

# Zeitschrift



Carl Moll's freshly restored 1973 VW 1300.

## January 2016

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**Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2015-16.

<b>President:</b>	Steve Carter president@clubvw.org.au	0490 020 338
<b>Vice President:</b>	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos vintage@clubvw.org.au	0449 236 076
<b>VW Nationals Committee:</b>	David Birchall Craig Adams, Eddie Fleita	(02) 9534 4825
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953

## VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Conie Heliotis	Norm Robertson (JP)
Eddie Fleita	

## General Committee:

Martin Fox	Shirley Pleydon
Jeff Swords	Sue Monaghan
Craig Adams	Aaron Hawker

## Canberra Committee.

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

## 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](http://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
Andrew Dodd Automotive	Stan Pobjoy Racing Engineering
C & S Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

### 25 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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Black Needle Auto Upholstry	VW Classic Kirrawee
BWA Auto	VW Magazine Australia
Canberra VW Centre	Wolfsburg Auto Melbourne
Classic Vee Dub	

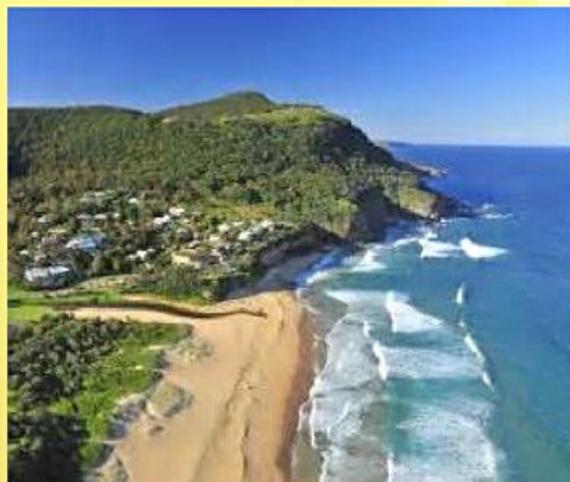
### 5 years and over.

Antique Tyres	Motexion
Camden GTI Performance	Mountain Mechanics
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Exoticars Service Centre	Rod Penrose Racing
Expert Signs	Subarugears
Just Kampers	Volkscare Melbourne
Kemp Tools	Volkshome Automotive
MacKellar Service Centre	Westside Mufflers

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

10<sup>th</sup>  
Anniversary  
VW Summer  
Cruise

Sunday the 17th of  
January 2016



*Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.*

*If you are not up to a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee!*

*Families and kids are all invited, with a free BBQ lunch of sausages and rolls along with ice cold drinks! There is a great playground and of course the beach! All donations on the day will go to the Cancer Council.*



See you there!!!

Contact Steve on:  
0490 020 338

- ❖ Great Italian food , best pizzas in southern Sydney!
- ❖ Don't forget to wear your best Hawaiian shirt or dress!!!
- ❖ BYO alcohol!

## VW Pizza and Pasta Restaurant Night!

*When:*

*Saturday the 30<sup>th</sup> of January 2016*

*Where:*

*Monte Carlo pizzeria. 208 Belmore, Riverwood (parking in rear- enter laneway off Cairns street)*

*RSVP:*

*To Dave Birchall on 9534 4825 to confirm your booking and numbers- leave a message if no answer. Include name and number of people attending!*



*Close-off for booking is the 16<sup>th</sup> of January.*

# NEW IN 2016

Now in January and July



## 31<sup>ST</sup> JANUARY 2016 BUGS AND BUSES BY THE BAY

### Family Picnic Day

Get your vee dubs out & your picnic baskets. Come along for a day out with some other vee dub friends for lunch. There is BBQ's in the park, a skate park and playground for the kids, and loads of picnic spots for all the family, Pet friendly too with plenty of parking



Beetle

Kombi

Type 3

Baja

Beach Buggy

Splits

Notchbacks

### ALL VEE DUBS WELCOME

Croudace Bay Park  
Sunny Shores of  
Lake Macquarie

From 9.00am

Email:

[bugnbuses@outlook.com](mailto:bugnbuses@outlook.com)

# ANNUAL SYDNEY SUPER SWAP



**SUNDAY 21ST FEBRUARY 2016**  
from 6am

## Hawkesbury Showground

**Car Parts & Collectables • Veteran & Vintage Cars  
Sports & Classic Cars • Hot Rods & Customs • Street Machines  
Motorbikes • Vintage Tractors • Stationery Engines**



**Sunday Outdoor Swap Sites \$20**  
(includes 1 adult. Each additional adult \$5)

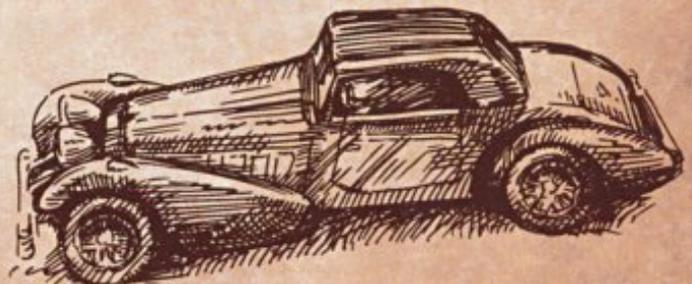
**Lookers \$5**

**Weekend Swap Site Pass (1 adult)**  
Set up from 2pm to 7pm Sat. \$35  
(Each additional adult \$5)

• **FREE PARKING**



**Information Ph: 0410 447 927**



**Organised by the Rotary Club of Richmond**  
PO Box 199 Richmond NSW 2753

**All catering by Five Dock Rotary Club (no other food or drinks to be sold)**

# THIRLMERE FESTIVAL OF STEAM

## Sunday 6th March 2016

The 2015 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2016 at Thirlmere, NSW, on **Sunday 6th March 2016**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles to enter the parade and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email [krmodels@gmail.com](mailto:krmodels@gmail.com)



*Keiran Ryan, Events Manager*

[www.thirlmerfestivalofsteam.com.au](http://www.thirlmerfestivalofsteam.com.au)



**GO TO THE SHOW YOU'VE  
BEEN DREAMING ABOUT.**

**VW NATIONALS 2016 SYDNEY AUSTRALIA**

**SATURDAY 21<sup>ST</sup> MAY  
SYDNEY MOTORSPORT PARK**

**SUNDAY 22<sup>ND</sup> MAY  
FAIRFIELD CITY SHOWGROUNDS**

**INFO AT [WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU) OR CALL DAVID BIRCHALL 02 9534 4825**

## Von dem Herrn Präsident.

Hi all, apologies for the late arrival of the printed issue, for those who still receive it. Our printer was closed until 18 January, so there wasn't time to get the magazine printed and posted to you in time for the January meeting. Digital magazines, though, should have gone out on time.

I hope you all had a great Christmas and New Year! I hope everyone enjoyed our Christmas meeting at the Greyhound Club in December. There are new caterers in the Greyhound club and they provided much improved food this time. Thanks also to the people who organised nibbles – Lily, Gwen and Shirley. Thank you too to everyone who brought a present, and to Christine for running the big Christmas raffle.

2016 is going to be a busy year for VW events, with some great things coming up for you to do with your VW. You should check the Klub Kalendar and make a note in your diary or calendar so that you don't miss out on these events.

The VW Summer Cruise would have already taken place by the time you receive the magazine. Next up is our annual Pizza night at Monte Carlo Pizza at Riverwood on Saturday 30th January. Don't forget to book your spot by phoning Dave Birchall on (02) 9534 4825 with your numbers – and to wear a bright Hawaiian shirt or dress!

February sees the German Car show day in Newcastle, organised by the Mercedes-Benz club, and the Hawkesbury swapmeet at Richmond, probably the biggest one in Sydney.

March is yet another busy month. On Sunday 6th we have the classic car show at the Festival of Steam 2015 at Thirlmere, and two events on the one weekend, the Tea Gardens Hawks Nest Motorfest and the 12th Annual Flower Power Show n Shine at Moorebank.

The VW Nationals is fast approaching. We are Supersprinting again at Eastern Creek for the first time, so don't miss that. We will get the VW Nationals 2016 pages up and running on the website very soon.

Later in the year is the VW Spectacular at Valla Beach. It's on for one whole week again this year.

I hope to see you at an event in 2016 soon.

Steve Carter



## Kanberra Kapitel report.

Happy New Year everybody! I hope you all had a good break and got to relax with family and friends.

In December the Canberrans had a couple of small Christmas events, you will see a report and pictures at some point for one of the trips.

We aren't running an event in January so that everyone can establish back to school / work schedules. In February we are running a local cruise, probably to Gundaroo, and it will include our chapter AGM. The club is run by a small

committee and every year we ask for people to step up and help us run the events. Do you have an interest in how we do things, where we drive to, club organisation in general? Fresh faces are always a great thing and we would love to have you on board. If you want more information, contact anyone on the committee and we can answer any questions you have. We would love your help.

In March we will have the Wheels carshow, more information will come. We believe there will also be the VW Drive For The Community Day, but we're waiting on the info for that day as well.

We're all hoping for a great 2016, so I look forward to catching up with you soon.

Bruce



## Klub Kalendar.

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

### January 2016.

**Sunday 17th:- 10th Anniversary VW Summer Cruise.** Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop at Appin, then to Stanwell Park by 12:30pm. Families and kids invited, with free BBQ sausage sizzle and drinks. Large grassy park with kids' playground, kiosk and surf beach. All profits to the Cancer Council. All VWs welcome, old and new. See you there!

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

**Monday 25th:- Canberra General Meeting** at the Harmonic German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

**Saturday 30th:- Annual VW Pizza and Pasta Night** at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:30pm. Great Italian banquet, yummy pasta and pizza. BYOG. Don't forget to wear your best Hawaiian shirt (guys) or shift (girls). You must book your place with David Birchall (02) 9534 4824 – leave a message if no answer. Leave your name, and number of people attending. Closeoff is two-weeks before – 16th January.

**Sunday 31st:- Bugs and Buses By The Bay** at Belmont (near Newcastle). Yes, it's now on in January and July! A family VW picnic day on the sunny shores of Lake Macquarie. All VWs are welcome. BBQs and shelters for cooking, or bring a picnic basket for a day out with your VW friends. From 10am. Contact [bugnbuses@outlook.com](mailto:bugnbuses@outlook.com) for more info.

## February.

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

**Saturday 6th:- Newcastle All German Show 'n Shine**, hosted by the Mercedes-Benz Classic Car Club. Come and share a great day out at Newcastle with the best German vehicles and enthusiasts. All Volkswagens are invited! Location: The Foreshore, Newcastle East, 2300, from 8am.

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

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

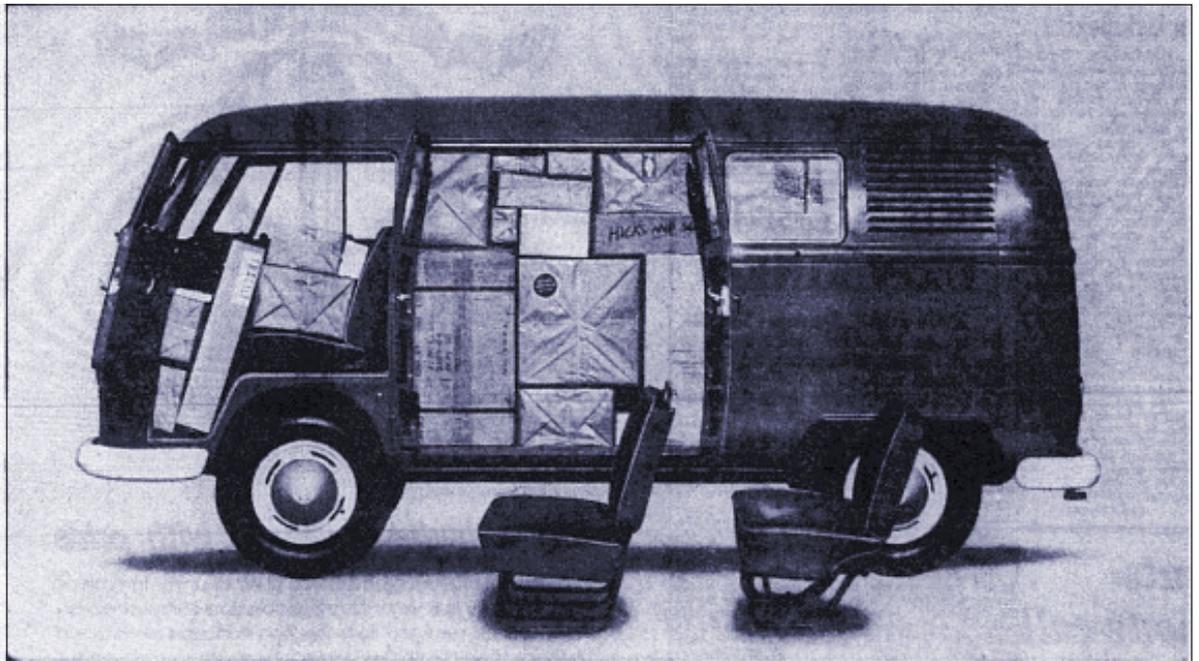
**Sunday 21st:- Sydney Super Swapmeet**, at Hawkesbury Showground, Racecourse Rd Richmond (UBD 85 J10). From 6am! Car parts and collectables, vintage and veteran cars, sports and classic cars, hot rods and customs. \$20 for swappers, \$5 for lookers. Weekend pass \$35 with Saturday set-up. Food and drink available. Organised by the Rotary Club of Richmond.

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

## March.

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

**Sunday 6th:- Thirlmere Festival of Steam 2016** at Thirlmere, NSW. Steam train rides, Trainworks railway museum, model railways, bands, dancers, food and drink stalls, market stalls, traders, kids' rides, classic car display. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads 9UBD 288 D6**, at 7:30am for a 7:45 departure. Arrive by 9:30am.



*This van seats 9. Sometimes.*

This is our two-way Volkswagen. A big station wagon one minute. A truck the next. All you do is take out the seats. And you do that just by loosening a few wing nuts. This leaves you with a great big box. Which you can fill with practically anything.

This model is called the Kombi. If it's a year or so since you looked at one, you probably don't know that it has a bigger engine (1500 cc), bigger brakes and a new heavy duty clutch to handle the extra power. It also has the famous VW petrol economy,

low maintenance and reliability. So if you want a van that works all week to pay for the week-end, and actually takes you on it as well, there's really only one choice. See your VW Agent about a Kombi.



VW Kombi Van EL220. (State Capital City price, tax paid.) VOLKSWAGEN AUSTRALASIA LIMITED

Street parade (2 VWs max) at 1pm.

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

**Saturday 12th:- Tea Gardens Hawks Nest Motorfest**, held at Myall Park Sports Oval, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special display area for VWs. Monster raffle. \$10 per vehicle, all profits to the local community. Be there before 9:45am, trophy presentation at 1pm.

**Sunday 13th:- 12th Annual Flower Power Show & Shine** at Moorebank, hosted by the Old Car Social Club. We invite you to bring your classic VW to the show. Gates open at 7.30, cars in position by 9am. Trophy presentation 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Food and drinks available. Enquiries Neil 0418 943 518 or Ray 0411 251 120. Club VW Convoy meets at McDonalds Revesby (cnr River Rd and Milperra Rd) at 7:30am for 7:45am departure. This allows to arrive, and park, all together.

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

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

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

## April.

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

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

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

**Monday 25th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## May.

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

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

**Sunday 15th:- VW Family Picnic Day 2016**, at VW HQ Seaham (Raymond Terrace), from 10am. Come one come all to celebrate all things Volkswagen. Great day out bring your VW along. Lots of awards and activities for everyone. Who will be this year's VW Hubcap Throw Champion? Contact Andy for directions and more info. 0407 016903 or email [vwsamba57@gmail.com](mailto:vwsamba57@gmail.com)

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

**Saturday 21st:- VW Nationals Supersprint** at Sydney Motorsport Park, Eastern Creek (South Circuit). We're back at this famous Sydney track! VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

**Sunday 22nd:- VW Nationals 2016** at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, great food and drink, VW fun all day.

**Monday 30th:- 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](mailto: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](http://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:-** Hi Folks, Wonder if you might be interested in Literature and Brochures, some dating back to the 1950s, along with die-cast models of boxed 1950s Karmann Ghias by 'Marklin' and OVAL Beetles by 'DINKY' Looking forward to hearing from you. Cheerios Ivan John Kuljism. Phone 0413 428 049 or email [ivankukljis@yahoo.com.au](mailto:ivankukljis@yahoo.com.au)

**Wanted:-** Hello good afternoon - I'm license-plate collector and do not own any of Australia. Is possible to send one to me I am memeros of Fusca Clube do Brasil. Best regards

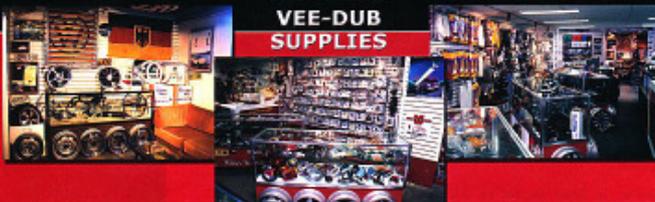


## Trades and services directory.

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

**VINTAGE**  
**VEE-DUB SUPPLIES**



**KOMBI**    **GHIA**    **TYPE III**    **BEETLE**

**KYB**    **GENE BERG**    **WEBER**    **DELORZO**

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96 Toombul Rd  
Northgate QLD  
Australia 4013

**MICK MOTORS**

Ph +61 07 3266 8133  
Fax +61 07 3260 5179  
[mick@mickmotors.com.au](mailto:mick@mickmotors.com.au)

**Volkswagen Spare Parts**

Rovilson, Please email me on [suprimax@uol.com.br](mailto:suprimax@uol.com.br)

**For Sale:-** I have a **1969 Stick Shift Automatic** for sale if anyone is interested it's in WA. Contact Mr Russell Williams on 0427902717 or email [wogboy55@hotmail.com](mailto:wogboy55@hotmail.com)

**For Sale:-** **VW 2000 Beetle BEE21L**, Manual, New tyres, 158,600 km, Registered to Sept 2016. Surplus now to Fleet. \$3900 ONO Phone Jim on 0418 419940.

**For Sale:-** **VW T3 Caravelle**, build 11/90. Only 124,000 km on the clock from new. One-owner since leaving the dealership, regularly serviced. Very clean and straight, excellent blue paintwork and grey cloth interior. Been under carport or in garage most of its life. 2.1-litre engine, drives beautifully. Reasonably new tyres, rego until May 2016. One one of the best T3s you'll see. Car is located in Windsor. \$7000. Contact John McCoy-Lancaster on 0412 805 100 or email [john@dynamicbusiness.biz](mailto:john@dynamicbusiness.biz) for photos and more info

## 2nd Month Ads.

**For Sale:-** **1962 Volkswagen Beetle** Mileage:28,785 original Transmission: Manual Engine:1200 Body type:Sedan Exterior Grey. Rego expires:11 May 2016 Has been

## Trades and services directory.

**H&M FERMAN** AUSTRALIA  
**Original Equipment Manufacturers & Designers for the Motor Industry**

**Volkswagen parts**

Warwick Blackwood  
National Sales Manager

99-105 Boundary Road  
Peakhurst NSW 2210  
Sydney Australia  
[www.hasmot.com](http://www.hasmot.com)

Tel: +61 (0) 2 9533 2722  
Fax: +61 (0) 2 9153 6033  
Mob/Cell: +61 (0) 411 131 205  
Email: [gillian@hasmot.com](mailto:gillian@hasmot.com)

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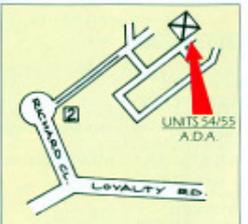
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**Phone:** (03) 9761 4540 or (03) 9761 7917

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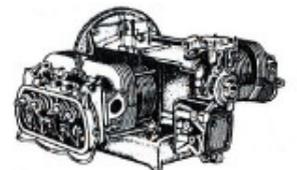


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## VW's new all-time sales record in 2015.

Volkswagen has set a new all-time sales record in Australia in 2015, according to VFACTS sales figures released this week.

Volkswagen sold **60,225** vehicles, up 9.9% on the 54,801 sold in 2014, and surpassing the previous all-time record of 54,892 sold in 2013. This is a wonderful result, coming in spite of all the controversy and criticism over the diesel emission 'scandal'. It is the first time that VW has ever sold over 60,000 vehicles in Australia in one year. VW's growth rate was almost three times the growth of the Australian vehicle market in general.

VW again finished in **8th** place on the list of the most popular makes in Australia, for the fifth year in a row. VW finished well ahead of Subaru and Honda, and only slightly behind Nissan and Ford. Volkswagen celebrates 2015 as Australia's most popular European brand, for the eleventh year in a row.

The **Golf** was again Volkswagen's best-selling model, as it has been every year since 1997 (the T4 Transporter outsold the Golf 3 in 1996). Australian Golf sales have increased thirteen-fold since then.

In fact 2015 was the highest Golf sales figure ever in Australia, with **22,092** sales, an improvement of 2,914 Golfs (+15.2%) over the previous record of 19,178 sold in 2014. It is the first time the Golf has ever sold more than 20,000 in one year in Australia, and it's VW's third-highest ever one-model one-year result. The Golf in 2015 beat several long-standing records of the VW 1200 Beetle, from 1963 (20,135) and 1962 (21,273). Only the VW 1200 Beetle's sales figures from 1964 (22,293) and the all-time record, 1960 (24,388) remain to be conquered by the Golf.

Total Australian Golf sales, since 1976, were at 192,216 at the end of 2014 (not including Cabriolets). Adding on the 22,092 for 2015 gives an overall total of **214,308** Golfs since 1976. If the sales rate was constant over the year, the 200,000th Golf was sold in May 2015 (that milestone sadly passed unnoticed!) Considering it took 33 years from 1976 to 2009 to sell the first 100,000, it has taken only 6 years to sell

the second 100,000.

The all-time Australian VW model record is still held by the Beetle, which sold 260,055 from 1954 to 1977. At the Golf's current rate of sales, it will finally overtake the Beetle in January 2018.

The Golf finished 10th in the top 10 list of most popular vehicles, for the second year in a row. The Golf was only 3,044 sales behind the Mazda CX4 in ninth, and had the third-largest growth of any top-selling model. The Golf easily outsold the doomed Ford Falcon (5,938, worst-ever) and only 5,678 behind the equally doomed Holden Commodore (which dropped to sixth). Australian production of Ford, Holden and Toyota will end over the next 18 months, and ALL makers will

then be 100% importers – as Volkswagen has been since 1977.

The VW Caddy was again the most popular Light Van with 1,755 sales, well ahead of the Renault Kangoo (1,177). The faithful VW Transporter sold 1,346, well behind the Toyota Hiace (7,351) and Hyundai iLoad (4,597). However it is interesting that VW's Kombi sales figures from their 1970s heyday - 8,415 (1973), 7,718 (1974) and 8,974 (1975) – are still greater than Toyota's Hiace sales today.

Volkswagen's Group company Audi had another record year, with 23,088 sales, up 20.1%. Audi is still behind Mercedes-Benz (36,374, up 14%) and BMW (25,022, up 10.1%) in the luxury segment. VW's other Group companies in Australia also had record years. Skoda sold 4,750 (up 23.3%) and Porsche sold 4,090, up 45.4%).

**Congratulations to Volkswagen Australia on this record sales result!**



2015 proved to be the biggest year for the Australian new vehicle market on record.

Australians took delivery of 1,155,408 new cars, SUVs and commercials last year, eclipsing the previous watermark of 1,136,227 set in 2013. This figure represents a climb of 3.8 per cent over the 2014 result, and is the fourth consecutive 1.1 million-plus year.

Of the 1.155 million vehicles sold in 2015, 515,683 were passenger cars (down 3%), while 408,471 were SUVs (up 15.9%). Light commercials accounted for 199,070 (up 0.6%) and heavy commercials managed 32,184 (up 2.7%).

The five most popular sales segments were: small cars (20.2% market share), medium SUVs (12.5%), large SUVs (12.1%), 4x4 utes (11.6%) and light cars (9.7%, just 0.1 per share points ahead of a growing small SUV market).

Passenger cars are a fading segment for Australians. Micro cars (down 32.3%), small cars (down 7.6%), large cars (down 7.7%) and sports cars (down 3.8%) were largely responsible. Australians continue to move to SUVs of all kinds.

#### Australia's best-selling brands for 2015:

1. Toyota — 206,236 (up 1.3% on 2014)
2. Mazda — 114,024 (up 13.2%)
3. Holden — 102,951 (down 3%)
4. Hyundai — 102,004 (up 2%)
5. Mitsubishi — 71,743 (up 4.5%)
6. Ford — 70,454 (down 11.6%)
7. Nissan — 66,062 (up 0.1%)
8. Volkswagen — **60,225 (up 9.9%)**
9. Subaru — 42,600 (up 7.6%)
10. Honda — 40,100 (up 21.5%)

#### Australia's top 10 best-selling models for 2015:

1. Toyota Corolla — 42,073 (down 3.8%)
2. Mazda 3 — 38,644 (down 10.8%)
3. Toyota HiLux — 35,161 (up 1.3%)
4. Hyundai i30 — 32,306 (up 2.5%)
5. Ford Ranger — 29,185 (up 9.6%)
6. Holden Commodore — 27,770 (down 8.1%)
7. Toyota Camry — 27,654 (up 25.4%)
8. Mitsubishi Triton — 25,338 (up 4.4%)
9. Mazda CX-5 — 25,136 (up 16.5%)
10. Volkswagen Golf — **22,092 (up 15.2%)**

## 2016 Caddy released.

The 2016 Volkswagen Caddy van range has arrived in Australia. It's the fourth generation of what is now Australia's dominant light-sized van. The Caddy has been on sale in Australia since 2004, though in Europe it dates back to 1980 (originally a Golf pickup, then a Seat-based small van). So far, about 20,000 have been sold locally.

In spite of the sharper styling you'd be hard-pressed to spot the new Caddy's differences from outside. But inside there's a new cabin with more equipment, extra safety features and a new drivetrain sourced from the Golf headlining a large swathe of changes.

Main options include autonomous brakes, adaptive cruise control, sat-nav and both Apple CarPlay and Android Auto - if you're willing to pay. However, you also have to pay for things such as reversing sensors.

The 2016 Australian Caddy range comprises three broad variations - the Caddy van, the longer Caddy Maxi van and the Caddy Maxi Crew van, initially all petrol-powered.

There will, however, be more to come. With the global stop-sale on Caddy diesels in effect, the oil-burners won't arrive until later in 2016. Ditto the entry-level Runner



version.

To start with, all variations of the Caddy are powered by the Golf's 1.4-litre turbocharged petrol engine making 92 kW at 4800rpm and 220 Nm between 1500 and 2500rpm.

These figures are well up on the 77 kW/175 Nm turbocharged 1.2-litre engine in the outgoing Caddy. To simplify, the 2016 Caddy has a Golf engine, while the earlier version had a Polo one.

Fuel consumption on the combined cycle kicks off at 6.0 litres per 100 km with the slightly more frugal DSG fitted. This is about 10 per cent better than before.

This engine is matched to either a six-speed manual gearbox or a seven-speed DSG automatic that gives buyers the new option of a self-shifter, albeit at a steep \$3000 premium.

In early 2016, the range will be expanded to include the cut-price Caddy Runner TSI160, with the familiar 63 kW/160 Nm engine and manual gearbox only.

The 2.0 TDI versions will also arrive as soon as the requisite software flash to clear them from NOx emissions issues - one of many VWs affected - has been rolled out.

Rather than adopting Volkswagen's ubiquitous MQB platform, the fourth-generation Caddy is based on a revised version of the previous model's PQ35 front-wheel-drive underpinnings, which it shares in part with the current Beetle, Jetta, Scirocco and Tiguan.

Under the redesigned skin is a familiar MacPherson strut with double wishbone and anti-roll bar front suspension setup and a rigid rear axle with leaf springs.

The electromechanical steering offers a turning circle as low as 11.1 metres on the SWB (12.2m on the Maxi).

The typically evolutionary exterior borrows heavily from the Polo and Golf though, gaining a larger front grille with a more prominent VW badge, a more stylised bumper and lower fascia, squarer tail-lights and sharper tailgate lines.



The SWB Caddy measures 4408 mm long, 2065 mm wide with mirrors and 1836 mm high on a 2682 mm wheelbase. The LWB Maxi and crew van versions are 470 mm longer and sit on 324 mm-longer wheelbases.

These figures are almost identical to before, meaning existing buyers will easily move their racking etc. from their old Caddy into their new one. That's van design 101.

The base SWB at launch has a 773 kg payload, climbing to 847 kg for the Maxi. All versions have a roof load of 100 kg.

If you regularly carry 200 kg or more, Volkswagen urges you to buy the reinforced rear suspension option with stronger leafs and different bump stops. This setup costs \$390 on the SWB and \$690 on the Maxi.

The cargo volumes vary from 3200 litres (SWB) to 4200L (Maxi). The crew van has 3950 L when the second seat row is folded and 1650 L when it's in use - still about three times that of a compact SUV.

The load area is 1779 mm long in the SWB and 2249 mm long in the Maxi, and it's 1170mm wide between the arches (a standard pallet is 1165mm). The sliding side doors are 701mm x 1090mm.

All versions get between 6-8 lashing rings, hardboard side panels and a 12-volt socket in the back .

The cabin likewise takes much from its passenger contemporaries, from its steering wheel to its range of touchscreen options. But there are also van-style hard and easily cleaned plastics and tons of storage cubbies.

These include a big open tray on top of the dash, an open area under the fascia and above the glovebox, big door pockets with 1.0L bottle holders, sliding drawers under the seats and a big shelf stretched above the windscreen.

The Maxi crew van is differentiated by its foldable three-person bench seat in the rear, which reduces cargo volume by about 60 per cent when in use.

Standard equipment in the latest Caddy includes four airbags, multi-collision braking system, daytime running lights, single sliding side door (Maxi gets dual sliding doors), 16-inch steel wheels and full-size spare, electric windows, cruise control with speed limiter, 13-cm touchscreen, USB/SD/Bluetooth phone and audio, three-spoke steering wheel audio/cruise/phone buttons, digital speedo, and cloth seats with driver's height adjustment.

Inspect and test-drive the new 2016 VW Caddy at your VW Dealer now.

#### **Recommended Retail Prices (plus On-Road Costs):**

**Caddy Van TSI220 DSG \$28,990**

**Caddy Maxi Van TSI220 manual \$28,190**

**Caddy Maxi Van TSI220 DSG \$31,190**

**Caddy Maxi Crew van TSI220 manual \$29,690**

**Caddy Maxi Crew van TSI220 DSG \$32,690**

## **Caddy people mover.**

To accompany the new Caddy commercial vehicles, the 2016 Volkswagen Caddy people-mover range has also arrived in Australia. VW has dropped the previous 'Caddy Life' title, and now just refers to the model as the 'Caddy'.

Unlike the previous Caddy Life which was long-wheelbase only, the new model is available in both regular

(SWB) and Maxi (LWB) guises. The Caddy people-mover can also be chosen in five- and seven-seat variations, and is priced between \$32,490 and \$37,990 plus on-road costs.

Like the commercial version, all versions of the Caddy people mover are powered by a 1.4-litre turbocharged petrol Golf engine making 92 kW at 4800 rpm and 220 Nm between 1500 and 2500rpm. Fuel consumption on the combined cycle kicks off at 6.0 litres per 100km.

This engine is matched to a seven-speed DSG automatic as standard, with torque sent to the front wheels.



The 2.0 TDI versions will arrive as soon as the requisite software flash to clear them from NOx emissions issues - one of many VWs affected - has been rolled out.

Compared with the commercial Caddy, the people-mover version now gets its own unique bumpers and rear-view mirrors to add some extra visual differentiation.

The cabin likewise takes much from its passenger contemporaries, from its steering wheel to its range of touchscreen options. But there are also van-style hard and easily cleaned plastics and tons of storage cubbies.

These include a big open tray on top of the dash, an open area under the fascia and above the glovebox, big door pockets with 1.0L bottle holders, sliding drawers under the seats and a big shelf stretched above the windscreen.

As with the Caddy van variants, there are two body sizes - the SWB is 4408 mm long, 2065 mm wide, 1822 mm tall and sits on a 2682 mm wheelbase. The Maxi has a 324 mm longer wheelbase and is 470 mm longer.

The trump card is the seating. The base Caddy people-mover seats five and offers 750 L behind for storage. You can option a third row of seats, leaving 190 L of cargo space.

The Maxi versions come standard with seven seats (2+3+2), with a huge 1350 L behind the second row and a still massive 530 L behind the third. That kills the average large SUV. The rear rows are accessed by sliding side doors.

There are more standard features found on the people-mover than the vans, including curtain airbags (only for the



second row), reversing sensors and a rear-view camera. The Caddy managed a four-star Euro NCAP score.

SWB and Maxi Trendline standard features include six airbags, multi-collision braking system, ISOFIX x 2, reverse-view camera and sensors, daytime running lights, dual sliding doors, 16-inch steel wheels and full-size spare, rear air vents, electric windows, cruise control with speed limiter, 13-cm touchscreen, USB/SD/Bluetooth phone and audio, three-spoke steering wheel audio/cruise/phone buttons, digital speedo and cloth seats with driver's height adjustment.

Maxi Comfortline additional extras include auto headlights, rear privacy glass, glossy black exterior bits and roof rails, 16-inch alloy wheels, climate control, 16-cm screen with Apple CarPlay and Android Auto, silver/leather/chrome cabin highlights and higher-end cloth seat trim.

Inspect and test-drive the new 2016 VW Caddy people mover at your VW Dealer now.

#### Recommended Retail Prices:

**Caddy Trendline TSI220 DSG - \$32,490**

**Caddy Maxi Trendline TSI220 DSG - \$34,990**

**Caddy Maxi Comfortline TSI220 DSG - \$37,990**

## Next Tiguan to boost Aussie sales.

The second-generation Volkswagen Tiguan is due to launch in Australia around August this year. Volkswagen Australia expects to at least double in sales over its popular predecessor, and take it right up to buyers' champions such as the Mazda CX-5, Nissan X-Trail and Toyota RAV4.



Volkswagen's ambitious expansion plans with its SUV staple - which will grow to better rival those listed above - mirror what it has done with the Polo and Golf, both of which sit at the pointy end of their respective classes in terms of sales against Japanese and Korean rivals.

According to former Volkswagen Group Australia managing director John White, who retired toward the end of last year, the next Tiguan has what it takes to crack to the top three. He spoke to the press before his departure.

As reported previously in Zeitschrift, the new Tiguan

offers more space everywhere - something that should see it reclassified as a medium SUV, rather than a small one locally - as well as greater levels of technology and efficiency, and a far more upmarket execution than its ageing predecessor.

Crucially, there'll also be a long-wheelbase version available in around two years, and a sporty 'coupe' variant to battle Mazda's upcoming 'CX-4'.

"There's a great opportunity with Tiguan... I think we can double it (current volumes) once we have all three derivatives," White said before he left. The outgoing model did 5,182 units in its last full year, VW's second-most popular model in Australia after the Golf. Doubling that would see the Tiguan easily outselling the likes of the Subaru Forester. It would also give Volkswagen two local models - Tiguan and Golf - selling over 10,000 per year, for the first time ever.

All of this plus continued growth across the small SUV (up 26 per cent this year) and medium SUV (up 13 per cent) space, at the expense of passenger cars, gave White confidence.

With the Golf now behind only the Hyundai i30, Mazda 3 and Toyota Corolla in small car sales, can the Tiguan be up there with the Mazda CX-5 and co?

"Absolutely," White said, adding that he was "crawling all over it and got really excited" at the car's global reveal in Frankfurt last September.

"That segment is growing. We'd be selling more Tiguan's now except for one reason - it's in its last year and we're sort of winding it down," he said.

"I honestly think what VW can do in Australia is with Polo, Tiguan and Golf, we can be right up there, as part of our long-term strategy, with the top three. No doubt about it."

Volkswagen Australia wants to move from being Australia's eighth-most popular brand at the moment, to being in the top five again by 2020. VW's local arm is still committed to this goal, now with a new local CEO Michael Bartsch. VW has not been in the top five in Australia since 1966, when Holden, Ford, Morris and Chrysler were the top four. In that order, followed by Volkswagen.

But with the decline of VW's local manufacture they were passed by Toyota in 1967, by Austin in 1968, by Nissan, Hillman and Mazda in 1969, by Honda in 1974, by Volvo and Subaru in 1977, by Mercedes-Benz in 1978, and by Renault and Daihatsu in 1979. VW's local sales (under Ateco/TKM) were not restarted until 1989, but by 2001 when Volkswagen Group Australia was formed, VW was back up to 13th. VW reached 11th in 2005 and became Australia's most popular European brand again, for the first time since 1961. VW re-entered the top ten in 2006 by passing Kia. VW overtook both Subaru and

Honda in 2011 to reach 8th overall, where they remain today. To reach fifth by 2020 they need to overtake Nissan, Ford and Mitsubishi.

Anything can happen in the next few years, with Australian production of Holden, Ford and Toyota coming to an end and all makers becoming full importers. With the proper range of quality, affordable VW vehicles for our market, and a comprehensive dealership network to support them, there is no reason why VW can't become a top five player again.

## Walter de Silva retires.

Volkswagen has confirmed that the Group's design director for the last seven years, Walter de Silva, has retired.

In statement issued by the Volkswagen AG board, it was reported de Silva retired at the end of November 2015, although he will continue working for Volkswagen as an advisor.

De Silva joined the Volkswagen Group in 1998 when he became the head of design at Seat. By 2002, da Silva was in charge of the Audi division within Volkswagen, which encompasses Audi, Seat and Lamborghini.

He is widely credited with ushering Audi's single frame grille through from concept cars into production, and in the process give the upstart luxury brand a clear visual identity to rival that of BMW's kidney grille and the three-pointed star from Mercedes-Benz.

De Silva was promoted to oversee design at the entire Volkswagen Group in 2007.

Volkswagen credits da Silva with playing a key role in the Volkswagen Up, Polo, Golf 6 and Golf 7, and Audi R8, as well as the original Audi A5, a car he described at the time as "the most beautiful car" he had ever designed.

Walter de Silva began his career in 1972 at Fiat's Turin design centre. He left three years later to work for a series of design studios. He rejoined the company in 1986 to become head designer at Alfa Romeo, where his credits include the 156 and 147.



His retirement from Volkswagen is unfortunate and may have been influenced by the company's recent troubles caused by the recently revealed emissions testing scandal.

## Beetle Dune.

The Volkswagen Beetle Dune has been unveiled in production guise, almost two years after the concept car first made its debut at the 2014 Detroit auto show.

Said to be inspired by the off-road 'Baja Bugs' that were based on the original Beetle, the new Dune is differentiated from other models in the Beetle range with a "more aggressive appearance".

Up front there's a new bumper, which include a black

honeycomb grille underlined by a bash plate-style feature and flanked by new fog light surrounds.

Along the sides, the Dune sports black wheel arch extensions, polished aluminium sills, Dune graphics, and a black trim that juts out and is apparently inspired by the original Beetle's running boards.



Out the back, the Dune has a large spoiler, a new bumper design with off-road style diffuser element, and LED tail-lights. On the inside, the Dune features orange stitching and the company's 6.3-inch Composition Media infotainment system. Cars that are painted "sandstorm yellow" will also feature colour-coded upper door and dashboard panel.

Ride height has raised by 10mm at the front and 15mm at the rear, giving the Dune a bit more off-road ability than standard Beetles, although there's no mention at all of all-wheel drive. The Dune rides on 18-inch alloy wheels with 235/45 all-season tyres.

Under the bonnet the Beetle Dune is powered by a 127 kW/250 Nm 1.8-litre turbocharged direct-injection petrol engine tied to a six-speed automatic transmission.

The new Dune goes on sale in the USA from 2016 and will be available, at least in the land of the free, in both sedan and convertible guises. The sedan arrives in showrooms there from first quarter of 2016, while the convertible won't go on sale until the third quarter.

According to Karl Gehling, general manager of communications at Volkswagen Australia, the Beetle Dune is unlikely to come down under as the company is currently trying to rationalise its local lineup.

## Being #1 no longer the priority.

Volkswagen says that maintaining its position as the world's largest vehicle manufacturer is no longer its primary focus, as it aims to win back the trust and confidence of its customers.

Volkswagen overtook Toyota in the first eight months of this year as the world's largest manufacturer of vehicles, a goal that it had hoped to achieve by 2018. But in the wake of the recent diesel emission cheat scandal, VW could not



NOX scandal, which has dominated the automotive and mainstream press over the last few months.

Herbert Diess, chief of the Volkswagen brand, announced that the company will "reorient" its diesel motor plan, as well as concentrate on electric vehicles.

Volkswagen will be "reorientation of the diesel strategy", with the company "switching over to installing only diesel drives with SCR [selective catalytic reduction] and AdBlue technology in Europe and North America as soon as possible," Diess reported.

The company will also step up its electrification efforts.

maintain that lead for all of 2015. Toyota took the lead back from Volkswagen over the last few months of the year. Australian VW sales also dropped in October, by just 6%, but recovered in November and December.

Speaking to the media at the recent Tokyo motor show, Volkswagen's CEO of passenger cars, Herbert Diess, said market share is not a top priority as the company deals with the diesel problem and its customers first.

"That is not our first priority." Diess said when asked if Volkswagen will remain number one.

"Our first priority is to regain the trust and confidence of our customers and then later we will look at market share."

According to Diess, the American market will prove to be the biggest challenge for Volkswagen as it seeks to regain a foothold in a market that was already showing strong challenges before the diesel NOX testing scandal.

"Our first priority is to really now to look at the customers, fix their problems, recover confidence and then we will look at what we are going to do in the American market, which is for sure our biggest challenge."

According to Diess, the company is currently not considering a buy-back of any of its affected vehicles as it hopes to have them fixed without any performance compromise via a software update in the majority of cases.

"[Buy backs] are too early to say because at the moment that we are hopeful and we believe that we can fix... I think it's too early to really consider all the options," Diess said.

"We have different car types, engine types, we will finish evolutions in the new year and then we will be able to really determine which cars is what kind of fix. Most of the fleet we are sure we can fix by software."

Volkswagen, Audi and Skoda Australia are expected to recall affected vehicles with a fix sometime in 2016. More information to come when it is released.

## Electric Phaeton.

The Volkswagen AG board has announced a series of measures regarding its future products in the wake of the diesel

Firstly, it will develop a new EV toolkit, dubbed MEB, that can be used in the small vehicle segment. The toolkit will be used for both passenger and commercial vehicles, and is "designed for all body structures and vehicle types". Range is estimated to be between 250 and 500 kilometres.

Volkswagen will also redefine the scope of the project, currently underway, to replace the range-topping Volkswagen Phaeton. The new sedan will be the "flagship for the brand's profile over the next decade" and, as such, will be a pure EV with "long-distance capability, connectivity and next-generation assistance systems as well as an emotional design," Diess said.

The conglomerate will continue developing the MQB toolkit that's being used on all new models with a transverse engine paired to either front- or all-wheel drive. Focus for MQB cars will shift towards plug-in hybrid and mild hybrid drivetrains, as well as "high-volume electric vehicles" with a range of up to 300km, and "ever more efficient diesel, petrol and CNG concepts".

To help pay for this renewed focus on electrified vehicles, as well as deal with the lawsuits, fines, compensation, lost sales and reputation damage caused by the diesel affair, Volkswagen will accelerate its efficiency program and slash its investments by one billion euros (\$1.6 billion) per year.





## Dresden Phaeton plant to close?

New Volkswagen CEO, Matthias Muller, is reportedly pushing for the closure of the company's high-tech 'Gläserne Manufaktur' transparent factory in Dresden, Germany, which builds in the Volkswagen Phaeton sedan.

According to a report in Wirtschafts Woche (Business Weekly), the company will discuss the future of the factory at an upcoming board meeting.

The German publication believes that the former chief of Porsche, and now head of the entire Volkswagen Group, is keen on closing the factory in 2016. Phaeton production will be moved to a plant that builds closely related Audi or Porsche vehicles, with the transparent factory's 500 or so workers moved to other locations.

Any move to close the Dresden factory will be opposed by Volkswagen's union representatives, who under German law hold half the seats on the automaker's board. Opposition to the closure is also likely to come from residents of the Dresden, which is located in the southern part of what used to be East Germany.

The factory was opened in 2002 and features expansive glass walls, which allows customers to view their Phaetons during the final phases of the build process. Vehicles move on robot platforms that follow hidden tracks in polished wooden floors. Workers slowly assemble the cars wearing spotless white coats and gloves. Parts arrive at the plant via a tram system that shares Dresden's leafy streets.

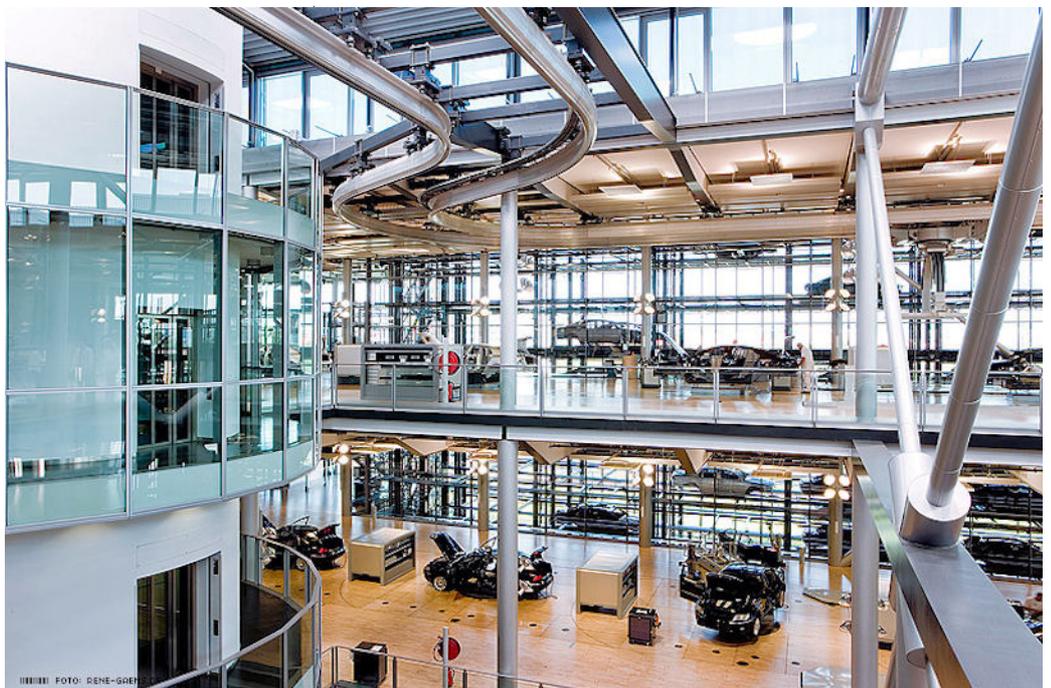
Although the building is considered an architectural success, the vehicle itself it has been

assigned to build has been anything but. The current-generation Phaeton is widely regarded as the brain child of former Volkswagen chairman Ferdinand Piech. Sales have slowed in Europe, and tanked entirely in the USA where it has now been withdrawn. It has never been sold in Australia, and only exports to China and the Middle East have kept the expensive model going.

In 2013, automotive analyst Sanford Bernstein compiled a list of the 10 biggest loss-making vehicles in Europe. According to Bernstein, Volkswagen has lost around US\$2.9 billion (\$4 billion) on the Phaeton.

Wirtschafts Woche believes that, at present, Volkswagen is only building eight Phaetons a week at the plant.

Volkswagen has already confirmed that the next-generation Phaeton won't arrive until around 2020, and will be an all-electric sedan built atop a platform shared with Porsche and Audi.



## Carl's 1973 VW 1300.

When I bought our first VW Beetle in 1998 I knew very little about the car that I had grown up with.

My parents had so many European friends who all drove Beetles or Kombis, so they were part of our everyday lives.

I also used to go to work with a work colleague in the 1970s who bought a brand new Beetle back then.

This car was bought after much discussion with the four teenage kids, who thought the Beetle as a car was "cool", and three of whom used this car as a daily driver at some point.

I joined the club when I bought it and have found Club VW to be a great group of friendly and very informative people.

Fast forward to Feb 2014 and after saving for 5 years I decided to repair the tired body on this 1973 Beetle 1300.

The car looked very presentable but had rust issues, tired seats and interior, cracked dash pad etc etc.

There were two areas of serious concern. Firstly a serious rust issue on the "A" pillar at the base of the driver's door. Secondly when I washed the car it smelt 'damp' inside. More was revealed later.

Having finally found a repairer prepared to take on rust repairs ( after a 6 month search\*) I dropped the car off for what was to be a near two-year journey.

Adrian (repairer) and I agreed on the price based on leaving the car with his team. They would work on it as the fall back project when the daily jobs were completed. This resto would take patience and time.



A full strip down found rust that would have been terminal had it not been addressed.

The internal and outer door skins were so badly rusted through that only the glue on the rubbers held the base of the doors together!

Luckily Hans at Klaack motors had donor doors.

Both sides of the rear window had the insulation foam removed years ago, but existing rust had been 'repaired' with bog years earlier.

However the 'tin worm' was still active and water was seeping through. The damp smell when I washed the car was water seeping into the rear carpet underlay.

The rust in the base of the A-pillar certainly needed work, with new sections fabricated by Adrian's team.

The rest of the body was also in need of attention. There were small dents and paint blemishes, 3 shades of the original "flipper Blue" colour from previous poorly done





finished, transformed into a 'new' 1973 Beetle in 2015.

Over the past 21 months I had also bought many of the rubber items, internal trim and channel, front skirt etc from Boris at Vintage VW in Campsie, and Leanne at Volksbahn Autos in Pendle Hill. A long and interesting journey.

Special thanks to the club which has been an enormous help as I searched for parts, information on originality and advice that has helped bring my Bug back to life.

I got the car back in late December 2015 (after 21 months) and the transformation is amazing. Beetles always get looks but this is now a great example, and I plan to start 2016 off with the Australia Day display at Parramatta Park.

I plan to show the car other events (family commitments aside) as well as club runs which are always enjoyable.

Carl Moll

(\* A lot of repairers today will not have the skill or the interest to fix rust. It needs a qualified panelbeater/ fabricator who can make a section to fit a rust corroded guard).

repairs around the windscreen frame. But despite all that, the car was solid and reliable, not to mention a joy to drive. So I want to preserve one of only 924 Australian-built 1973 1300cc Beetle cars sold that year (according to the sales records on our website). They are much rarer than the 1600cc Superbugs and Type 3s sold in the same year – Australians bought 6,620 of those.

So I had the engine removed, and sent to Club sponsor Adam at Mountain Mechanics to check all and arrange powder coating of the tinware and pulleys so the engine would look 'as new' with the rest.

When the shell was painted the car was sent to Gary's auto trimming at Girraween in Sydney to have the interior rebuilt. Gary was recommended by another club member who was very pleased with his work.

Gary replaced the headlining, reupholstered the seats, installed sound deadening and installed new carpet to original specs. A perfect job.

The car is now





## VW Pickups.

When Volkswagen introduced the original Type 2 Transporter in 1950, the initial range consisted of the basic Van (Type 21), Microbus (Type 22), and Kombi (Type 23). The Deluxe Microbus (Type 24) and Ambulance (Type 27) followed in 1951.

In August 1952 the VW Pickup (Type 26) was released. This new 'Single Cab' was very well thought out by the designers. The rear platform was absolutely flat, with no wheel arches to limit the load, and was mounted 98 cm above the road, just under the 1-metre height of a standard loading dock. The floor was reinforced and had wooden slats in between the ribs, to ease manoeuvring heavy loads into place and to protect the paint in the load space. The tray was 1570mm wide and 2600 mm long, over 4 square metres of level, uncluttered load space. The load area was bounded by locking steel side and rear panels 375 mm tall, which could be raised and locked, or lowered completely out of the way.

The Pickup could also be ordered with optional tonneau cover and steel bows at extra cost.

There was also a large lockable storage compartment under the platform, especially handy for storing tools and equipment. This gave 1,275 litres of additional load space.

The first Pickups, like their Van, Kombi and Microbus brothers, were fitted with the 1131cc 30-bhp (25 hp DIN) engine. In 1954 this was upgraded to the larger 1192 cc engine



that produced 36-bhp (30 hp DIN).

The VW pickup had an exceptionally sturdy frame to take the 990 kg pay load. In Europe there was also a lighter duty version with a 790 kg payload. The fuel tank was directly above the rear axle, with the filler on the side. While all the 'full body' Transporters had the spare in the 'barn door' engine compartment, this was not possible on the lower-floored Pickup. The spare tyre was located behind the bench seat. From 1955 this arrangement was also used in all other Transporters when the rear engine shelf was lowered and the barn door discontinued.

As the Single Cab was a commercial vehicle, the interior of the cabin was very basic. It consisted of a speedo, a bench seat, rubber floor mat, hard board roof liner and door panels, and a drivers' side mirror only. Rear vision mirrors, passenger mirror, fuel gauges etc. were available only upon request, as the vehicle was a workhorse and not a luxury bus. The seats were in a plain grey upholstery until 1966 when German ones used the famous 'salt and pepper' material like other standard models of that time. Australian ones retained the plain vinyl throughout.



The front kick panels were made of a hard board with a grain pattern stamped in them and painted grey. They came with the standard black steering wheel and knobs on the dash. The early versions also came with one Masonite sunvisor for the driver; none for the passenger. 1962-and-later came with 2 white padded plastic visors.

Shortly after the Pickup appeared in 1952 came the enlarged platform Pickup. It had all the same features as its predecessor but as the name foretells, it had a larger load tray with a smooth wooden floor and wooden drop-down side boards and tailgate. This increased the load space to 5.2 square metres but reduced the payload slightly to 925 kg.

The body was altered slightly in 1955, when the windscreen panels were made 15 mm taller with a roof panel that extended forwards over the windscreen, with a fresh-air intake on the underside of the overhang.

The VW Pickup was first sold in Australia in 1954, first fully imported from Germany but within a year was being locally assembled in Melbourne from German CKD kits. In 1959 the steel body panels began being stamped in the new enlarged Melbourne factory, and the VW Pickup – like its Van, Kombi and Microbus brothers – was Australian Made. Australian pickups received local design modifications



in 1963, with special engine ventilation from the front fresh-air panels above the windscreen. Intake air flowed through a double-panel roof cavity, though ductwork at the rear of the cabin and underneath the flat tray through to the air cleaner and the engine. This was designed to keep dust out of the intake – a problem on our outback roads not found in Europe.

In Germany all the Transporter models had, from 1950-on, shared the giant Wolfsburg factory, but with sales of Beetles and Transporters booming space was a premium and it was decided in 1955 to give the Transporter its own factory. A new plant was built at Hanover, with the first VWs coming off the new line in March 1956. All Transporter production was moved to Hanover, which has since made all the Transporter models – the T3 from 1979, the T4 from 1992 and the current T5.

In late 1958 VW decided to combine the two body versions of their Transporter, and released the 'Double Cab Pickup' that looked like half a Kombi and half a Pickup. In fact that's pretty much what it was, with a normal Kombi cabin and first row of passenger seats enclosed in a longer cabin, and a shorter pickup tray behind. The frame and wheelbase (2400 mm) was the same as before, as was drivers' cabin, the engine and gearbox. The passenger seat was full width with a 1,800-litre storage bin underneath, and a passenger-side entry door. A second door on the other side could be ordered as an option.

The Double Cab's tray was the same design as the Single Cab's, with the same width of 1570 mm but was 1755 long, giving 2.75 square metres of load space. Again the tray had folding side and rear doors, the rear the same pressing as the Single Cab, but the Double Cab's side doors were correspondingly shorter. The tray had the same steel ribbing and wood slats as the Single Cab, but shorter. A special shorter tarpaulin and bows kit to cover the rear was also available.

The Double Cab Pickup had a payload of 940 kg not including the driver, so with 80 kg passengers it could still take one passenger and 860 kg in the rear tray; three passengers and 700 kg; or five passengers and 540 kg in the rear tray. Whether for carrying passengers or goods or both, the Double Cab pickup was both practical and versatile. It was available in Australia from 1960.

All models received the redesigned 1192cc 40-bhp (34 hp DIN) engine in 1960 (Germany) and 1961 (Australia), and then the 50-bhp (42 hp DIN) 1500 engine in 1963 (Germany) and 1964 (Australia). Both Pickup models continued with minor improvements such as new

taillights and blinkers, improved gearbox and front axle, more powerful generator, bigger clutch and brakes, front stabilizer, improved washers and wipers, sun visors and fuel gauge. The Single Cab's spare tyre was relocated under the tray. German Transporters got 12-volt electrics in 1966, but Australian versions retained 6-volt until the new T2 Transporter appeared in mid-1968.



Volkswagen Australasia sold 6,943 Pickups between 1954 and 1968, but because they were work vehicles, not many have survived until today. Some parts, such as side and rear gates, are very hard to find but Pickup owners appreciate and love them. The Pickups are so versatile that they can be enjoyed by just about anyone, and their uses are endless.

Volkswagen knew they were on a good thing too – the T2 Kombi had the option of a Single and Double-Cab pickup, as did the later T3. The T4 took the idea even further, with a choice of different wheelbases, and the option of a Cab-Chassis design. The current T5 carries on Volkswagen's Pickup tradition.

Now we can also think about Amarok Single and Double Cabs...

Chris DeLillo



VW Commercial Vehicles near completion at the end of the Commercial Vehicle High-line at the £14 million Australian VW plant at Clayton, Victoria.

# 2015 Car Awards.

## CarsGuide Awards.

Volkswagen has missed out on any Carsguide awards for 2015.

The Carsguide awards are run by News Ltd and its Carsguide webpage and motoring supplement, published in the Sydney Daily Telegraph, Melbourne Herald-Sun and Brisbane Courier-Mail.

In the Small Cars category, the 2014 winner

the VW Golf was again a consideration against competitors such as the Ford Focus and Mazda CX-3. The Golf was described by the judges as smooth and elegant, a previous COTY winner and better value this past year. But it was described as tainted by Volkswagen's global emissions scandal with questions about reliability and future values.

The winner was the Ford Focus.

**CarsGuide**.COM.AU



In the Family Cars category, the new 8th generation VW Passat (the European COTY) was up against models such as the Mazda 6 (carry-over champion) and the Subaru Liberty. The Passat was described as another newcomer from the same family as the Golf, with a roomy cabin and boot, good quality and nice price. But the Carsguide judges said it was "lacking personality."

The winner was the Toyota Camry.

VW's sister make Audi missed out in the Luxury SUV category with the Audi Q7; it was beaten by the Mercedes GLC; however Audi, and Porsche, did provide two other category winners for the VW Group this year.

The Audi RS4 was judged to be the best Sports Car Under \$100,000, beating the Mercedes A45 AMG. The Porsche Cayman GT4 was the best Sports Car Over



\$100,000, beating the Ferrari 488 and Mercedes C63 AMG. The overall Carsguide COTY was the Kia Sorrento.

## Drive COTY Awards.

The Drive COTY awards are run by the competing Fairfax media group, with their Drive.com website and motoring sections in the Sydney Morning Herald and Melbourne Age.

This year the Audi A1 was judged the Best City Car, beating the Mazda 2 and Skoda Fabia. No VWs were nominated in this category, or in the Best Small Car category (won by the Toyota Corolla.)

In the Best Family Car category, the new Gen 8 Passat was up against the Skoda Octavia, as well as the Sunary Liberty, Toyota Camry and Ford Mondeo.

The Drive judges thought the Passat felt closest to a luxury car, with superb cabin finishing that includes ribbed leather seats and a striking mix of textured cabin surfaces finished in a charcoal palette. The Passat also impressed with its dynamics, winning praise for its excellent stability control calibration and an ability to shrink around drivers, making the car feel smaller on the road than it is. Volkswagen's latest touchscreen infotainment system also won fans by offering excellent smartphone connectivity by mirroring the functions of popular handsets.



However Drive penalised the Passat for being the most expensive to buy and service, and for requiring customers to buy premium fuel. The best Family Car was judged to be the Ford Mondeo Trend, with the Passat second and the Skoda fourth.

The **Golf Alltrack** won the **Best Small SUV** category, beating the Mazda CX-5 and Hyundai Tucson.

"Volkswagen's Golf Alltrack squares up to the established players by offering a two-box body, but then

throws a curve-ball with its ride height that's somewhere between an SUV as we know it and the station wagon on which the Alltrack is based," said the Drive report.

"It has the wheel-arch extensions to look convincing, but it drives much more like the Golf wagon, on which it's based, than an SUV. Which is another way of saying it's the pick of the bunch when it comes to the actual driving experience.



"The turbocharged engine is punchy and lively and the six-speed DSG transmission gives sharp shifts and a very positive feel.

"But by being somewhat closer to terra firma, it doesn't have to grapple so much with the traditional SUV's conundrum of a high centre of gravity and the too-firm suspension required to cope with that. So, essentially, the Alltrack is one small SUV that not only tackles corners with enthusiasm, it also rides well too.

"Unlike more than a few SUVs in this category, the Volkswagen also comes standard with all-wheel-drive, not front-drive with AWD an extra-cost option.

"While the VW clearly isn't as tall as the rest, in reality, the ground clearance at its lowest point is just 35mm shy of the Mazda CX-5's touch-down point, so it should still tackle bush tracks without any real problems.

"While the Alltrack won't offer the high-and-mighty cabin that some buyers are looking for, that relative lack of height will win it many friends come the time to actually pilot



it. And that's why it's the new champ in this category."

The Audi Q7 won the Best Luxury SUV category, beating the BMW X5 and Volvo XC90.

The Golf R finished equal second in the Best Performance Car Under \$60,000, along with the Holden Commodore SS-V, but was beaten by the Ford Focus ST.

The Porsche Cayman GTS was Best Performance Car Over \$60,000.

No Volkswagens made the overall award final 5, where the overall Drive COTY winner was the Ford Everest Trend.

## Australia's Best Car Awards postponed.

Normally at this time we would also report the results of the annual Australia's Best Car awards, run by the motoring organisations the AAA, NRMA, RACV and RACQ.

However the 2015 Australia's Best Cars program launch date has been postponed in light of recent issues regarding emissions compliance and the use of so-called 'defeat devices' to evade clean air standards in several million Volkswagen Group vehicles worldwide.

Australian Automobile Association Chief Executive Michael Bradley said: "The AAA Board is of the opinion that the program cannot accurately or fairly assess Volkswagen

Group vehicles against each criterion and as a result, no Volkswagen, Audi, or Skoda vehicles are able to be considered in this year's program.

"This decision requires additional scoring and vehicle assessment work be undertaken and this has obliged the AAA to postpone the program's November launch until the New Year.

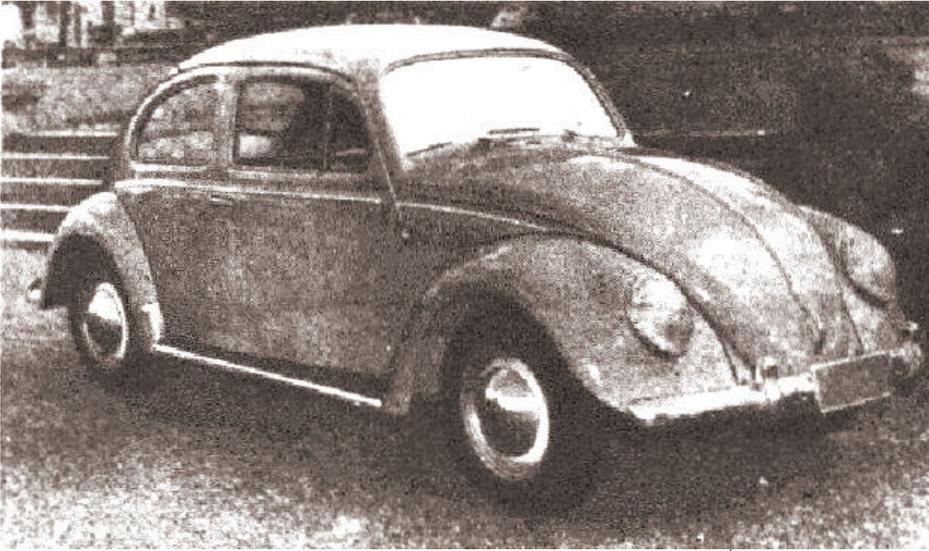
"The Australia's Best Cars program prides itself on being the largest independent automobile assessment and awards program in Australia, evaluated by judges who together have more than 200 years of experience in the industry and spend more than 7000 hours on the road every year testing new cars.

"It is a robust information source available to the more than seven million Australians who are today members of AAA clubs and the delivery of credible and reliable information is of the utmost importance to the AAA Board."

The Australia's Best Cars program sees more than 200 vehicles assessed each year against criteria such as Value for Money, Design and Function, and On the Road Performance. The program seeks to test, review and report on new cars released into the market to provide the best advice to the members of Australia's automobile clubs.

Australia's Best Cars awards will be out next month - but in light of the postponement being a result of Volkswagen and its emissions scandal, and no VWs to be considered, we won't bother. Why aren't petrol VWs included??

The Wheels Car of the Year award, Australia's longest running and (still) most prestigious motoring award, will also be announced next month.



## 1958 Volkswagen Road Test.

Road Tested by Sturt Griffith B.E.

*The Sydney Morning Herald*, Monday 10 May 1958

Very occasionally, a designer produces a car which continues basically unchanged for many years. Such a case was the Citroen Light Fifteen (Traction Avant), which enjoyed popularity throughout the world for some twenty years.

Now the Volkswagen is within an ace of the Citroen record. The VW was demonstrated to the world in 1939 (although not entering production until 1945), and today it approaches the zenith of its popularity, rather than falling into a decline.

It is significant that both of these cars were unorthodox. Their virtues did not spring from this fact alone, but from two particularly sound designs which had little in common with the usual run of cars of their day.

### Test Route

The 265-mile (430 km) route starts from Penrith, and crosses the Blue Mountains by the Western Highway to Mt Victoria and Lithgow. The journey back from Lithgow is by the Newnes Road to Bell (altitude 3,500 ft (1070 m)), Mt Tomah, Kurrajong Heights and down to Windsor. The route then extends north to Wisemans Ferry, back to Castle Hill, then across country to Penrith.

The route includes strenuous test hills, winding mountain roads, and a balanced length of flat country running.

### Characteristics

The VW is, of course, an unusual car. It is not my object to add to the controversy which has long persisted as to why it has good or bad features. Rather shall I record my observations on its actual behaviour on a road test.

This car has personality, principally based upon the qualities of its quick steering, its eager cornering, its superb riding on bad roads and its fool-proof gearchange.

I think that only in its rather over-enthusiastic cornering on wet roads is it open to criticism. The skilled and experienced driver will enjoy this characteristic, whereas the novice must approach it with care until it is understood and mastered.

The cornering characteristics of the VW change far more noticeably than do those of the conventional car, from the light load to the full load conditions. The difference should be noticed and remembered by new owners, until the behaviour of the car is anticipated instinctively.

All of this may sound difficult or involved. It is really nothing to be concerned about, but I am genuinely of the opinion that a new owner should give

intelligent thought to the driving of the VW. He will be a better driver of this, or of any other car, by so doing.

Perhaps the enjoyment resulting from skilful driving of the VW makes an important contribution to the popularity of the car.

The actual road performance of the VW is dominated by its very high gearing in top. This is quite the highest top gear fitted to any small car. Its purpose is clearly to keep down engine revs when touring in flattish country, to allow full throttle driving for indefinite periods, and to economise on fuel.

Inevitably, such a high top gear brings with it poor hill-climbing and acceleration in that ratio.

There are some features of the VW which will cause adverse comment. No-one enjoys the whine in third gear, particularly as this ratio must be used a great deal.

The absence of any form of front floor ventilation is regrettable as, in spite of a rear engine, road heat can engender slightly uncomfortable conditions in mid-summer.

Leg room is restricted in the rear compartment, the rear windows of which do not open.

### Hill Climbing

The gears used, and speeds recorded, on the test hills were:

LAPSTONE (average grade 1 in 16, maximum 1 in 13½): Top gear at 40-53-38-41 mph (64-85-61-66 km/h).

BODINGTON (average grade 1 in 11½): Top gear, with third for last 200 yards, at 50-30-36 mph (80-48-58 km/h).

LETT RIVER (1 in 12, maximum 1 in 8½): Third gear in a consistent climb at 40-31-41 mph (64-50-66 km/h).

SCENIC HILL (1 in 10, maximum 1 in 8): Third gear at 50-25-28 mph (80-40-45 km/h).

MOUNT TOMAH (1 in 12, max 1 in 9): After a start in top, a lively climb in third at 50-35-42 mph (80-56-68 km/h).

KURRAJONG WEST (1 in 12½): Top and third gears in equal proportions, at 50-40-43 mph (80-64-69 km/h).

Overall, top gear yields a road speed of 20 mph (32 km/h) at 1000 engine revs. The power loaded weight ratio is 41.1 bhp per ton (30.2 kW per tonne), with a load of 3 cwt (152 kg).

### Touring Speeds

Owing to its high top gear the VW has an effortless

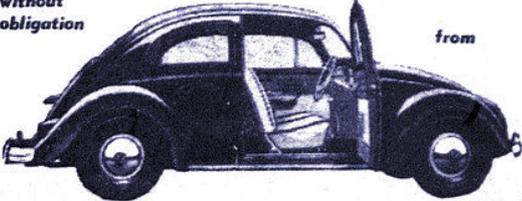
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cruising speed around 65 mph (105 km/h) in flattish country. It is, however, much affected by hills and winding roads, when third gear will frequently be used.

There is never any need to consider the engine in top gear, for it manifestly cannot be over-speeded. The car can be driven at full throttle for as long as the owner desires.

At the other end of the scale, the VW is not happy in top gear at low speeds, and particular drivers will change down generally below about 35 mph (56 km/h) if prompt response is required.

### Acceleration

The car pulls best around 40 mph (65 km/h) in top gear, where its maximum torque of 56 lb-ft (76 Nm) is developed.

Free use must be made of the gearbox to obtain good acceleration in the town driving ranges. For best results, second gear should be used up to 30 mph (48 km/h), third gear up to 40 mph (65 km/h) and top gear over that speed. The engine is, however, smooth (if leisurely) from 25 mph (40 km/h) in top gear.

Times for acceleration are: third gear: 20-40 mph, 8.5 secs; 30-50 mph, 9.8 secs. Top gear: 20-40 mph, 14.8 sec; 30-50 mph, 15.9 sec.

### Roadholding

The VW corners quite eagerly, and at moderate speeds it shows no unusual tendencies at all.

If, however, the car is cornered hard, say on greasy roads, the slip angle of the rear wheels increases noticeably and gives the car an oversteering tendency. In other words, the car must be steered out of the corner rather than into it.

This characteristic occurs more pronouncedly without rear-seat passengers, for when the car is fully laden its cornering is virtually normal.

Again, this over-steering tendency is pleasant when one learns to handle it. It makes cornering very easy, light and quick.

Without the rear seat loaded, the rear wheels tend to slide rather readily, but they can be controlled without difficulty.

Ride is really excellent on rough roads, and the suspension is particularly well suited to country work. With a light load on average bitumen roads, the suspension will be regarded as a trifle firm.

### Steering

The worm and sector steering gear has not a great deal of self-centring action, nor quite as much 'feel' as is common today. It is light in action, but on the test car was inclined to stick slightly on small movements from straight ahead.

Only 2½ turns are required from lock to lock, so that the steering is pleasantly quick. It was also free from any bad

reaction over the roughest roads.

The turning circle is quite large for the size of the car, at 36 feet (10.97 m).

### Braking

Pedal pressures were somewhat higher than is found in many modern light cars, but results were satisfactory.

The brakes proved themselves to be quite free from fade, and their action was at all times even. Brake lining area is 80.6 square inches (520 cm<sup>2</sup>).

The handbrake is of the pull-up type, at the driver's left hand. It stopped the car quite readily down a gradient of 1 in 8.

### Fuel Facts

At an average speed of 42.2 mph (67.9 km/h) over the test route, the VW yielded a very satisfactory 43.7 mpg (6.5 L/100 km). This is equivalent to 38.2 ton-mpg and it gives a fuel speed factor (ton-mpg x average speed) of 1,615.

At this rate of consumption, the fuel tank gives a commendable fast cruising range of approximately 385 miles (620 km).

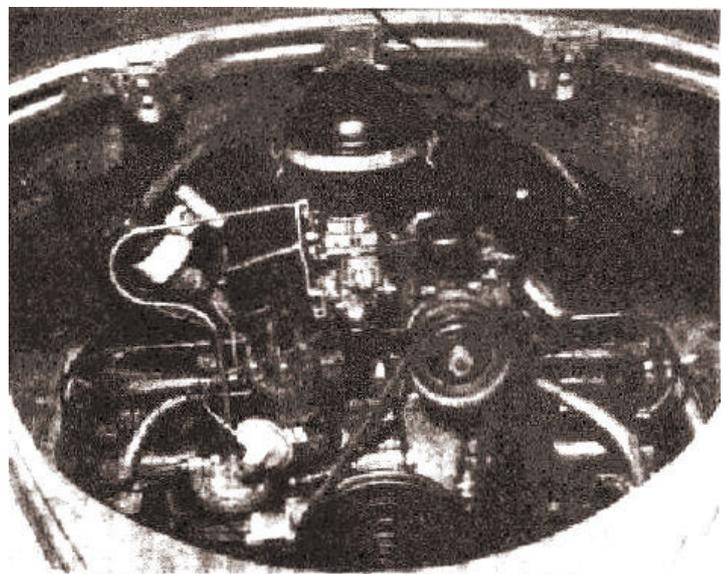
### Driver's Layout

The arrangement of controls for the driver is quite satisfactory, but one must remember that this is a small car. The individual driver's seat is comfortable and is adjustable for both leg length and squab inclination.

The steering column is heavily raked, the wheel is in a pleasingly low position and forward vision is good.

The rear window is high (over the engine), and although it has been recently enlarged considerably it has still not the area now generally found on other light cars.

The driver's window requires 3½ turns of its winder. The single instrument is a speedometer directly before



Access to the rear engine of the VW is particularly good.

the driver. Small warning lights are provided for other units (trafficators, oil pressure and generator). The pedals are set rather high and their spacing is none too great.

The central floor gearshift is good, in spite of a rather long movement. The synchromesh is second to none in the world, and allows instantaneous changes between any of the three top ratios.

### Engineering

Access to the ancillaries of the rear engine is particularly good. However, tappets must be adjusted from beneath, and it is usual to remove the engine in order to repair the clutch or effect decarbonisation.

The VW is based upon a platform chassis built around a tubular backbone, and independently supported by trailing arms and torsion bars at each corner.

The engine drives forward to a differential and an all indirect gearbox, the main ratios of which are: top, 3.6; third 5.4 and second gear 8.3 to 1.

Engine bore and stroke are 77 x 64 mm, compression ratio is low at 6.6 : 1 and specific power output is only moderate at 29.4 bhp (18.6 kW) per litre.

The engine is cooled by a fan, the exhaust from which is used as a very efficient heater and demister. A great deal has been done to reduce fan noise, and it is now virtually silent except for a slight hum from around 55 to 60 mph (90-100 km/h).

### Body

The two wide doors give easy access to the front seats, the squabs of which incline forward to permit access to the rear compartment. The front individual seats are 19½ inches (49.5 cm) wide and the rear bench seat is 51 in (129.5 cm)

across. Both are comfortable, with rubber over springs, and covering is of synthetic material.

The rear seat may be folded or removed quite quickly to convert the rear compartment into a carrying space. Leg and head room are good in front, but space in the rear compartment is severely limited.

A heating and demisting system is provided, but there is no means of delivering cold air to the floor. The front windows are fitted with ventilating panels, but the rear windows are fixed.

The 'safety circle' in the windscreen, before the driver, has been restored in the current model.

Luggage accommodation is confined to space behind the rear seat, and under the front bonnet, in which latter compartment the spare wheel and petrol tank are also carried. The total luggage accommodation is approximately 7 cub. ft. (200 litres).

### Summary

The Volkswagen is a small four-seater car, which has characteristics well removed from the usual run.

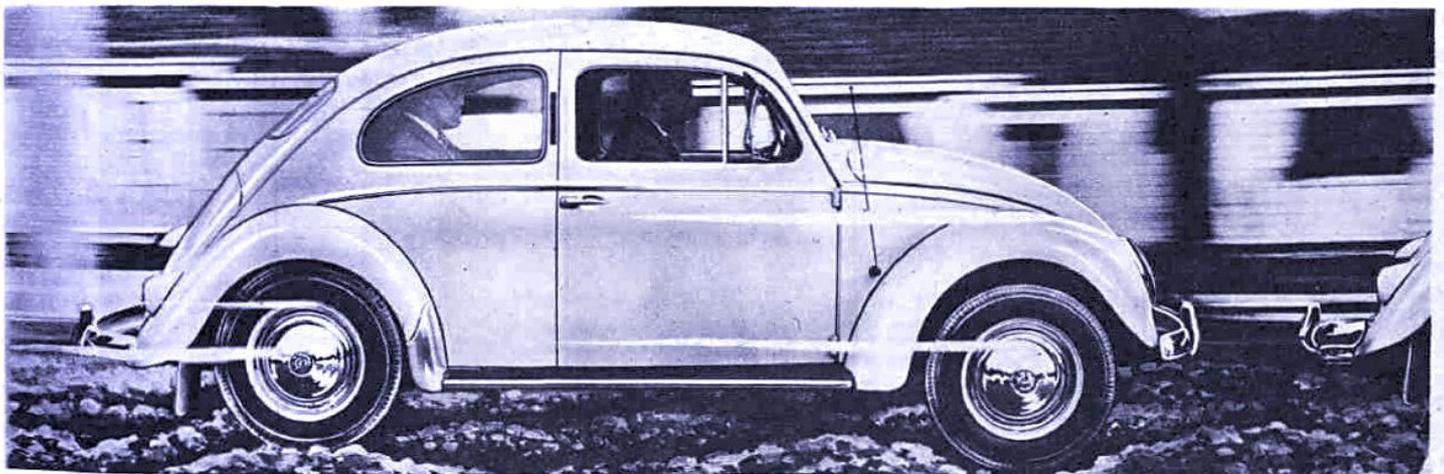
It has exceptionally good riding qualities, more particularly on bad roads. It steers easily, and it corners with eagerness.

The VW is perhaps best suited to the good driver than the novice, but provided the new driver approaches the matter intelligently he should learn to drive the VW well and will enjoy its nimble handling.

The gearing of this car is particularly high in top, conferring a fast cruising speed, long engine life and maximum fuel mileage.

The penalty is poor hill-climbing and acceleration in top gear. However, with its perfect gearbox there is no excuse

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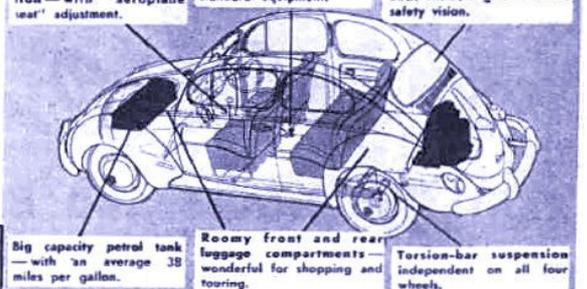
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# VOLKSWAGEN

Distributors in all States and a national network of Service.

for not using third gear as necessary.

The car, although light, has great strength built into it. Its various characteristics suit it to permanent country use in those districts not demanding high power.

The car tested was made available by the distributors, Lanock Motors Ltd.

Stuart Griffith B.E.

#### About This Car:

**Size:** Four-seater, small luggage space. Wheelbase, 7 ft 10½ in (2400 mm); Overall length, 13 ft 4 in (4065 mm); Track, 51 in (1295 mm) and 49.2 in (1250 mm); Clearance, 6½ in (165 mm); Tyres, 5.6 x 15 in; Fuel tank, 8.8 gals (40 litres).

**Weights:** Unladen kerb weight, tank full, 14½ cwt (740 kg). Laden weight as tested, 17½ cwt (890 kg).

**Mechanical:** Flat four-cylinder air-cooled engine (in rear), of 1192 cc capacity. Gross output, 36 brake horsepower (RAC rating, 14.7 hp). Four speed gearbox. Separate 'platform' chassis.

**Touring Fuel Consumption and Average Speed:** 43.7 miles per gallon (6.5 L/100 km) at an average speed of 42.2 mph (68 km/h) over the test route.

**Maximum Speeds (in touring trim):** Top gear, 72.5 mph (117 km/h); third gear, 62 mph (100 km/h); second gear, 47 mph (76 km/h).

**Price:** Two-door saloon, £971 (incl. tax).

## Canberra Community Christmas Carols.

Canberra Club VeeDub members David, Ashleigh and Billy Cook's local parish organise this annual event, and their pastor extended an invitation for Club members to come along this time and join in the carols by candlelight.

So a collection of VWs and their owners gathered on Sunday, 13 December in the Defence car park before driving off at 6pm: Iven and Gwen Laufer with their orange Fastback, Mandy Conway with Ashleigh Cook's red and white Beetle, and then the Kombi contingent which included David and Billy Cook with their blue Kombi, Norma and Anthony John with their 1976 camper, and David's friend Greg with his green Kombi.

David led us through the city, detouring through Civic and Braddon to appreciative onlookers, before I took the lead



for the drive to Downer, for a special request. Michael Conway's mum, Doris, had just turned 90 and she had wanted to take part in a VW cruise for the occasion. The look of sheer delight on her face as our convoy arrived and parked in front of her house was magic! Doris then took her seat in the red and white Beetle for the rest of the trip to Harrison.

Quite a crowd greeted us, with many approaching the cars for a look and chat, made easier because we were able to park our Volkswagens on the grass at Mullion Park as a group. Two late comers joined us, Tony Warner and his green Superbug as well as David's friends Barry and Normie Morcom in their 1958 pale blue Beetle. This time it was our turn to surround a volksie to see and admire!

I asked Barry to send me a little of the car's history, which follows:

"The car was bought in Durban,, South Africa by my mother. It was bought brand new and, I believe, was imported from Germany. We immigrated to Australia in 1961, and hence its arrival in Australia. It served my mother well until she stopped driving in 1989 and passed it on to me. In 1995 both the engine and gearbox packed in on my way out of Sydney, returning to Canberra, and were rebuilt by Volksbahn Autos in Sydney. Since then I have had the inside and outside restored and continue to use the car as my everyday car."



We then took our place amongst the crowd, and were in fine voice, singing our collective hearts out for our supper, a delicious sausage sizzle.

Many people from the surrounding neighbourhood had come along, and a highlight for me was seeing so many children running around and happily playing whilst the adults sang Christmas carols. The only time they stopped was when Santa arrived at around 7pm in a well known blue Kombi, driven proudly by David. Sweet treats were distributed as Santa wandered through the Park.

We all look forward to next year's event, which is bound to attract even more people.

Mandy Conway



the three top places.

Provisional winner is Barry Ferguson, driving a Volkswagen 'beetle' with a 1,600 cc engine, disc brakes and a limited slip differential.

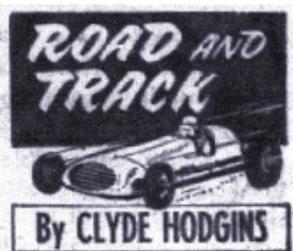
Ferguson's 'beetle' was not as quick as his works teammates Ray Christie and Tony Theiler, who really had their machines flying. But 'Fergie' won because he made fewest mistakes, and the excellent navigation of surveyor David Johnson. Ferguson lost 330 points, followed by Frank Kilfoyle (Cortina GT) 379, Bob Holden (Mini) 464, Colin Bond (Colt) 467, Ian Vaughan (Cortina GT) 482 and Tony Roberts (Holden) 512.

Then came Max Winkless (Volvo) 552, David Hansen (VW) 612, Bruce Collier (Renault Gordini) 642 and Bruce Hodgson (Cortina) 696.

Following the European pattern, most of the rally was off public roads and into

## 1967 Rothmans Southern Cross Rally.

*The Sun-Herald*, 15 October 1967



Last week's 2000 miles Rothmans International Southern Cross Rally rates as one of "the world's toughest," according to overseas stars Timo Makinen, Paddy Hopkirk and Tony Fall.

This was because 90 per cent of the roads were gravel, something unheard of in even the tough European rallies.

But it was not the toughest – a distinction still held by the East African Safari.

None of the three B.M.C. drivers had any complaints; they consider the rally organisation perfect.

Neither Makinen nor Hopkirk finished because of gearbox failures, but Fall looks like coming third in his class.

Makinen and Hopkirk misjudged how tough and rough the Rothmans was going to be and so drove too hard in the early stages, instead of conserving their cars.

This was obvious at the first rest period at Canberra, where Makinen, Hopkirk and Fall held

forest divisions.

The rally director, Bob Selby-Wood, laid a baited carrot to drivers and almost to a man they fell for it.

Once again following the overseas idea, he set impossible averages so that the best drivers completed each section with the loss of fewest points.

Drivers tried to do the sections on time and in doing so, took heavy toll of their cars to complete the 2,000 miles.

The only cars not to feel the extremely rough going, with maximum 48 m.p.h. (77 km/h) averages, equal to a cruising speed of 60 (98 km/h) on narrow tracks and outcrops – were the Volkswagens.



Ferguson's winning VW on the Wombeyan Caves road.

The Holdens took the battering next best, although this meant replacement of shock absorbers and front disc pads at regular intervals.

Hero of the Rally was Colin Bond, with Brian Hope navigating, in the works Colt Fastback. This tiny car finished provisionally fourth outright and probably bounced around more than any other vehicle. Bond could have done better except for going off the road when confronted by a broken down Jack Murray on one blind corner.

### I drove a Holden

The only big cars to finish were Holdens. The high performing Holden 186S is a real eye-opener when fitted with the optional four-speed gearbox and limited slip differential.

This is my opinion, after driving one of them, nicknamed 'The Red Baron,' in last week's Rothmans International Southern Cross Rally.

Liverpool dealer Pat Cullen lent me his demonstration 186S on condition that I paid all expenses.

I designed the run as a rugged competition test of the 186S and also to get the inside story, as an entrant, in a world-class rally.

With Mike Brown as navigator I reached the start, much to the amazement of fellow competitors, with no extra fuel except the standard tank, no sump guard, and with normal tread Dunlop SP41 tubeless radial tyres.

Time was no object and we lost 1,200 odd points in the first two nights.

During this period we had time to tow Monte Carlo winner Timo Makinen for nine miles after he broke the gearbox on his Mini S; and to transport Gallaher 500 miles winner Harry Firth for 12 miles after his Lotus Cortina crashed over a cliff.

With the normal tread tyres I had to really back off in the black, slippery Victorian forest mud, and was stuck on one hill for more than an hour.

At the halfway mark, Bairnsdale, we bought two Dunlop Wintertreads for the rear wheels. This made all the difference and we cut our points loss down to a quarter of that lost previously.

Now it looks as if our car is second in the standard class for big cars, behind Greg Garard and ahead of John Garard.

Clyde Hodgins

# Volkswagen rally team wins on Castrol



**1967 ROTHMANS INTERNATIONAL SOUTHERN CROSS RALLY** 4th - 8th October

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## Basic Jugs 3.

(see also Basic Jugs 1, August 2015, and Basic Jugs 2, November 2015 - Ed.)

In manufacturing a cylinder barrel, the cast iron blanks are first bored with a multi-point tool then brought to their finished size with an abrasive hone. The last step is to scour the honed bore with a coarser, reciprocating hone operated at a fairly low speed. This produces the characteristic cross-hatching, the grooves of which hold a significant quantity of oil that facilitates the process of breaking-in the freshly assembled engine.

The grooves also hold a residue of carborundum, stripped from the coarse hone. These particles can produce vertical scoring on start-up, creating wounds in the cylinder wall that grow progressively worse over time. Although there are a number of high-tech ways to remove the residue (ultrasound is one) but the cost of doing so can push the price of a set P&Cs right out of the market-place.

Fortunately, there is an effective low-tech method developed in the early days of automotive maintenance. You simply scrub the bores of your newly honed cylinder with an abrasive cleanser. For the last seventy years or so Bon-Ami cleanser has been the preferred stuff, but other cleansers containing pumice, chalk or diatomaceous earth work equally well. These relatively mild abrasives break-down under pressure and are no threat to the innards of your engine. Alas, you can't use any of the modern-day scouring powders which often contain such lovely stuff as powdered glass and chlorine bleach. Chlorine is about the last thing you want anywhere near cast iron and powdered glass, while it does a beautiful job of removing the porcelain from the kitchen sink, is almost as bad for your engine as carborundum.

There are two schools of thought on how to scrub your jugs. One sez the only proper way to do it is up and down, the way God intended. But there's a few heathens who insist on doing it roundy-round, especially those who advocate the use of Lava soap rather than Bon-Ami. Others use Boraxo Powdered Hand Soap; a few mix their own formulations.

Personally, I've not noticed any difference at the finish line. In fact, the main difference is between those who do scrub their jugs versus those who don't. The former make up a lot of the familiar faces in finish-line photos while the latter are rarely seen at all. Some (including me) will argue it isn't the scrubbing but the overall attention to detail that is the key to a properly assembled engine. Scrubbing your jugs is just another of the many 'unimportant' details the newbies joke about and never do since it serves no purpose. According to them.

As to how to give your barrels a bath, the holes for the head-stays divides the barrel into quadrants. Put the barrel into your wash bucket, tub or whatever, submerged in water. Dampen your sponge,



FIGURE 1

charge it with a couple of squeezes of Bon-Ami, 20-Mule Team or whatever, pick up the jug in one hand, the sponge in the other and give one quadrant twenty strokes. Dip, re-charge the sponge, rotate to the next quadrant and repeat. After doing all four, rinse the barrel and the sponge... and do it all over again. Four more times. Fig 1 shows the area set up for scrubbing jugs.

If you're a Lava Man, same routine except you're going roundy-round whilst everyone else is doing it up and down.

Expect it to take fifteen to twenty minutes per jug.

But before getting all wet & sweaty go find a big pot, fill it with water and set it to boil. If you've got a stove in your shop (I do!) things are a bit easier than if you have to work in the kitchen. Or the back yard. Working outside, the best boiler is probably a barbecue. And yes, you want the water boiling, or as close to it as you can get at your elevation.

You'll also need a piece of stiff wire to fish the jugs out of the boiling water and a pad of newspaper or cardboard to sit them on after they are sprayed. As in WD-40. Because if you aren't standing there Johnny-on-the-Spot with your can of WD-40 at the ready, your jugs will rust right before your eyes. And yes, WD-40 is okay for this job. In fact, that's what the 'WD' stands for: Water Dispersant, formulation #40. Developed for Convair back in their Atlas missile days.

Ready to scrub? Then go to it.

After scrubbing a jug, take it over to the hot pot, hook the wire through a hole and slosh it in the boiling water. Do a good job of it; you want that jug to get hot. While it's getting hot you're grabbing a rag to use to hold on to the can of WD-40



FIGURE 3



(soapy hands, etc.).

Raise the hot, rinsed jug out of the water, orient it so the over-spray won't kill anything and soak it down with WD-40. Let it drip a bit then sit on the drain pad, recover your wire and get busy with the next one.

Figure on spending an hour or more per set of jugs. And that doesn't count the preparation and clean-up. (Hint: Doing more than one set of jugs at a time will reduce your overhead.) (Double Hint: Add another notch to the fin showing which set the jug belongs to.)

Despite conventional wisdom, WD-40 is not a protective coating. It was - and is - a water dispersant and while handy for other things, protecting bare metal isn't one of them. So make up a pad of paper towelling, soak it with motor oil and wipe down the bores of your scrubbed jugs. Careful! The last one out of the pot will be too hot too touch. Try doing a bit of clean-up first; give it a chance to cool down. Okay; now wipe them down and put them back into the box according to their notches/numbers. (Fig 3 up at the start of the article shows the scrubbed jugs cooling in the shade.)

Bob Hoover



PS -- Someone familiar with my shop wondered why most of the photos were taken in the patio.

I've got a nice shop with a lot of tools. A nice private shop. In this engine assembly series I'm sticking to basic methods that don't need a lot of tools. I no longer offer engines for sale. I don't encourage visitors, and there are things in my shop I prefer to share only with family and friends.

This will not affect the quality of the engine in any

way. Indeed, the pictures are probably a more realistic representation of what the average builder is doing.

## After-market Oil Coolers.

All reciprocating internal combustion engines used in automobiles are 'air-cooled', in that their waste heat is coupled to the atmosphere.

The main advantage of an air-cooled engine is its lighter weight. The lack of radiator, water pump and hoses translates into lower production costs. A lower parts count should mean less maintenance and greater reliability, but this isn't true if the engine is required to operate near maximum output for long periods, as is the case with the Volkswagen.

The success of air-cooling depends on the physical properties of air, such as its density and temperature. Thicker air, such as found at sea level, will absorb more heat than thinner, high altitude air such as found at Denver, Mexico City, or Bogota. The engine's ability to transfer waste heat to the air mass depends on the velocity of the airflow over the engine's heat conducting surfaces, the surface area of those conducting surfaces, and how well they conduct heat.

The success of a specific air-cooled engine, such as the Volkswagen, depends largely on the capacity of its fan, the shape of the air-containment shrouding, and the size and efficiency of its oil cooler. If the displacement of the engine is increased the factors above must be changed to insure the increased heat load can be coupled to the atmosphere.

The Volkswagen engine design dates from the early 1930s and reflects remarkable innovation for that period. Using principles adopted from motorcycle and aircraft engines, the first VW prototypes were not fitted with any form of oil coolers. They depended only on their deeply finned crankcase.

When this proved unsuitable, a variety of oil cooling methods were tried. A surviving photograph from 1932 shows an engine fitted with an external oil cooler but it was a plumber's nightmare. By making a minor modification to the magnesium crankcase casting, it was possible to fit an oil cooler within the fan housing. Hindsight has shown this to be a compromise, but the engine was less expensive to manufacture than one having an external oil cooler and appeared capable of meeting the durability specification of 100,000 kilometres before needing major overhaul. The original Volkswagen was priced at 1,000 marks; in the mid-1930s a low-cost car capable of delivering that level of service was unheard of.

The original Volkswagen engine was rated at 22 horsepower (SAE), and its wartime version at 25. The original fan and oil cooler design proved adequate for the task except in Africa. Engine problems usually involved the failure of the #3 exhaust valve. The #3 cylinder received the majority of its cooling air from the exhaust of the oil cooler. Already heated by passage through the oil cooler, #3 cylinder typically ran hotter than the other three. The added heat stress caused the early failure of the #3 exhaust valve.

Post-war development of the Volkswagen saw a steady increase in engine displacement, power output and thus waste heat. Engine failures followed the now familiar pattern of #3

EARLY SINGLE PORT  
NON-DOGHOUSE  
OIL COOLER



LATE DUAL PORT  
DOGHOUSE STYLE  
OIL COOLER AND  
OFFSET ADAPTER



cylinder swallowing its exhaust valve. But no significant changes were made in either air flow or oil cooler efficiency until 1971, when Volkswagen finally bit the bullet and redesigned the fan housing to accept a larger fan. At the same time they adopted a larger oil cooler having a higher heat transfer rate, and moved it to a new location outside of the blower housing, thus making it an external oil cooler.

The redesigned oil cooler was housed in a 'dog-house' attached to the front of the fan housing. After passing through the oil cooler the heated air was ducted out of the engine compartment.

The new oil cooler was the same design used on the Porsche and Corvair. Volkswagen used it earlier on the pancake engines used to power Type 3s, and an even larger version was later used on the Type 4 engine.

The doghouse style oil coolers have enough excess capacity to handle engines with displacements of 2000 cc.

Within a few years of their introduction to the hot south-western United States (and to Australia) it was clear that the Volkswagen had a problem keeping a cool head. Driven at highway speeds when the temperature was above 30 degrees ensured your Bug wouldn't last very long. Early Bug owners quickly learned they had to keep their foot out of it, or cross the desert at night. For VW Bus owners it was even more of a problem. The deserts of the outback were a lot farther from northern Europe than VW ever imagined.

Those of us adventurous enough to do our own repairs had good evidence that our engines would last longer if we could get the oil cooler out of the fan housing. The usual method was to make a hose adaptor that fit where the oil cooler normally mounted, allowing us to put the oil cooler somewhere else, usually in front of the air inlet to the fan housing so as to get the benefit of the air flow. This didn't work very well due to the small size of the stock oil cooler, so a variety of alternatives were tried, including heater cores and refrigeration coils. A large heater core appeared to be the perfect solution since they were widely available (they had remote heaters that mounted under the rear seats) and most of them worked very well - until the first cold morning, when they would burst.

Refrigeration coils also looked good, and even worked after a fashion, but the diameter of refrigeration tubing was

rather small. By the time you had enough of it to do a good job of cooling, the flow of oil was so restricted that you were liable to suffer a bearing failure, rather than swallowing #3 exhaust valve.

The interim solution was to use war surplus aircraft oil coolers. You could mount two of them across the air inlet behind the fan housing and no matter how large an engine you were running (some of us tried modified motorcycle cylinders; others used Corvair jugs), your engine would never overheat.

Mounting the oil cooler over the air inlet was of course a compromise, since it pre-heated the cooling air. But it was a better solution since it distributed the heat stress to all four cylinders rather than roasting #3.

By the late 1960s tube-type after market oil coolers were available specifically for Volkswagens. Unfortunately, tube-type coolers have a host of problems. Most offer too much restriction and many are made of copper and burst with depressing regularity. On the cheaper models the cooling fins are not brazed to the tube but simply pressed in place, presenting the heat flow with a high-resistance path. VW owners seriously interested in durability stuck with Corvair, Porsche and Harrison (aircraft-type) oil coolers.

Most recently, a steel plate-type cooler has become available. Intended to serve as a utility radiator for both lubricating oil and transmission fluid, it was never aimed at the Volkswagen market, although it was quickly adopted. The oil cooler may be mounted away from the engine when used with an auxiliary fan, or to the back of the blower housing. Its steel construction insures against leaks and while steel is not as good a conductor of heat as aluminium, the large size of the radiator makes it suitable for engines up to 2400 cc.

General conclusions? An external oil cooler is not required on dog-house engines up to 2000 cc, so long as they are correctly designed and built otherwise. Do not use a tube-type oil cooler. When installing an external oil cooler use AN8 (1/2") aircraft type fittings and high pressure oil hose with an internal diameter of 1/2". Racers, and those serious about durability, use Aeroquip fittings and hose, or their non-aircraft certified counterpart.

When mounted away from the air inlet, an auxiliary fan is required. The fan is normally wired in series with a thermostatically controlled switch.

When you install an external oil cooler you are doing something VW should have done in the first place, and which they got around to in 1971. This 'Better Late Than Never' brand of retro-fit engineering also applies to oil filters and hydraulic cam followers, which VW incorporated in its late Type 4 engines.

The smartest move you can make when installing an external oil cooler is to install it in conjunction with a full-flow oil filtration system, in which case it is installed downstream of the filter, usually on the other side of a thermostatically controlled valve.

Depending on the plumbing runs, an external oil cooler and filter will increase your oil capacity by about 1.5 litres. Aside from doubling the life of your engine the most significant change you'll see is a slightly longer warm-up time. With a filter installed you can extend your oil change period to 5,000 km (non-dusty conditions).

Bob Hoover

# What did Volkswagen do in the Rothmans Southern Cross rally?



## Won it outright.

(Results subject to official confirmation)

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So we naturally entered a car that can. A Volkswagen.

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It's another win to add to the 1967 list.

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Outright 1st and Team Prize in the Shell Festival 300 in April.

Outright 1st in the BP Rally of 1000 Hills in April.

Outright 1st and Team Prize in the Walkerville 500 Trial in July.

Outright 1st in the 850 Spring Rally in September.

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