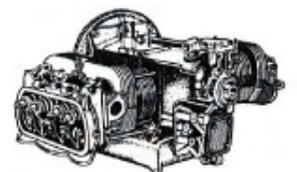
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2015 Polo GTI here now.

The 2015 Volkswagen Polo GTI has finally landed in Australia, with its long-awaited manual transmission alternative from \$27,490 plus on-road costs.

The six-speed manual's price makes it the cheapest current-generation Polo GTI ever offered in Australia, undercutting even the discontinued three-door variant, and makes it just \$500 more than the previous-generation Polo GTI manual that was last sold here in 2010.

The pricing positions it \$1500 above the Ford Fiesta ST and \$2500 below the Peugeot 208 GTi (both manual only), and \$2000 below the entry version of the auto-only Renault Clio RS200.

For those who prefer auto shifting, Volkswagen continues to offer the Polo GTI with a seven-speed dual-clutch DSG transmission, which is now priced \$450 higher than before at \$29,990.

Along with the introduction of the manual gearbox, the other big news is the Polo GTI's new engine. Replacing the old 1.4-litre turbocharged and supercharged four-cylinder petrol engine is a new 1.8-litre four-cylinder turbo that's part of the same family as the 2.0-litre units in the



Golf GTI and Golf R hot hatches.

The new engine is best paired with the manual transmission, as Volkswagen's engineers haven't been forced to rein in the torque with the manual as they have been with the DSG.

With the manual it produces a meaty 320 Nm of torque, though it's limited to 250 Nm with the DSG, matching the peak output of the old 1.4-litre/DSG combination.

With either transmission it makes 14 kW of power, which is up 9 kW from before.

Despite the 70 Nm torque difference, Volkswagen claims both accelerate from 0-100 km/h in 6.7 seconds, which is 0.2 sec quicker than the old model.

The manual's combined cycle fuel consumption matches the old DSG's 6.1 litres per 100 kilometres measure, while the new DSG improves by almost 7 per cent to 5.7 L/100 km.

New standard technology includes the Composition Media infotainment system with a 17-cm colour touchscreen and proper integrated Bluetooth phone connectivity and audio streaming.

Other technical advancements include stop-start engine system and the multi-collision brake safety system, both of which are standard in the 2015 Polo GTI.

The new adaptive suspension that's available overseas isn't available locally, however, with Volkswagen Australia opting not to offer it here.

Two options packages introduce a number of features missing from the previous Polo GTI.

The \$1700 Driver Assistance package adds the Discover Media infotainment system with satellite navigation, a reverse-view camera, front and rear parking sensors, and a driver fatigue detection system.

The \$3300 Luxury package ups the ante further with alcantara/leatherette upholstery, heated comfort front seats, LED headlights and daytime running lights, and a panoramic sunroof.

Inspect and test-drive the latest Polo GTI at your Volkswagen dealer now.

2015 Volkswagen Polo GTI prices (before on-road costs):

Six-speed manual \$27,490

Seven-speed DSG \$29,990

Options:

Luxury package \$3300

Driver Assistance package \$1700

Metallic/pearl effect paint \$500

Volkswagen Choice.

Volkswagen Australia has introduced the Volkswagen Choice guaranteed future value program, designed to give new VW customers peace of mind about the value of their vehicle at the end of their financing period.

Volkswagen Choice works identically the Skoda Choice program announced by VW's Czech sister brand last month, allowing VW customers to know the minimum value of their car at the end of their term and being free to either retain, return or trade it in.

Under the Volkswagen Choice program, customers will have the option of financing the full on-road cost of their vehicle or placing a deposit at the time of purchase.

They then nominate the kilometres they're likely to travel per year, ranging between 10,000km and 25,000km, and select a term of 12, 24, 36 or 48 months.

Using the agreed kilometre limit and term, the vehicle's future value is calculated and agreed upon, helping to set the fixed monthly repayments.

At the end of the contract - given the car has not exceeded the agreed kilometre limit and has been subject to reasonable wear and tear - the owner can either return their car, retain it and pay the balance or refinance with the intention of keeping it, or get a new Volkswagen by trading in the old one and applying for a new finance package.

Until June 30, Volkswagen Financial Services - the company's in-house finance division - is also making a \$1000 bonus contribution towards customers' financing as a special introductory offer.



Volkswagen Financial Services has provided a few case studies of Volkswagen Choice in action.

The first is financing for a \$27,990 Tiguan 118TSI with a term of 48 months, estimated annual mileage of 15,000km, and a final balloon payment. With a comparison rate of 8.34 per cent and weekly repayments of \$128, customers can expect a minimum vehicle value of \$10,082 at the end of the term.

The second is financing for a \$15,990 Polo 66TSI Trendline with a term of 36 months, estimated annual mileage of 10,000km, and a final balloon payment. With the same comparison rate and weekly repayments of \$77, customers can expect a minimum vehicle value of \$7466 at the end of the term.

The third is financing for a \$43,990 Amarok Trendline dual-cab with a term of 48 months, estimated annual mileage of 15,000km, and a final balloon payment. With the 8.34 per cent comparison rate and weekly repayments of \$180, customers can expect a minimum vehicle value of \$20,336 at the end of the term.

With these incentives, there has never been a better time for club members (who also have non-VW vehicles from other makers), to get rid of them and buy a new Volkswagen to complement their classic VWs. See your Volkswagen dealer now.

Golf Cabriolet Exclusive.

The Volkswagen Golf Cabriolet has been upgraded with a new Exclusive model now the sole variant for Australian buyers to choose.



The upgraded model sees the addition of plenty of standard equipment, including new 18-inch alloy wheels, and an updated media system with a 17-cm screen that includes satellite navigation and acts as a display for the standard reverse-view camera. That system includes a 30-gigabyte hard drive that is used for the navigation and acts as a music storage device too.

Other new additions include two-tone 'Nappa Cool leather' upholstery, which is designed to reflect some heat from the sun so your backside doesn't get burnt upon entry, as well as bi-xenon headlights with cornering function and LED daytime running lights. Front and rear parking sensors are also standard.

The car remains powered by a 1.4-litre turbocharged and supercharged four-cylinder engine with 118 kW of power and 240 Nm of torque. The six-speed manual option has been dropped, with the DSG seven-speed dual-clutch automatic now standard. This has actually been the case for several months now.

The price has gone up, inching the Golf Cabriolet towards where the previous Eos once sat. The Golf Cabriolet Exclusive costs \$43,990 plus on-road costs, where the existing 118TSI Cabrio was a \$40,390 plus costs proposition with the auto 'box.

T6 Transporter.

The sixth-generation Volkswagen Transporter has been unveiled, revealing what can be best described as an evolutionary design philosophy.

Volkswagen describes the Transporter line as "a classic in design", therefore the company has decided that it should be "modernised cautiously". Rather than a fresh sheet of paper redesign, such as the T4 over the T3, or even the T5 over the T4, The T6 is an upgrade of the current successful T5.





Motivation, at least in Europe, will primarily come via Volkswagen's EA288 Nutz turbo-diesel engine. In the Transporter, the 2.0-litre turbo-diesel engine is available in four states of tune: 62 kW, 75 kW, 110 kW and 150 kW.

Petrol buyers in Europe will choose between a 110 kW or 150 kW version of VW's 2.0-litre turbocharged engine. All models, both petrol and diesel, come fitted with BlueMotion-style automatic engine stop/start as standard.

Top-spec T6 Transporters come equipped with adaptive chassis control system - confusingly dubbed Dynamic Cruise Control - which features adjustable shocks that can be set to either comfort, normal or sport.

Models that concentrate on load carrying will again feature a barn-door-style tailgate, while passenger carrying variants are equipped with a lift-up hatch, with either electronic latching or automated operation available on higher-spec models.

Safety features available on the new Transporter range include adaptive cruise control, automated emergency braking at speeds under 30km/h, automatic high-beam assist, a drowsiness warning system, automatic post-collision braking, and a windscreen with in-built heating elements.

All-wheel drive Transporters can be optioned up with hill descent control.

Colour and trim aside, the dashboard of the new Transporter looks almost exactly like the one fitted to last year's Tristar concept.

In the centre of the dash, the T6 Transporter can be optioned with various touchscreen infotainment systems from Volkswagen's passenger car line, including the Discover



Media and Discover Media Plus units with satellite navigation.

Some Transporter variants are equipped with driver voice enhancement, which automatically picks up the driver's voice, amplifies it and retransmits it over the car's loudspeaker system.

For the Transporter's European launch, there will be a limited model dubbed Generation Six, which features retro-styled 18-inch alloy wheels, LED head- and tail-lights, front and rear parking sensors, electric folding wing mirrors, two-tone Alcantara-covered seats, climate control air-conditioning, and heated seats.

The new Transporter is expected to land in Australia from around the fourth quarter of this year. Like the current T5 range, at this stage only the diesel engines will be available, but full details and model choices will be revealed closer to local launch.

Scirocco GTS.

The Volkswagen Scirocco GTS will make its official debut at the 2015 Shanghai motor show, which kicks off this month.

Like the original Scirocco GTS, which was introduced for Europe way back in 1982, the new iteration features a drivetrain shared with the contemporary Golf GTI. That means that under the striped bonnet lives a 162 kW version of Volkswagen's 2.0-litre turbocharged four-cylinder engine.

Equipped with a six-speed manual transmission, the Scirocco GTS can race from 0-100 km/h in 6.5 seconds and hit a top speed of 246 km/h. With the optional six-speed dual-clutch automated transmission, the GTS is said to be just as quick to 100 km/h, but top speed is curtailed to a mere 244km/h.

Under the EU fuel economy standard, the GTS is claimed to drink 6.1 L/100 km in manual guise and 6.4 L/100 km/h when fitted with the dual-clutch transmission.

The GTS rides on a new style of 18-inch alloy wheels, with 19-inch rims an optional extra. Behind these live brake callipers that are painted red as standard.



Other external differences over lower-specced Sciroccos include an R-Line styling kit comprising a front bumper with glossy black fittings and integrated foglights, wider side sills, a roof spoiler, rear diffuser, plenty of GTS badging and black wing mirrors. The stripe package seen here will be standard in some locales and optional in others.

On the inside, the GTS features a black interior with contrasting red stitching, chrome window switches, stainless steel pedals and piano black highlights, as well as the golf ball-style gearknob that's more commonly associated with the Golf GTI.

Volkswagen says the new Scirocco GTS will go on sale across Europe from the end of May, with the GTS entering Chinese showrooms during the northern summer. Volkswagen Australia says they have no plans to expand the Scirocco range in Australia. The top-spec Scirocco R, with 188 kW, is the only model available here.

C Coupe GTE.

Another new Volkswagen model, the C Coupe GTE concept, makes its debut this month at the Shanghai motor show. It gives us a good look at what to expect from VW's forthcoming Chinese-market luxury limousine.

At more than five-metres long - close to a Mercedes-Benz S-Class - the concept is clearly previewing Volkswagen's new-range topping passenger family. And yes, it's actually called a coupe, though we aren't totally sure why. Just as the current four-door Passat CC is a 'compact coupe'.

The C Coupe GTE is the second future Volkswagen sedan model to be premiered by a concept model in the past six weeks. It follows in the wheel tracks of the Sport Coupe Concept GTE that appeared in Geneva last month.

That model previewed the next Passat CC. It's safe to say the C Coupe GTE previews the next Phaeton - a model never sold here in Australia - though potentially also a separate 'sporty' spinoff.

Premiering it in China makes a great deal of commercial sense, given the rampant demand there for vehicles that can be used as limousines. China is also VW's largest car market, bigger than Germany, with

almost 3 million sales per year.

As with the Sport Coupe Concept, the Shanghai concept is part of Volkswagen's 'GTE' family, which denotes electrification.

Powering the concept is a plug-in hybrid drivetrain, which pairs a 155 kW TSI turbo-petrol engine with a 91 kW electric motor. Total system output is 180 kW and 500 Nm - short of the sportier Geneva concept CC which had a PHEV system with 279 kW.

The 14.1kWh battery is situated at the rear of the car. Volkswagen claims a pure electric range of 50 km, while you can

travel up to 130 km/h in said pure EV mode. Combined-cycle fuel consumption is 2.3 litres per 100 km, giving it a range of 800 km.

You can also sprint from 0-100 km/h in 8.6 seconds, according to Volkswagen, onto a top speed (with both power sources running) of 232 km/h.

The C Coupe GTE is said to preview a new design approach for "future top saloons at Volkswagen".

"Its contemporary form is impressive from all viewing angles: while its long bonnet conveys a confident appearance, in a side view the four-door C Coupé GTE impresses with its elegant lines, low-profile side windows and horizontal character line that is formed by two lines," Volkswagen thinks.

"From the rear, this structure comes together distinctively, emphasising the vehicle's width."

Inside the four-seater cabin (with acres of rear legroom), it's a very similar story to the Sport Coupe Concept.

Ahead of the driver is a large active instrument display that uses a 3D ambient light effect to eliminate the usual screen bezel. There's also a large centrally-mounted touchscreen, though the traditional analogue clock is a retro nod.

In the rear are twin seats with their own ventilation controls and what appear to be screens mounted in the seats ahead.

Interestingly, information about the owner's appointments can be transferred via a smartphone to the



infotainment system. The appointment list also serves to plan the navigation route for the day. That's a chauffeur special, right there.

VW-Great Wall?

Recent reports indicate that Volkswagen is considering a tie-up with Chinese car maker Great Wall in order to produce a budget car.

Manager Magazin believes that Volkswagen is looking for ways to produce a budget car primarily aimed at the Chinese market. One scenario involves Volkswagen co-operating with Great Wall on just such a project, with the German conglomerate possibly taking a financial stake in Great Wall.

The German financial publication understands that Volkswagen's Chief Sales Officer, Christian Klingler, has held talks with Great Wall CEO and co-owner Wei Jianjun about a collaboration and potential partnership. It's not clear, yet, how far along discussions are.



According to the Manager Magazin, Volkswagen has tried several times to get a budget car project off the ground, all without success.

Most famously Volkswagen purchased almost 20 per cent of Suzuki back in 2009, with the two companies looking to working together on emerging market vehicles, as well as hybrid and electric drivetrains.

The partners then fell out spectacularly with Suzuki accusing Volkswagen of not sharing its technology as promised, and Volkswagen taking issue with Suzuki's use of Fiat diesel engines in its SX4 crossover. Suzuki then took Volkswagen to the International Court of Arbitration, seeking to have the German company's stake in the Japanese company returned. At the current time VW still holds 19.9% of Suzuki but there are no joint projects active.

For much of its life Great Wall has concentrated largely on utilities and SUVs, and is currently China's largest maker of SUVs. It wasn't until around 2010 that the company began producing passenger vehicles, mostly Chinese copies of small Fiats, Toyotas and Isuzus.

Volkswagen currently has two Chinese joint venture partners with which it produces cars wearing Volkswagen

badges: VW-FAW and Shanghai-based SAIC, which also owns and operates the MG and Maxus brands.

The cheapest models sold by Volkswagen in China are the Polo, which starts at 75,900 yuan (\$15,900), and the Santana that kicks off at 84,900 yuan (\$17,800). Low cost models from South American, such as the Gol, which begins at around 30,000 Brazilian reals, are not made or sold in China. The cheapest Euro VW is the Up!, which is a quality 'city' car, not a cheap 'budget' car, and has been withdrawn from Australian sale.

GTI Supersport for Playstation.

The Volkswagen GTI Supersport Vision Gran Turismo is latest in a series of online sports cars designed to celebrate Gran Turismo's 15th anniversary on the PlayStation gaming platform.

Under the hood lies a turbocharged iteration of Volkswagen's narrow-angle VR6 engine. For the GTI Supersport, this motor is said to develop 375 kW of power and 665 Nm of torque. These are same numbers claimed by the 3.0-litre twin-turbo VR6 engine that reportedly powered last year's GTI Roadster Vision Gran Turismo (see August 2014 Zeitschrift).

The Supersport channels all that sound and fury to the virtual terra firma via an all-wheel drive system. This pumped-up Golf GTI concept is claimed to be good for a 0-100 km/h time of 3.6 seconds and a top speed in excess of 300 km/h.

The GTI Supersport rides on a 20-inch alloy wheels, and in many ways look like a wilder version of the earlier Golf GTI Design Vision concept.

Visually, the Supersport seems to be wider, and features a lower and more expansive carbon-fibre front splitter that curls up at the sides to incorporate LED driving lights. At the rear there's a massive wing surrounding the tailgate.

It's unknown whether the the Volkswagen GTI Supersport Vision Gran Turismo will gain a real-life recreation. A real-life GTI Roadster was built for last year's Wotheri VW car show, but most fantasy cars created for Vision Gran Turismo series have remained strictly denizens of the online world.

The GTI Supersport Vision Gran Turismo is available now via the latest update to Gran Turismo 6 on PlayStation 3.



VW Nation



nals 2015





VW Nationals Supersprint.

The success of the 2015 Club Vee Dub Supersprint at Sydney Motorsport Park, Eastern Creek, was indeed payback for the many years of dogged determination of having to run the event at Wakefield Park Goulburn on the Saturday before Sundays Nationals at Fairfield Showground.

To the team members who worked those Supersprints and competitors you must take full credit for being so resolute in achieving a result such as we had with Saturdays Supersprint.

Sydney Motor Park was ALWAYS our PREFERRED venue for staging this event and we delivered in spades a great well run spectacle.

Now to the Supersprint.

Early morning, chilly and dry had the arrival of Ron Goodman's prime mover and transport turning into the South Circuit pit area. I at first thought this guy is at the wrong circuit. Ron and his team

started to unload his cars of choice – two race-prepped Porsche 356s with a 914 staying in the trailer.

This set the tone for the day with the chill leaving and the sun coming out we were set for a good day of 10 minute timed sprints.

Scrutineering commenced at 7am and this flowed through till about 8:30 with entrants cars and paperwork completed.

Marshalls and Drivers briefing followed with some minor adjustments made placing Marshals at key points plus Start/Finish. This circuit has no line of sight to the Tower and communications are vital. We were required to man some points with 1 Marshal which is a lonesome affair for those out there.

All these events have a settling in period and and this

period was behind us after about 11:30am with racing getting under way at 10am.

Reliable cars and drivers could achieve 30 plus laps for the day.

While for financial reasons we invite all marques to this event, it was refreshing to have 44 Volkswagens, or VW-derived cars on the track out of a total 81 entrants.

All Club VEE DUB events do not just happen and thanks go to Dave Birchall for getting us to this South Circuit SMP.



Thanks to the volunteers on the day from Southern Sporting Car Club, Mini Car Club, ARDC (thanks Dave for your guidance and advice), Chris Fraser for shuffling the mountain of paperwork, CLUB VEE DUB members who came out to work a long day, and most important the entrants with their machines who put on a show all day. Thanks also to Norm Elias who took the great photos here and in the centrespread.

Five (5) Club members were accredited on the day and will be issued with their Cams Officials Log Book, a record in itself.

Norm Robertson



Club VV Supersprint Sydney Motorsport Park Amaroo					Page 1	Issue 1		
Supersprint					Start Sat May 23	10:00		
					Elapsed Time	07:01:40		
Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap
1	258	Stephen Hooker	Stephen Hooker	Jedi		5C	25	17 0:56.2301+
2	48	Phil Heafy	Phil Heafy	Mitsubishi Lancer		6B	24	24 0:59.0832
3	260	Michael King	Michael King	Mitsubishi Evo 8		6B	23	23 0:59.6408
4	146	Peter Brown	Peter Brown	Clukman			6	4 1:00.2432
5	99	David Isaacs	David Isaacs	Mitsubishi Evo 5		3C	34	32 1:00.9141
6	85	Kieran Wu	Kieran Wu	Nissan 350Z		2C	32	20 1:01.5542
7	11	Paul Loiacono	Paul Loiacono	Mitsubishi Evo		3C	32	22 1:02.5523
8	14	Leon Tiu	Leon Tiu	Mitsubishi Evo 9		SVC	34	34 1:02.7438
9	79	John Healey	John Healey	Toyota 86			25	22 1:03.4816
10	69	Leigh Costain	Leigh Costain	Subaru WRX		3C	30	23 1:04.0918
11	74	Stephen Muller	Stephen Muller	VW Golf R		3C	14	8 1:04.5215
12	47	Kris Muller	Kris Muller	VW Golf R		3C	22	10 1:04.5755
13	818	Kevin Ho	Kevin Ho	Honda Integra		2B	38	20 1:05.1249
14	154	Peter Davies	Peter Davies	Audi S4		2D	61	60 1:05.1756
15	618	Gary Dower	Gary Dower	VW Golf R		SVC	33	26 1:05.6853
16	53	Brian Leung	Brian Leung	Audi S3			35	12 1:06.1716
17	881	Ian Quimby	Ian Quimby	Subaru WRX		3C	20	20 1:06.6895
18	82	Arno Breutmann	Arno Breutmann	VW Golf Mk1		SVC	27	17 1:06.7796
19	420	Jamie Hanson	Jamie Hanson	VW Scirocco		SVC	34	33 1:06.8965
20	23	Ron Goodman	Ron Goodman	Porsche 356		3A	33	33 1:07.1482
21	113	Andrew Kemp	Andrew Kemp	Audi TT		3C	16	8 1:07.2675
22	131	Troy Traeger	Troy Traeger	VW Beetle		SVB	26	23 1:07.3731
23	71	Uwe Seil	Uwe Seil	VW Golf		SVC	16	6 1:07.6733
24	696	Greg Boyle	Greg Boyle	Subaru Sti		SVC	35	32 1:07.8149
25	88	Christopher Paradows	Christopher Paradowski	Mitsubishi Evo		SVC	30	30 1:07.8220
26	1	Paul Zanella	Paul Zanella	JeS Buggy		SVC	14	12 1:07.8781
27	51	Hugh McKinley	Hugh McKinley	VW Beetle		SVC	17	16 1:07.8874
28	141	Nathan Fellows	Nathan Fellows	VW Golf GT		3C	28	20 1:08.1394
29	151	Len Cowan	Len Cowan	Toyota Supra		3D	35	31 1:08.2329
30	8	Greg Mackie	Greg Mackie	VW Beetle		3C	17	6 1:08.3470
31	41	Nathan Barham	Nathan Barham	Suzuki Swift		SVC	24	24 1:08.7434
32	974	Mathew Cameron	Mathew Cameron	Skoda Fabia RS		2C	29	29 1:08.7514
33	114	John Lyons	John Lyons	VW Golf GT		3C	29	25 1:08.7611
34	22	Andy Liu	Andy Liu	Subaru WRX Sti		SVC	32	29 1:08.7933
35	44	Paul Muller	Paul Muller	VW Golf R			15	4 1:08.7981
36	111	Cath Loiacono	Cath Loiacono	Mitsubishi Evo		3C	29	29 1:08.8101
37	123	Ron Goodman	Ron Goodman	Porsche 356		3B	13	10 1:09.5080
38	59	Tony Chan	Tony Chan	Toyota 86		1B	33	21 1:09.5170
39	711	James Kelly	James Kelly	Suzuki Ignis		2A	29	14 1:09.6584
40	4	David Johnson	David Johnson	Skoda Octavia RS		1C	30	19 1:09.6950
41	80	Hugo Chan	Hugo Chan	VW Golf Gti		2C	31	24 1:10.0122
42	225	Kevin Fang	Kevin Fang	Nissan 370Z		6B	24	20 1:10.0262
43	171	Mark Phillips	Mark Phillips	VW Golf		SVC	15	10 1:10.0362
44	28	Emily Duggan	Emily Duggan	Hyundai Excel		3A	20	13 1:10.1395
45	118	Bobby Lam	Bobby Lam	Nissan Pulsar		2B	28	21 1:10.2905
46	441	James Russell	James Russell	Golf VR6		3C	21	20 1:10.3182
47	18	Joshue Bridson	Joshue Bridson	VW Golf		SVC	28	18 1:10.6124
48	46	Jeff Taylor	Jeff Taylor	Mitsubishi Mirage		4B	33	28 1:10.6486
49	96	Michelle Sahyoun	Michelle Sahyoun	Subaru STi		SVC	29	15 1:10.6601
50	7	John Taylor	John Taylor	Suzuki Swift		4A	32	15 1:10.8466
51	106	Jak Rizzo	Jak Rizzo	VW Superbug		SVC	14	11 1:11.0477
52	811	Zero Li	Zero Li	Nissan Pulsar		2B	24	17 1:11.0973
53	33	Jamie Clapham	Jamie Clapham	VW Beetle		SVB	24	21 1:11.3913
54	591	Chris Preen	Chris Preen	VW Caddy		SVC	31	14 1:11.4704
55	117	Jason Stevenson	Jason Stevenson	Skoda Octavia		2C	24	16 1:11.9943
56	10	Ayden Cowley	Ayden Cowley	Seat Ibiza		2B	31	29 1:12.5908
57	376	Yolanda Manny	Yolanda Manny	Mercedes A45 AMG		2C	14	4 1:12.7220
58	196	Rudi Frank	Rudi Frank	VW Beetle		4C	1	1 1:12.7349
59	221	Craig Hughes	Craig Hughes	Hughes Vee		5A	16	11 1:12.7930
60	9	Luis Fleita	Luis Fleita	Datsun Bluebird		4C	24	16 1:12.8720
61	133	George Gashos	George Gashos	VW Beetle		4C	23	22 1:14.4363
62	73	Matthew White	Matthew White	Golf			32	28 1:14.6967
63	72	Jo Bell	Jo Bell	Morris Mini		4A	27	14 1:14.8533
64	100	David Cowley	David Cowley	Seat Ibiza		2B	28	28 1:14.9132
65	26	Peter Gutmann	Peter Gutmann	VW Golf		3B	31	31 1:15.8470
66	76	David Grant	David Grant	Mk3 Golf			28	13 1:16.1739
67	714	Paul Fenech	Paul Fenech	VW			28	20 1:16.2229
68	281	Danny O'Leary	Danny O'Leary	Honda Civic		3A	28	18 1:16.5261
69	303	Steve Carter	Steve Carter	VW Beetle		SVC	22	20 1:16.5349
70	91	Eduardo Fleita	Eduardo Fleita	Datsun Bluebird		4C	15	9 1:17.7502
71	25	Jack Gutmann	Jack Gutmann	VW Golf		3B	28	22 1:17.8126
72	13	Martin Fox	Martin Fox	VW Beetle		SVB	22	14 1:18.1815
73	771	Graham Rumballe	Graham Rumballe	VW Golf		3B	33	22 1:18.9090
74	574	Craig Simpson	Craig Simpson	VW Beetle		SVB	24	24 1:20.4305
75	268	John Ladomatos	John Ladomatos	VW SuperBug		3B	26	7 1:20.6782
76	6	Seser Solyali	Seser Solyali	VW Beach Buggy		SVB	18	17 1:21.3925
77	37	Caroline Ostrowski	Caroline Ostrowski	Golf			23	12 1:21.5792
78	54	David Birchall	David Birchall	VW Beetle		SVB	22	18 1:23.5201
79	19	Ben Clapham	Ben Clapham	Leyland Mini 3		1A	23	19 1:25.1816
80	747	Martin Berndt	Martin Berndt	Golf GTi			5	1 1:26.1085
	17	Peter Perassa	Peter Perassa	Ford Fiesta XR4		1B		



6. Beetle - 1968 onwards - Modified
1st place: Giovanni Maranooni
2nd place; Chris Siktar
7. Kombi T1 - up to 1967 - Standard
1st place: Matt Raine
2nd place: Jim Smith
8. Kombi T1 - up to 1967 - Modified
1st place: Andrew Roberts
9. Kombi T2 - 1968 to 1979 - Standard
1st place: Tony Bezzina
2nd place: Mark Whitnall
10. Kombi T2 - 1968 to 1979 - Modified
1st place: Wayne Murray
11. Transporter T3 - 1981 to 1992 - All
1st place: Scott Pitcher

2015 VW Nationals results.

1. Beetle - up to 1957 – Standard
1st place: Gav Lawrence
2. Beetle - up to 1957 - Modified
1st place: Mick Hropic
2nd place: Alex Alvarez
3. Beetle - 1958 to 1967 - Standard
1st place: Tony Alcuri
2nd place: Ihara Mannise
4. Beetle - 1958 to 1967 - Modified
1st place: Zelco Jurovic
2nd place: Kev Cameron
5. Beetle - 1968 onwards - Standard
1st place: Val Garner



12. Type 3 and Type 4 - Standard
1st place: Kat Hawke
2nd place: Trevor Reece
13. Type 3 and Type 4 - Modified
1st place: Chris Creed
14. Karmann Ghia - All Years - Standard
1st place: Cameron Schrijvers
15. Karmann Ghia - All Years - Modified
1st place: Pat Eung
2nd place: Riccardo Pereira
16. Factory Karmann Cabriolet - All Years - All
1st place: Rod Robinson
17. Factory Off-Road - Aircooled - All (Country Buggy, Thing, Syncro, etc)
1st place: Robert Kuch
18. Non-factory Off-road and Buggies - All (Beach Buggies, Baja Bugs, etc)
1st place: Jorge Gomes
19. VW-Powered Trike - All
No entries (again)
20. Aussie Convertibles and Kit Cars - All
1st place: Paul Fenech
21. Best engineered/race - Aircooled - All (Rods, race cars, etc)
1st place: Wayne Penrose
22. Rat class - All Years - All Types
1st place: Manuel Vassallo
2nd place: Durk Lavers
23. Polo - All Years
1st place: Carlos Bonini

- 24. Golf 1 - 1976 to 1983
1st place: Dean Kizi
- 25. Golf 2 - 1984 to 1992
1st place: Ahmed Hoosen
- 26. Golf 3 - 1993 to 1997
1st place: Carlos Bonini
- 27. Golf 4 - 1998 to 2003
1st place: Jose Togle
- 28. Golf 5 - 2004 to 2008
1st place: Robert Rockey



- 29. Golf 6 & 7 - 2009 onwards
1st place: Ray Quach
- 30. New Beetle - All Years
No entries (again)
- 31. VW Convertible (Golf Cabrios, EOS, etc) - All Years
1st place: Azgar Khan
- 32. Sports Coupe (Scirocco, Corrado, Audi TT) - All Years
1st place: Rhiannon Walker
- 33. VW Sedan (Bora, Jetta, Passat, Vento) - All Years
1st place: Barry Trudgett
- 34. SUV (Tiguan / Toureg / Amarok) - All Years
1st place: Bruce Walker
- 35. Audi - All Years
1st place: Christopher Hirst
- 36. SEAT - All Years
1st place: Nathan Hart
- 37. Skoda - All Years
1st place: Matthew Cameron



- 38. VW Commercial vehicles (T4&T5 Transporter/ Multivan, Caddy) - All
1st place: Chris Press

- 39. Best Engineered / Racecar - watercooled vehicles
1st place: Martin Berndt

- 40. People's Choice – Air-cooled
1st place: Melissa Coates

- 41. People's Choice – Water-cooled
1st place: Christopher Smith

- 42. Volkswagen Group Australia Car of the Day
1st place: Darryl Pike

- 43. Concours category:
Equal 1st place: Ken Davis
Equal 1st place: Andrew Clements

- 44. Ray Pleydon Award:
1st place: Tony Alcuri

Photos: Norm Elias, Kat Hawke, Dane Marcus, David Carter



A special club gift for Ray McMahon.

Do you know the story of the famous Antarctica 1 Volkswagen? Every Aussie VW fan should know it.

Australia maintains three Antarctic bases, all along the icy, windswept coast and isolated by frozen sea ice for half the year. The bases are Davis, Casey and the oldest and largest, Mawson, all run by ANARE – the Australian National Antarctic Research Expeditions (now simply called Australian Antarctic Division). The bases are manned by a yearly intake of scientists, meteorologists, engineers, geologists and researchers, who contribute valuable scientific work to understanding the frozen continent, the coldest place on earth.

In 1962 the leader of the upcoming 1963-64 ANARE research team for the Mawson base was Melbourne-based Ray McMahon, a 27 year-old engineering draughtsman. He was thinking about over-snow transport around the base, and for scientific expeditions onto the sea ice and onto the ice shelf inland. He realised that the existing heavy snow-tracs, weasels and caterpillars were slow and heavy and expensive to operate, while dog teams had a restricted payload and range, and required one dedicated driver.

Ray realised that an air-cooled Volkswagen might be an ideal solution for a general transport vehicle at Mawson, and so, of his own initiative, he contacted the PR department of Volkswagen Australasia Ltd at Clayton. By coincidence, VW's German parent had recently encouraged the local VW concerns to publicise the VW's worth in cold-weather operation. When Ray asked for the loan of a VW for use at Mawson, VWA readily agreed.

Ray was invited to the Clayton factory in November 1962, and he chose a ruby-red 1962½ Beetle fresh off the production line. He chose ruby red so it would stand out against the white snow and ice.

The Clayton workshops gave the VW the standard European winterising procedure, fitting an insulated manifold, winter-grade oil and grease, a dual battery for starting, extra gauges, a roof rack and a snap-on cover for the air intake.

ANARE logos were painted on the doors, and special aluminium 'Antarctica 1' number plates were fitted. VW also provided a box of general spares, snow chains, spare wheels, a quality Bolex cine camera and 200 ft of 16mm movie film. Ray signed off the completed VW and accompanied it to Port Melbourne, where it was loaded onto the supply ship Nella Dan.

It was unloaded at Mawson in January 1963 with the personnel and supplies for the 1963 expedition. The Nella Dan moored in deep water, while everything was transferred to ex-army DUKW amphibious vehicles for transport ashore. The Volkswagen was one of the first things unloaded – the first ever production car in Antarctica!



Before the Volkswagen was loaded onto the "Nella Dan" Officer-in-Charge of the Mawson base, Mr. Raymond McMahon (left) examined it carefully. The Volkswagen will haul sledges similar to the one in the foreground

There is a snow slope behind Mawson that leads up onto the ice shelf behind the base. Several sceptical observers, including the master of the Nella Dan, bet Ray McMahon that the VW would not climb the snow slope under its own power. It did! The VW also made the 16 km run inland to the base's ice airstrip called 'Rumdoodle' in 65 minutes, a near record. Photos and film footage of the VW were taken, and loaded back onto the Nella Dan before it departed Mawson





used in a series of Volkswagen ads, run in Australia, Europe and in the USA. Antarctica 1's Mawson adventure became world famous – to such an extent that American Antarctic scientists later admitted they never knew Australia even had bases in Antarctica until they saw the Volkswagen ads.

After its year was over, it was replaced by an orange 1963 VW, called 'Antarctica 2' and shipped back to Hobart, Fremantle and finally Melbourne. After a series of displays at Melbourne VW dealers, it was loaned to the BP organization. Rally drivers Joe Christie and Jim Dunlop tanked it up and entered it in the 1964 BP Rally of South Eastern Australia, against forty-two other competitors. All leading automobile firms were represented in the rough-road 2,000-mile event, VW by a dozen cars.

back to Australia.

Antarctica 1 then spent a year at Mawson, competing with the dog teams and larger tracked oversnow vehicles. Subjected to smothering snows and 125 mph winds, the VW turned out to be perfect for running around the station, transport to and from the airstrip, out onto frozen sea ice and even up snow-covered hills which had proved difficult to climb on foot because of the sinking snow.

Air-cooled, it never froze; tightly sealed, it was immune to the drifting snow, so fine a powder at Mawson that it blows through tack holes. The scientists called it their 'Red Terror'; back home, Volkswagen Australasia proudly called it 'Antarctica 1'. Ray McMahon regularly sent back telexes to ANARE headquarters in Melbourne, describing the team's work and how the VW was performing. "I AM MORE THAN PLEASED WITH ITS PERFORMANCE AND THE USE IT CAN BE PUT TO. REGARDS, MCMAHON" was one of them.



While the VW continued to perform at Mawson, the photos and films brought back on the Nella Dan caused a sensation. The film stock was made into two 35mm films, one serious one called 'Antarctica 1' and the more light-hearted 'Taxi to Rumdoodle'. These were popular in clubs and schools for years afterwards. The photos of Antarctica 1 were

Almost unbelievably, the Christie and Dunlop ruby red beetle, bearing number 32 and (still) its 'Antarctica 1' licence plate, won first place outright.

The red VW was again displayed at a series of VW dealerships, in Melbourne and in country Victoria. Ray McMahon recalls seeing it on display at Spencer Motors in South Melbourne, while the last recorded sighting of it was at the VW agency and the nearby BP petrol station at Seymour, in northern Victoria, in 1966. By this time the car was very faded and tattered, and largely forgotten. Sadly it was not preserved, and no one knows what became of it – the car simply disappeared.



Ray McMahon retired and spent his later years managing, teaching and as a tour guide for tourist cruises to the Antarctic region. He came to Sydney in November 2003 for the VW Golden Jubilee show at Darling Harbour, where he gave a talk on Antarctica 1 in the now-demolished exhibition centre, together with Jurgen Seil, Jeff Watson, Richard Amery MP and Barry Ferguson. A few years later, Ray was contacted by Steve Muller and the late Bill Moore when they were building the replica Antarctica 1 – from another 1962½ Beetle that had been made the same month as the original! Ray assisted with numerous technical details to make the replica as authentic as possible. It was later shipped to Germany for Bad Camberg and the Wolfsburg factory,

where it is now available for viewing in the Autostadt museum.

I'd originally written a chapter on Antarctica 1 for my 1993 book 'Knowing Australian Volkswagens', and my co-writer Dave Long had added to this after speaking with various ANARE veterans, including Ray McMahon, with numerous anecdotes and stories. It was a bit of a mess, and contained (as we later found), numerous mistakes. Scans of the chapter appeared on several overseas websites, and was even reproduced word-for-word (and mistake-by-mistake) in VW Trends magazine. And they didn't pay us for it either.

Anyway I finally got around to rewriting and expanding the original article, and corrected most of the mistakes. For example, I found there were two orange VWs in Antarctica later – Antarctica 2 had been shipped home with a blown engine and replaced by another one! As our book will not be reissued, instead I posted it on our club website, with lots of photos, where everyone could see it. You can see it here:

www.clubvw.org.au/antarctic-vws

I contacted both the Australian Antarctic Division, and the ANARE Club (for former personnel) to inform them of the webpage. The AAD was very keen, and asked permission to reprint it in their own journal! The ANARE Club was also very helpful, forwarding the link onto Ray McMahon himself. I was thrilled when Ray got in touch with me directly.

He gave me a few more pieces of information, which I quickly added, and he was thrilled to have his story preserved on our website. He was now aged 81, retired and living in Mornington, in far-south Melbourne.

Ray mentioned that he and his wife Sandra had visited Austria last year, when he spotted a hobby shop that had the detailed model 'Antarctica 1' produced by Volkswagen AG's Lifestyle department, in the window. You might remember our Toy Department guru, Tony Bezzina, wrote about this model in the May 2014 issue of Zeitschrift. Our secretary, Norm Elias, had managed to pick up one in Europe – it's not available anywhere in Australia. VW Germany would have commissioned the model (in RHD!!) after the Moore-Muller replica car found a home in Germany – it's actually a model of the replica, not a model of the genuine Antarctica 1.

Ray was very disappointed that the hobby shop in Austria was closed on the Friday afternoon he visited, so he missed out on getting one. He never saw another on his travels, and later could not find any on Ebay or anywhere else online. He would dearly like one. Could we possibly help?

Well I don't think there is anyone in the whole world who deserves a model of Antarctica 1 as much as Ray McMahon! I am actually rather surprised and somewhat disappointed that VW Australia hasn't already give him one, as Ray and his story was featured in the Australian 'Das

Auto' magazine for Summer 2014. Their editor Paul Rodger (of Edge Media at Manly) must have contacted Ray for stories and photos, some of which had not been seen before.

I contacted Norm, told him of Ray's plight and asked if he could possibly get another model from Germany? Norm quickly obliged, having his German seller post it out to Australia, and he soon had one in a box, hot off the plane, at the April committee meeting. But how to get it to Ray in Melbourne? We thought of inviting him up for the VW Nationals, but being retired and 81, he may not wish to travel. Instead, we decided to take it down to him.

Ray confirmed that he and Sandra were free on Sunday 26 April, the day after Anzac Day, so Norm and I flew to Melbourne – he on Qantas, me on Jetstar – and we met up at 8:45am at Tullamarine. Norm picked up his rented Camry from Avis and soon we were heading down the motorway towards Melbourne.

Mornington is down alongside the shore of Port Phillip Bay, about an hour's drive further south of the city, and Ray met us at the driveway. He and Sandra were extremely generous hosts, showering us with coffees, cake and home-made sausage rolls! We chatted for a while as Ray





him. Later he worked for Siddons Industries and became a Director at Sidchrome in Heidelberg until his retirement. In 1973 he returned part-time to Preston Tech as a teacher, and in 1981 he lectured in Participative Management Philosophies at Phillip Institute.

We looked again at the famous picture of Antarctica 1 on the ice, with a group of penguins. Ray has it framed on his shelf - see the cover photo.. It's probably the most famous Antarctic VW photo, used in press and advertising all around the world – and even on the jigsaw. Ray pointed out something that I'd never noticed before – the steering wheel is on the left, meaning someone had flipped the photo. Probably the US advertising agency we wondered? Anyhow, for the first time since the early 1960s, below is how it SHOULD look!

We got some formal photos of the model handover, and of Ray with his new model VW.

We didn't want to impose on Ray and Sandra any more, so Norm and I packed up, shook Ray's hand one more time and headed back to Tullamarine for our flights home.

Thank you to Ray and Sandra for your hospitality, and we hope you enjoy having the 1/43 Red Terror in your family. Norm and Ray are the only people in Australia with that model, as far as we know; even Volkswagen Australia at Chullora couldn't get one.

Phil Matthews

pulled out his file of 1960s Antarctica and VW memorabilia. I had brought him a copy of the VW Australia Review magazine of June 1963, which had a big picture of the Red Terror on the cover, but he already had several copies. I also brought him the Das Auto magazine of Summer 2014, but he had that one too! I also gave him a copy of the club's library DVD that had the Antarctica 1 and Taxi to Rumdoodle movies on it, which he did NOT have.

But the highlight was Norm pulling out the box from his bag, unwrapping the cardboard and handing over the boxed model to Ray. It was just like Christmas, Ray grinning from ear to ear as he looked at his new toy.

Over morning tea Ray regaled us with stories of his time at Mawson, as much of the VW tales as he could recall, and what might have happened to it. We filled in the details where we could, and went on to explain about our VW club and where we got our love of VWs from. Ray was still a VW enthusiast, even though they owned a Volvo while their kids were growing up. His daughter's family owns a modern VW now. I was not surprised to see Ray had a VW dealer Antarctica 1 jigsaw puzzle – I thought I was the only person who had one.

Ray's home and upstairs office is full of Antarctic books, photos, charts, paintings and memorabilia, and he honoured us by giving us a short tour. Ray was awarded the British Polar Medal by the Queen for his role in the 1963 expeditionary activities, and he also has an Antarctic mountain named after





The Toy Department.

Well they have arrived, the series 1 release of the Greenlight Volkswagen set of six 1/64 scales VW T2a and T2b Transporters, and 1938 – 1952 Beetle model cars.

This has been the first release of a VW T2b (high light) bus which we have not seen since the early 1980s, when

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Tomica Dandy and Schuco of Germany released similar precision model cars in 1/66 and 1/67 respectively.

Greenlight has certainly gone the distance to produce a nice die-cast model which includes side mirrors and a model

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Club
VEE-DUB

SERIES 1



28780A - 1938 Volkswagen Type 1 Split Window Beetle
Black Black



28780B - 1948 Volkswagen Type 1 Split Window Beetle
Coral Red



28780C - 1952 Volkswagen Type 1 Split Window Beetle
Peach Green



28790D - 1956 Volkswagen Type 2 Bus
Titan Red/Cloud White



28790E - 1973 Volkswagen Type 2 Westfalia Campmobile
Bright Orange



28790F - 1977 Volkswagen Type 2 Champagne Edition Bus
Agate Brown/Alca White



<p>Schuco 301 832 MODELL</p> <p>VW 1303</p> <p>4 Zylinder Motor Motorleistung 44 PS Hubraum 1285 ccm Drehzahl 4100 U/min Länge über alles 4080 mm Breite über alles 1585 mm Höchstgeschwindigkeit 125 km/h</p>	<p>Schuco 317 910 MODELL</p> <p>VW Kleinbus</p> <p>Technische Daten siehe unten</p>
<p>Schuco 302 824 MODELL</p> <p>VW 412 Feuerwehr-einsatzwagen</p> <p>4 Zylinder Motor Motorleistung 80 PS Hubraum 1679 ccm Drehzahl 4900 U/min Länge über alles 4525 mm Breite über alles 1635 mm Höchstgeschwindigkeit 155 km/h</p>	<p>Schuco 311 911 MODELL</p> <p>VW Transporter</p> <p>4 Zylinder Motor Motorleistung 66 PS Hubraum 1679 ccm Drehzahl 4500 U/min Länge über alles 4595 mm Breite über alles 1730 mm Höchstgeschwindigkeit 125 km/h</p>

car in blister pack that can be opened and resealed.

Looking closer at the T2b my only disappointment would be the non functioning Westfalia camper pop up and the steering wheel that is a little out of scale and is positioned like a conventional motor vehicle otherwise these free-wheeling models are great.



welcomed by the club and has more recently carried out interviews with some club members to learn about their own VW experiences, how our club works, and to understand the relationship between the VW club scene and the Volkswagen company.

Her enthusiasm has seen her recommend to Volkswagen Australia a closer connection with all VW clubs in Australia, including Club VW Sydney.

This includes club members registering their VW cars on the VWA member website so that they may receive special offers and the DAS AUTO magazine.

The last club meeting in May was her last, as she was returning to Germany shortly after. It was very disappointing that she didn't get to come along the VW Nationals! However she brought along a whole box of VW goodies to give to members, including magazines, brochures, mugs and pens, and even some VW caps and shirts. Christine will be raffling some of these off in the months to come. Everyone was pleased to talk to Alisa and make her welcome.

As she leaves Australia before the Nationals, Club VW Sydney presented her with a 2015 Nationals polo shirt, club jacket and Nationals Mug as mementos of her involvement with us and her time in Australia. Thank you to Raymond for supplying them.

Needless to say she was thrilled and indicated she will wear these back in Germany and keep in contact with the club. In the meantime we have made her an honorary member, so she'll still be getting Zeitschrift in her email inbox and will keep up to date with what we're doing here.

We hope she'll be able to return to Australia in the future.

Gute Reise!

Carl Moll



Further releases are to be sure including the camping diorama set featured the Westfalia camper in official sage green.

We hope to feature other exciting releases including a T2b in 1/18 scale – that's what I said, a huge 1/18 scale – in the coming months.

Happy collecting

Tony Bezzina
kezzina@bigpond.com

Bon Voyage Alisa.

As our regular meeting attendees will know, over the past few months we have had a special visitor join us at our club meetings and some events.

Alisa Root from VWGA (Volkswagen Group Australia) is an intern studying marketing and has been on secondment from VW's Wolfsburg Head Office.

After first coming along to the meeting a couple of months ago, she has been



Watty's Corner.

Hi Phil. Hope everyone is well on the Club scene!

As for myself, at 52 years, I'm enjoying life myself, with my wife Julie at our little Cottage in Deepwater, and been at Glen Innes Home Hardware for 6 years now, gee wiz time flies when you are having fun! My daughter Olivia works for my cousin Neville Newman at Ray White Real Estate at Waterford near Brisbane, and my other daughter Karina works at reception desk at Twin Towns/ Out Rigger at Tweed Heads, and they both aren't married. As for Jonathan he's married and living with his wife Zara in Cambridge/England!

Congratulations on Club VW Sydney turning 30 this year. When we first met at Parramatta Park back in 1985, I'm sure we had an observation run that finished at a park on the left as you cross the Windsor Bridge, and after that most of them came up to my place at Glossodia where we all sat in my lounge room and watched a Herbie video! It was quite a sight to have Steve and Paul Muller, Doddy, Paul Greene, Glen and John Molineux, and I'm sure you were there as well weren't you? I haven't got a magazine on hand to check details, but I do have a photo that I took at the picnic we had near the Windsor bridge (yes I was there! Ed).

Must say being so loyal to both VW Club of NSW and Club VW, I was attending both club's events, and other times competing in a car rally or a Club Motorkhana, somewhere, or attending a VW Show'n shine. Plus being Secretary for many of those years, also meant that my monthly activities in both clubs was full on, oh and as well as attend a committee meeting through the week at someones place, how fun times we had!

The Volkswagen Club of NSW, was formed in 1955 so they would have been 60 this year. The VWC of NSW was formed in June 1955 by the late Doug Donaldson, and Neil Bayliss, who in those days worked for Lanock Motors on William St in the city. It was the idea of the staff at Lanock Motors to form a VW club for social and sporting activities. In those early days they used to meet at the 'Club Rooms', 333A George St in the city. This site, opposite Angel Place near Wynyard station, has been demolished and redeveloped twice since then. The 14-storey BNZ office building was built there in the 1960s, but now it's been demolished again for a new office tower.

The VW Club of NSW used to run regular motorkhanas, rallies, hillclimbs, lap dashes and autocrosses as well as social events. Their magazine was originally called the 'Club News', but this changed to 'The Wageneer' in the early 1970s. The NSW State Library has copies going back to 1963. Greg Hart would

have a few things and info about the club. Greg has a Kombi in his backyard that has all old VWC of NSW magazines, Trophies and so on. I feel it all should be passed onto Club VW to rejuvenate it all, keep it all alive, maybe you or Dave can ask him!

I had met Doug Donaldson, and actually had him come to a club meeting as guest speaker, and he came to a VWC of NSW 25th Anniversary dinner I think it was? That would have been around 1980. He was the boss of Lanock Motors, and later Volkswagen Australia at North Ryde, for many years until he retired in 1986. He was a patron of the VW Club of NSW and passed away in 1991 I think, just before Lanock Motors closed.

I can remember way back in 1978, (can't believe it's nearly 37 years ago) when the VW Club of NSW had monthly club meetings at Strathfield RSL Club. The meetings were held in a function room, standing room only mind you. Well Jeff Sheriff turned up at a club meeting in a Kombi with models inside it. At general business he stood up and gave a talk about him starting out selling models, and he showed us some models what he had, and after that we all ventured outside to his Kombi where we purchased models, and all these years later he is still at it!

After that the club moved to the Eastwood Scout Hall, which was much less crowded (that's where they met when I joined in 1982 - Ed). I remember it was at the bottom of a gully with a steep grassy driveway. One drizzly meeting I remember Jim Christopherson couldn't get his Golf up the slippery slope and had to reverse up! Our Beetles went straight up, of course. Jim's wife Jenny was the president then. Chris Harper was the secretary, Col Anderson the Mazda Man was the Sporting Captain and Equipment Officer and Chris Beckhaus was the Editor. I was on the magazine committee! Denise Brewer used to do the memberships and envelopes, as always.

I remember how busy we all were when the Bug In was hosted by the NSW VW Club in 1983. We had the welcome BBQ at Col's place at Fairfield, then a bus trip to the Blue Mountains, a motorkhana at Plumpton and then the presentation dinner at Parramatta Rugby Club. No VW show n shines in those days.

Col Anderson passed away this year. Rick Feruglio sent me a Facebook message along with a photo to say that the photo was taken at Col Anderson's wake back in June. I wish I'd have known before hand as I

would've gone down to the Funeral, but oh well!

I haven't heard from John Condy for years, except I had a health issue back in June and he sent me a get well card, which was great! As you know I navigated for Condy from



1978 through to mid 1980s, and did one or two in the 1990s, apart from competing in Rallies myself, they were great years, great events, and great fond memories, and I have one or two photos to back up what we did!

I have video footage of VW Club of NSW Motorkhanas, Khanacrosses at Plumpton, Box Hill, as well as many photos that I had taken at some events. Some are prints and some are slides – remember them!

Now that I have settled here at Deepwater, I'm working on my Beetle to compete in Supersprints, so you never know where I might turn up!

Thanks for your email Phil, I miss club meetings, only distance has stopped me from attending, and I still regard all my friends are actually who I have virtually grown up with from VWC NSW and everyone in Club Vee Dub!



Regards

John Watt

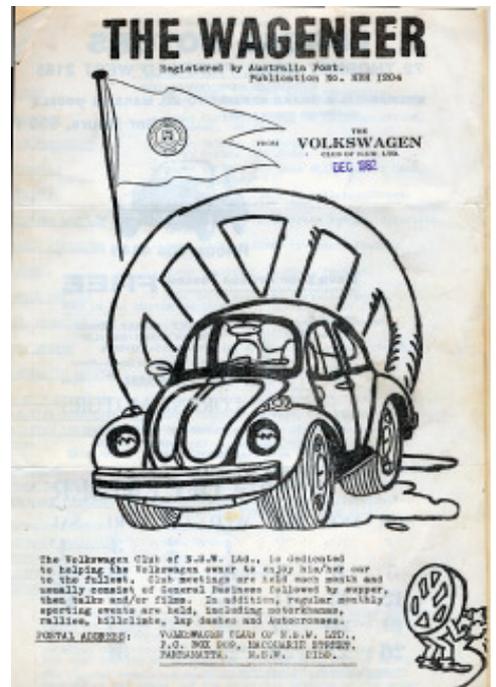
Note – the VW Club of NSW was an excellent car club starting point for some of us. They were a great bunch of people, very enthusiastic and managed to get a lot done with very little resources and money – in November 1982 for example they had just \$238.86 in their bank account! They had evolved into an 'all-makes' dirt motorsport club. Even though a few of their members (like John and me, Jim Christopherson, Paul Wright, John Condy and later Chris

Harper) drove VWs, they weren't really a 'Volkswagen' club in the sense we know today.

There was some conflict when we started Club VW Sydney in 1985 as a Volkswagen-only club, although we did not intend to 'compete' as such; rather, our aims were completely different. The NSW VW Club told us straight that a VW-only club 'would never work,' and other makes were crucial for survival. There was some ill-feeling for a while when we proved them wrong, but happily this faded away as the years passed. We even combined the VW Nationals with the Bug-In Motorkhana a few times, and they tried to organise a Sydney 'Day of the VW', held a couple of times at Merrylands. We even used to have regular 10-pin bowling comps between us, VW Club of NSW and Flat Four. They were hard to beat, as Chris Harper was a superb bowler.

But in the end the old VW Club of NSW faded away. They stopped producing a magazine in the 1990s, and by the mid-2000s had only a handful of members left, such as Herb, John, Rudi and the Harts. They approached us to take them over, which we did in 2008. Our CAMS affiliation today is a direct descendant from the VW Club of NSW, as is our VW motorsport core today.

Even though they no longer exist as a separate entity, they are still part of us today, especially for those of us who used to belong to the VW Club of NSW. We should not forget our heritage, so Happy 60th Birthday to the Volkswagen Club of NSW!





Golf GTI Cabriolet.

www.caradvice.com review, 2012

It's a risk to mess with the undisputed icon, but it's one possibly being taken with the first Volkswagen Golf GTI Cabriolet since the first Golf GTI appeared in Europe in 1976 (and never sold in Australia), or the first Golf Cabriolet appeared in Europe in 1980 (and was sold in Australia from 1990-93).

Yet does lopping the roof off one of the world's finest hot-hatches make a mean cabrio or instead soften the GTI's edge?

'Soft' is not what you'd call the GTI Cabriolet by looking at it. It seems an easy solution: take the new Golf Cabriolet, launched here in 2011, and simply bolt on the GTI bits and drop in its go-fast suspension and driveline. That is, to be somewhat naive, effectively what's been done here, with two lauded VW products coming together. Yet it's a cost effective way to tackle the Mazda MX-5 and Mini Cooper S Cabrio.

Arguably, it looks the most masculine, with less cute and more 'proper' GTI bits, from the lower ride height, polished alloys, GTI bumpers and classic red-stripped honeycomb grille for serious street cred.

On top of the traditional GTI cues, there's the black cloth soft-top with its class-leading 9.0-second opening time. It can be operated at up to 30 km/h, so there's no getting caught in the rain, where it drops seamlessly into the GTI's waistline to sit behind the rear seats. Cleverly, this design means that it doesn't need a meddlesome roof separator in the 250-litre boot, making this one of the most practical cabrios on sale.

Operating the roof is a switch added to the centre console, with the cabin barley changed from the hatch otherwise. The dash is well bolted together with quality switchgear, classical white-on-black dials, and a neat centre

screen for the audio, settings and optional satnav all surrounded by high-end surfaces.

There's the hatch's leather-wrap, three-spoke steering wheel and handbrake cover, with paddle-shifts for the DSG or sports knob for the manual shifter. The rear seats are hardly adult-sized, and of course, you can't have a GTI without those supportive sports seats trimmed in classic 'Jacky' tartan.

What's it like with the roof up? Well, refinement is so impressive that you'd never know you're in the Cabriolet. There's a tad more wind noise, but it's better than some hard top vehicles – it's that good. Dropping the roof doesn't reveal a Jekyll and Hyde contrast though, as it remains very quiet. We'd love to hear more of that burble exhaust note and those wonderful (artificial) blips between changes on the DSG. The wind is well contained too, while there's a wind deflector if you've just left the salon.



This is not a hairdresser's car though, as this is the most powerful VW Cabriolet ever. Under the bonnet there's the same 155 kW turbocharged four-cylinder petrol engine that powers the hatch. It's loaded with tech, such as direct fuel injection, and delivers its peak 280 Nm at a low 1700rpm



well as a clever active roll-over protection system. The regular Golf Cab has a five-star ANCAP rating, so the GTI Cab will too.

The Golf GTI Cabriolet sets a new benchmark for sporting cabriolets. While some might feel it's not as enjoyable as the rear-wheel drive Mazda MX-5, Golf enthusiasts might disagree. It's certainly more potent than the Mini Cooper S, which only has a 135 kW / 240 Nm 1.6-litre four, compared with the Golf GTI Cabrio's 155 kW / 280 Nm 2-litre. And it beats both for practicality, with a smarter roof, more luggage space and – with prices expected to

be around \$45,000 if it does go on sale here – it's better value, too.

through to 5200rpm, giving the GTI Cabriolet a wide sweet spot under throttle. The driving position is excellent, with rake and reach steering adjustment, allowing you to mash the super responsive throttle. Snatching gaps in traffic is a breeze, but the manual is more effective than the DSG, which can occasionally hesitate while picking the next gear. The slower 0-100 km/h time of 7.3 seconds is 0.4 seconds down on the hatch, but it matches the Mini Cooper S Cabrio and is almost two seconds better than the Mazda MX-5.

VW has delivered a GTI Cabriolet that follows the hatch's skill-set: a talented, practical, liveable and well-made all-rounder. It's slightly softer, but the GTI Cabriolet has a distinct edge over its rivals.

It's largely down to the additional 148kg that the Cabriolet carries, but even with the extra heft it still boasts the hatch's sharp turn-in, well-weighted steering and high grip levels. The XDS electronic sports diff, a function of the ESP, is standard on all Euro-spec GTI Cabriolets, and helps the GTI Cab deliver predictable handling. It's easy to place it into corners, with the power usable on the way out. It's a cinch to drive and remains composed over mid-corner bumps with a compliant ride.

There is a minor amount of body flex, but you're more likely to notice it over a freeway bump than when you're on a back road. It won't ruin your day, but the GTI's stiffer chassis and more rigid body mean little wobbles are more apparent than in regular versions of the Golf Cabriolet.

Like the hatch, the ESP can't be completely switched off, but it's not at all intrusive when you're pushing the cab out of corners. Its brakes are strong, making this a package that inspires confidence and satisfaction. The GTI has always been about balance not outright power or 0-100 km/h stats and the cab carries this legacy on.

Australian specifications will only be finalised if Volkswagen Australia decides whether to add it to the local line-up (though it would be a shock if it didn't). Some European markets run our test car's 18-inch alloys as standard, though, while Adaptive Chassis Control – electrically adjustable dampers – would be expected to be offered as an option as they are on the VW Golf GTI hatch.

There's a raft of safety gear though, including ESP, ABS, head and thorax airbags, as

to.

Damion Smy



(No, the GTI Cabriolet was never imported to Australia. The only Golf Cabriolet available is the twin-charger 1.4 TSI with 118 kW / 240 Nm, and 7-speed DSG as standard. Prices start from \$36,490 plus on-road costs. Only the 'hideaway hardtop' Eos came with the 2.0-litre GTI engine, but that model has now been discontinued – Ed.)



From our website.

Here are yet more examples of real messages left on our Club website by members of the public. All of these messages were posted in 2012, three years ago. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly Bob, Aaron or Raymond. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



29/5/12 Due to a death in the family, we are wishing to pass on a VW Beetle 1200 Series (1960 model) to interested members in the Illawarra (NSW Region). The vehicle is in parts and ready for collection for the interested party. Could you please confirm the best way to communicate this opportunity to fellow VW lovers to take advantage. Thanks in advance. Best regards, David

29/5/12 Hi, I'm having a wedding next year and was wondering if you know someone that could drive us in a Old volkswagen van or beetle. Just from dee why to long reef golf course. Cheers Richard

29/5/12 I have been enquiring about getting a car which broke down in Victoria, to Qld. Quotes are unbelievable! I am wondering if you can give me the name of some transport companies that can deliver a 1973 super bug from Benalla, Vic to Gold Coast, Qld without taking on of my kidneys. Robert

30/5/12 Thank you for putting on a fabulous event, 2012 VW Nationals, on the weekend. It is a credit to all those who give up their time to prepare organise and assist on the day. Unfortunately I had to leave early due to family arrangements, and was not able to be there for the presentation. I was was in disbelief, suprised and stoked when my mate called me to tell me my car had won Kombi Modified 68-79 class. Again Thank You to everyone involved in making it all happen. Mark & Family

31/5/12 ani time i like membersip in the club !!! Bill

31/5/12 Hello, I hope that you can help me. Whilst looking at photographs from the recent VW Nationals event, I saw one image of a Blue 1970 Caper for sale, the registration is BM57XK. Do you know of this vehicle and how I might be

able to contact the seller? Thank you, Shelley

3/6/12 I'm not a member and want to know if I can advertise for \$10 in your magazine. I have 2 VWs on my bush block in poor condition minus engines and wonder whether parts would be appreciated by enthusiasts for fair price. I am in Tasmania. Regards Lon

3/6/12 hi all was at the nats what a great day again but somehow did not see the material patches with this years logo as was on the front of the mag would there be one left that i could buy many thanks rob

4/6/12 I have a number of VWs that have been built into kit cars and some spare parts (guards etc) that are to be sold. I am approaching your club prior to putting them on the market to see if you have members that maybe interested. Gary

6/6/12 Hi! I am looking to find a new sink top for my 1976 kombi. It currently has a hob integrated with the the stainless steel sink but the hob no longers works. I want to get a new sink without a hob. Please can you advise who I should contact?Many thanks, Kim

6/6/12 Hi, hoping you may be able to help. My daughter is getting married on Sep 1st and wants 2 or 3 beetles for her wedding cars. Do you know of someone who could help us out? I'm a member of the Fiat car club, she doesn't want that! And my sons Kombi won't be finished in time Jeff

7/6/12 We are shooting a TV commercial in Parramatta on 28 June (3 July is weather backup). In one of the scenes we need our two actors to stand in front of a VW Beetle. The Director would prefer a modern Beetle but may settle for a classic Beetle. We would need the car for about two hours but don't know when yet. It would be parked and not moved. We have a small amount of money in the budget to cover expenses. Are there any of your members who could help us with their car? Syd

11/6/12 Hi there, I was entered in this years nationals and have found out that I was the winner of the Modified up to 67 T1. I had to leave before the announcements due to travelling back to Newcastle with the kids. I was wondering if there was any form of trophy for winning the section in the show and shine. If there was how am I able to collect the trophy or have it posted to me. Thanks, Gus.

11/6/12 I may need a alternator for my 1973 super beetle. It is not holding charge, even with a new battery fitted. Do you know where in the southeast of SA I could find one and what cost I should be looking at. Thanks for your help. Keely

13/6/12 Can you confirm if this warranty extension is genuine pls? If so, why not here? Thanks for any help you can provide. <http://www.dsgproblems.co.uk/Volkswagen%20of%20America%20Inc.pdf> Thanks Peter

15/6/12 Hi i was wondering if you could give me some info on how i go about club rego Neil

15/6/12 Hi I just joined the club and have transferred my 63

beetle over today, just wanted to find out about club activities etc coming up. cheers Simon

15/6/12 Hi, I was wondering if I might access the club tool library by mail? I'm after a reamer to fit oversize (8.2mm) hinge pins to a beetle. Regards, Matt.

18/6/12 I am looking to buy a headlight kit for a vw beetle 1600 superbug - lefthand, my daughter had an accident and smash it, can you advise as to the best way of getting one - and a price i should pay, i see new ones on ebay for 1972 model are they possible to fit. Sue

18/6/12 I have a BRAND NEW Steering Box MacPherson Strut Dub - any interest? Bob.

20/6/12 Can you recommend a garage in the Lismore area that I can take my 1994 VW Caravelle to for repairs without being charged a mint by the new car dealership David.

22/6/12 Would like to contact a member in the Newcastle Area. Jan.

28/6/12 Hi, I own a 76 VW1600 BUG which is hardly used as a second vehicle and awaiting restoration. Mechanically it is fine and is registered. However I am paying big rego fees for having it sit under the house. I noticed the ACT club arm has a Historic Act which allows it to register the vehicles at a cheap rate. Is this available to other members of Club Vee Dub. I am located in Brisbane. Thank you, Gedas.

29/6/12 Hi ClubVW, I've just noticed that Bathurst is having another motor festival over the easter weekend. There is an opportunity for a club display, I was wondering if this is something the club may look at doing? It would be a good weekend for the club as the cruise over the mountains and camping at the track would be an enjoyable weekend away with other motorheads Cheers Shaun

30/6/12 My car is vw 1977 niv number is 1572088629 made in which contrey ?? Reyadh

2/7/12 I came across a VW part from Australia and I am trying to find out more information on it so that I can sell it. Any help is appreciated. On the packaging it refers to George Renyolds. Darryll from UK

10/7/12 I have a set of 4 steel chromed VW hub caps in as new condition, they are off a T3 1990 Transporter. Could you advise me if they are of any value...Regards, John

11/7/12 do you know of anyone who may be interested in acquiring a 1973 squareback auto type3? around \$8000 neg, Laurence

13/7/12 Hello, Mothers high performance car care products would like to extend the offer of training and tips to the car clubs of Australia. Having been the proud owner of a 71 kombi and 68 bug in the past I thought this would be a great way to become evolved with the club and meet others who are passionate about their VWs. What I am offering is a chance for owners to learn how to maintain their vehicles

with premium product to create a following within the community. This can be in the form of training nights for members, stands at club meets and other forms of demonstrations within NSW. For any other information or to set a date for training and demos please contact me. David

18/7/12 Hi, I have a '75 Superbug up here in Newcastle, and I don't drive it much so I'm thinking of putting it under a heritage rego. Are you guys able to do the Club roadworthiness certificate? Is there anyone able to do it up here? Cheers! Danny

18/7/12 Hi i was given a vw caravelle 1989 modle i think it is... The previous owner has pulled apart the motor in an attempt to fix the problems and just left it all on the back seat. He says it can't be fixed and that it rubbish but i have always wanted one! But now that i have it I'm not sure how to go about getting a motor put into it or if it would be worth the money?? It has no rust at all and only a few cosmetic issues, i replaced the exhaust about 5 years ago for the bloke and made it out of marine grade stainless steel (still looks new) and will last for ever! Do you know anywhere around that deals in motors for this van? Or if there would be anyone interested in buying it off me? selling it is the last choice! Matthew

19/7/12 Hi Just enquiring if you have any upcoming car show for this year. thanks Pearl

23/7/12 Do i have to be a member to go put my VW I built into the shows. Can any one help me with details on how to hook up the old school tyre wiper washers as i do not want the electric motor. Thanks for any help i can get Sonya

29/7/12 hi there. I own a 74 Audi C1 100GL, id like to enquire about membership, but it seems the link on the site is not working, if you would like to see images or know more about the vehicle please get back to me on the email address supplied,thanks, Sam

5/8/12 Can you please tell me if you know of someone near South West Rocks that hires kombi's for my daughters wedding Julie

9/8/12 Hi.....Am desperately looking round for a company that may hire Beetles in Sydney for our trip to Oz in November this year. We want to hire a VW Beetle convertible for trip to Melbourne and back.....any ideas that may help us?Thanks for your help Steve of UK

19/8/12 Hi, I'm the editor of VW International, a new iPad magazine whose first issue comes out on 31 August. We'll be doing regular club news and profiles from around the world, so I'd like to invite you to send me material about your club and what you get up to. Our first issue will be going into the app in a couple of days' time, but I see you're at Eastern Creek this weekend. If you're able to email me a pic or two of your club display and a few words about it, I'd be delighted to put it in. Thanks for your time! Best regards, Alan

21/8/12 I'm wanting to sell my VW. It would be a project for someone as I've already stripped it and primed. Do you have an area for selling items ? Kerry-Ann

VW 'Techy Operations.'

Note: The following exchange took place a few years ago on RAMVA, the Usenet Newsgroup devoted to air cooled Volkswagens.)

>...all I meant was that it isn't always necessary for a person to CC the heads or some of the other weird techy operations that you tell/show us all...>

Hahahahahahahah...wheez..

That's so dumb it's funny. In fact, it's so dumb my normal reaction would be to hit the big red button and add your name to the world's largest kill file. But you made it a public post and that presents something of a problem because you just said black is white and it ain't.

Your message touches on two areas, one purely mechanical the other having to do with personal opinions and their interpretation. Let me hit the mechanical stuff first. Then I'll beat you over the head with the other :-)

Where do you think I get all this Hot Poop I post?

I didn't invent the Volkswagen. By my standards I'm not even that good of a mechanic. My dad was a pretty good wrench and there's several fellows on RAMVA who are better than me in the Fixin' Dept. (What I am is a pretty fair teacher... who happens to be something of a Jack-of-all-trades.)

So what's the source of those 'lofty standards' you feel compelled to ignore?

Would you believe they came from Volkswagen? Yep! Right out of the Factory Workshop Manual.

It ain't me saying you gotta cc your heads, it's Ferdinand Porsche... and every other competent mechanic in the world. And the workshop manual shows you how, right down to making the sealing plate and telling you how big the chamberotta be (and usually isn't).

The factory tells you to cc your heads because the volume of your combustion chambers is a critical factor in determining your compression ratio. And if you don't understand why that's important you shouldn't even think about building an engine.

In writing about stuff in the factory manual, what I've done is explain not only how to do it but how you can improve on the rather sloppy standards that were required for the serial production of an engine in the 1930's... and which VW unfortunately continued to follow long after better methods became available.

Volkswagen was willing to compromise quality to keep the cost of production low. The cost of production was probably around 60% of the sticker price meaning everyone's profits -- the

factory, the distributor and the dealer -- had to come out of that 40% slice of the pie. By comparison, cost of manufacturing a mega-buck SUV is probably around 40% of the sticker price, providing a much larger margin of profit clear down the line... which is why no one wants to make a cheap car if they can possibly sell an expensive one.

But the point here is that the VW was conceived in the 1930s as a cheap ride for the Deutsche Volk. It's fabled quality was largely the result of a superb propaganda campaign by Doyle, Dane & Bernbach, the ad agency who lucked into the VW of America contract largely because none of the more prestigious agencies would talk to a bunch of used car dealers trying to sell a funny looking little car from Germany, which is what VOA was before it became the tail wagging Volkswagen's dog.

After pointing out a few of the 'unimportant' details found in the workshop manual I went on to explain not only how to do the task but how to improve upon it. In doing so I wasn't whipping this stuff out of my ass, I merely described how I - and everyone else - was doing it. Because when you get right down to it the VW engine is an hilarious collection of compromises, bored and stroked until it leaked like a sieve, it's power output jacked-up and lied about until it lost all credibility not only with mechanics but with the marketplace, which saw its sales in steady decline long before the rise of Ralph Nader, cleaner air and the Revenge of the Tree Huggers.

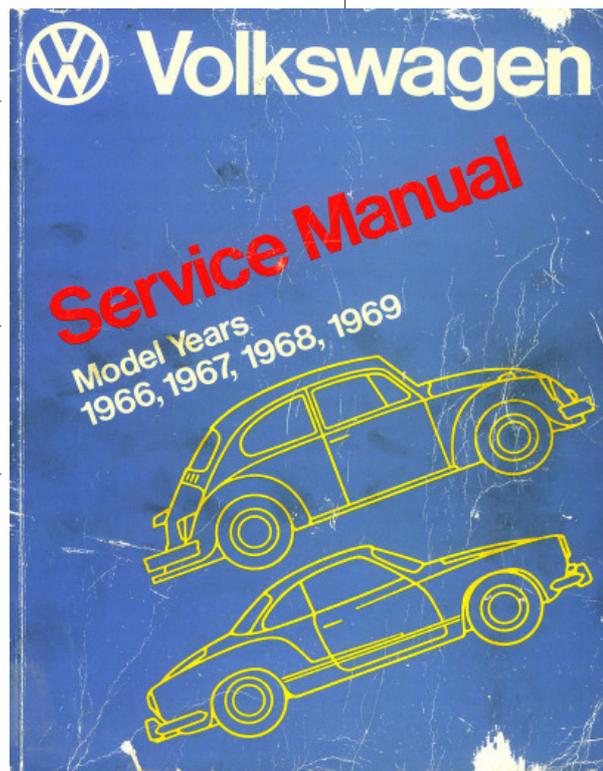
Doesn't have to be like that. Building just one engine, there's no reason not to make it the best possible engine you can build. The funny part here is that it takes only slightly more effort on your part to produce an engine that is more reliable, economical and far more durable than anything to every roll out of the factory.

That's the Message I've been preaching since the 1970s. It isn't an especially popular message and as your post shows, most folks still don't Get It.

But not because I've stopped saying it. Nor because it isn't true. But you obviously don't believe me. Which gets us into the opinion part of my response.

Yeah, you're getting my opinion. And yeah, the fact I've been doing something a certain way for forty years is no guarantee I've been doing it right. But the point most seem to have missed is that my opinion is based not only on the manuals - we all start with the Word - or should. My opinion is based on direct, personal experience, greasy fingernails and all. I've built several hundred engines and maybe fifty trannies over the last forty years. I've rebuilt the front-ends on buses and bugs and Ghias and Things and about the only thing I can't say I've ever done is grind my own cranks, although I've worked in shops where we did, and cams too, including hardening and polishing.

Now, the thing I want to hit you over the head with is that 'lofty standards' business. Because they ain't. Lofty. Indeed, they aren't even as good



as what you'll find in any modern-day Toyota, Ford or Chevy. But they come close and in doing so they give you lots of free horsepower. Same amount of gas going in but more power coming out, simply because an engine must first overcome any internal imbalances before it can deliver any power to the wheels. Eliminate those imbalances, the engine stops working against itself and you get to enjoy the power and durability you've been paying for but didn't get.

So go ahead and build yourself a piece of shit. Most folks do. Because when push comes to shove most people aren't bright enough to know a good thing when they see it. Or hear it.

In closing you said "...we both enjoy air-cooled VWs". I don't, especially. They're what I know and they take me where I want to go. Which reminded me of TV because I heard a fellow talking about 'reality programming.' When I stopped laughing he asked what was so funny and I explained the 'reality' of making any kind of a TV show or movie, meaning the camera man and the grips and the caterers and the dozens of vehicles and platoons of people behind the 'reality' that appears on the screen.

I'll bet you watch TV. I don't. I'm too busy living my own life to waste time watching someone else's version of reality. Maintaining your own Volkswagen is reality. Deciding not to cc your heads is fantasy.

Ever worked cattle? You gotta use horses, generally two a day. Terrible work; nothing at all like Hollywood's version of being a 'cowboy.' All of the horses were smarter than me as were most of the cattle but I was new to the game and figured I'd wise up if I lived through it. Fortunately, I didn't have to; I spent most of my cowboying days servicing wind-mills and mending fence. Less than six months, thank God. (That's my Cowboy Story, by the way.)

I mention this because I once said I'd worked as a cowboy and someone immediately said they too enjoyed riding.

I've never 'enjoyed' riding in the sense they meant. Packing-in, having a horse means you don't have to walk but working cattle, most of our horses were old logger-heads with teeth like a crocodile and a disposition to match. If they couldn't buck you off they'd try to smear you into the fence. Survive that and they'd work for you. Until you missed one too many throws, then they were liable to lay down and roll on you.

My Volkswagens aren't pets. I respect them for what they represent but I don't 'enjoy' them in the sense you mean. But neither do I mistreat them as you are planning to do by not cc'ing the heads nor any of those other 'techy operations' you're planning to ignore.

Crankcase ventilation.

The Volkswagen engine holds exactly 2.5 litres of oil, which ain't much. Modify the engine for full-flow oil filtration you could count on the extra litre or so but back in the Good Ol' Days, whenever that was, you could blow better than a litre an hour when you were flying low through the sage brush. It wasn't uncommon to catch and pass your competition when they pulled up to pour another litre down the spout. And for them to do the same to you a few miles later. No big deal, since everyone had the same handicap.

Except for Charlie. He flew out of San Quintin running sixth overall and managed to pass everyone in front of him by the time he reached Catavina. He was better than ten minutes up when he blew through San Ignacio and would of won for sure if he hadn't tried to plow a cow north of Villa Insurgentes.

So what was Charlie's secret? He'd stuffed his dynamo tower with copper 'Chore Girl' pot scrubbers. They created a near-perfect labyrinth separator. No blown oil meant no stops to top-up.



Every crankcase has to breathe. You gotta provide some place for air to flow in and someplace for it to flow out. If your engine's running hot a lot of oil vapour will be mixed with the out-flow. If you don't do something about it, you'll blow it overboard. Which is less of a problem running the Baja than it is flying from here to there. Running the Baja, you can pull over and park.

On the Volkswagen engine the crankcase ventilation inlet is the annular gap around the pulley hub, which was machined with an Archimedes Screw to pump air - and oil - into the engine. Running off pavement you've gotta seal it up or you'll suck a lot of sand & grit into the sump. The outlet is via the dynamo tower, which usta have a road-draft tube that extended below the engine so your forward motion would produce a slight negative pressure at the outlet. Later engines plumbed the outlet to the air cleaner, using the carb to provide the negative pressure that ensured good ventilation flow.

Once you'd installed a sand seal you had to provide a

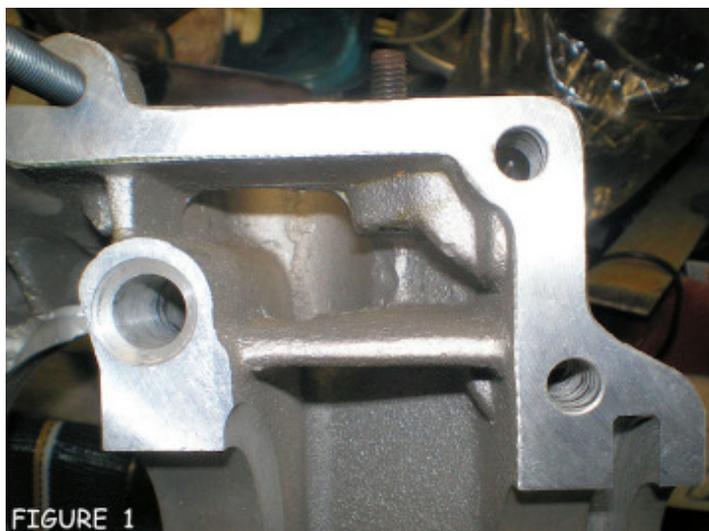


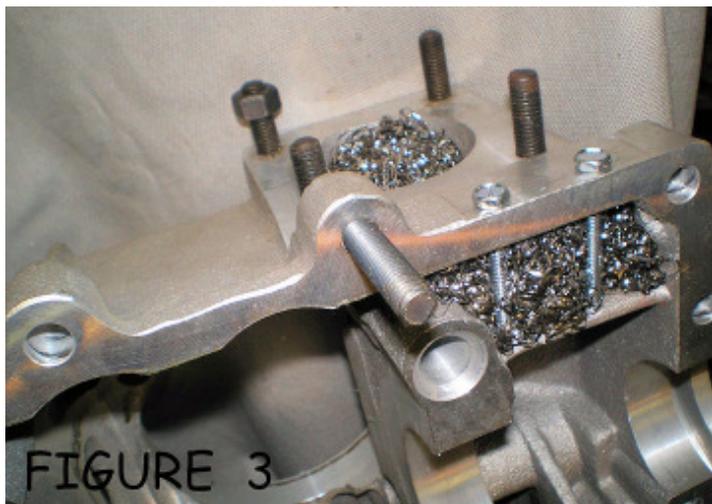
FIGURE 1

new ventilation inlet to the crankcase. Most guys plumbed a filtered line to their valve covers.

Since flying Volkswagens don't have dynamo towers you see all sorts of methods used to deal with crankcase effluvia; a lot of guys don't use any kind of oil separator. But then, a lot of guys still don't believe in oil filters, mom's apple pie or that Cheney is pulling the strings :-)

My approach was to try and use what's already there, such as the little shelf just below where the dynamo tower attaches, as shown in Fig. 1 (prev page). The shelf is pierced with an opening over against the wall of the crankcase.

To keep the mesh in place you'll need to tap a couple of 8-24 holes along the parting line and install a couple of drilled-head bolts to serve as a fence. (Fig. 3)



You want the mesh to pretty much fill the D-shaped hole for the dynamo tower but not to bulge above it. That will allow you to use an inexpensive oil pump cover as your outlet. Nor do you want it hanging out the bottom. This is the cam-gear gallery and the last thing you need is to have your mesh get sucked into the gear train.

If you shop around you can generally find a cast aluminium oil pump cover for a full-flow oil filtration set-up. These come with a threaded outlet.

As an oil pump cover, cast aluminium is about as durable as a politician's promise. Enormously popular of course, at least to the Kiddie Trade. But as soon as youngsters see how rapidly an aluminium cover can wear they go for a cast-iron pump cover, which is why you can often find cast aluminium covers on sale. The two shown in Fig. 5 are



identical, purchased for about \$5 each. The one on the left is as-received, the one on the right has been bead-blasted then treated with a thermal dispersant. (Tech Line's 'TLTD').

On the flip side of the pump covers you can see the location of the outlet hole. Also note that one of the pump covers has been treated with a solid lubricant coating. (Another Tech Line product, although I don't recall it's name at the moment.) Coated in this fashion the pump cover holds up about as well as an anodized cover and can serve as a repair part. But it also makes a dandy crankcase ventilation outlet :-)

Since dynamo tower studs are closer together than oil-pump studs you'll have to open up the bolt holes in the pump cover. (See Fig. 7) You won't need the gasket nor the deflector

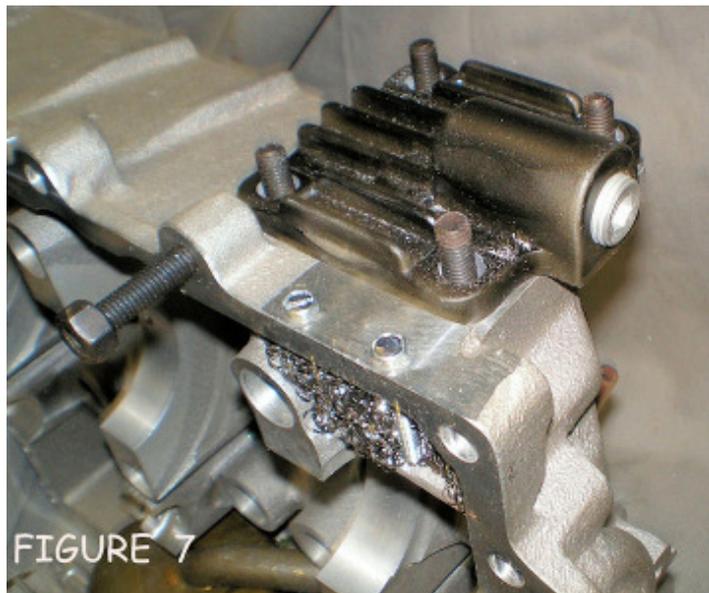


plate. On my engines I run the outlet down to the carb-heat box, where the carb provides the required negative pressure.

Although I originally used copper 'Chore Girl' scrubbers for this application I found they corroded pretty easily. For the last fifteen years or so I've been using stainless steel pot scrubbers, found in the paint department of the local Home Depot. Unfortunately, they are larger and springier than the copper jobbies which makes installing one like trying to shove a watermelon up a monkey's ass.

Over the past fifty years or so when converting a VW engine for flight I've found it best to keep things simple. I'm not an engineer and don't pretend to be one. But there's heaps of sound engineering out there, much of it embodied in components that are commonly available. Before resorting to something I have to buy and bolt on, I try to see if there's some feature already on the engine that can resolve the problem by simply configuring it differently. Such as the providing adequate crankcase ventilation without blowing all your oil overboard.

By devoting a bit of thought to the various problems involved in converting a car engine for use in an airplane I've managed to come up with reliable, inexpensive solutions, most of which can be easily duplicated by fellow home-builders. This approach is wildly unpopular, of course. Not because the engine's don't work but because Americans seem to have gotten out of the habit of thinking for themselves.

Bob Hoover



Official photograph Australian National Antarctic Research Expedition

First car in Antarctica.

Could any car handle Antarctica?

Could it take the terrible battering of ice like broken glass?

Could it start, and travel, and keep travelling, in sub-zero temperatures?

Could it hold a course on a sea of ice?

In a place like this, could men entrust their lives to it?

If any car could do it, we felt the Volkswagen could.

So a VW1200 was shipped to Mawson to become the first sedan on the Antarctic continent.

How is it going?

Like the Volkswagen always does.

Ice-hills and crevasses can't stop it, anymore than bush tracks or day-in, day-out, highway cruising can.

Its unique suspension takes the shock and shudder out of the ice as it does with the potholes around the corner.

The air-cooled engine can't freeze in Antarctica or boil in Bourke.

Because it's in the rear, the VW has traction through snow and ice (or on a slippery city street) that front-engine cars can't equal.

Four-vent heater.

Body work.

Gear change.

Baked enamel finish.

Everything helps the VW lick the toughest conditions in the world. But you don't have to take it to Antarctica to prove how good it is.

Just a five-mile test-drive with a VW Agent will do.

Will do?

VW1200 sedan — from £849 — tax paid.



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