

# Zeitschrift



**VW Beetle axed from Australian range.**

**April 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.

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<b>VW Motorsport Committee:</b>	John Ladomatos Craig Adams Conie Heliotis Eddie Fleita	Brian Walker Martha Adams Norm Robertson (JP)
<b>General Committee:</b>	Martin Fox Jeff Swords Craig Adams	Shirley Pleydon Sue Monaghan 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

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

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 1340  
Camden NSW 2570

## Our magazine.

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

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

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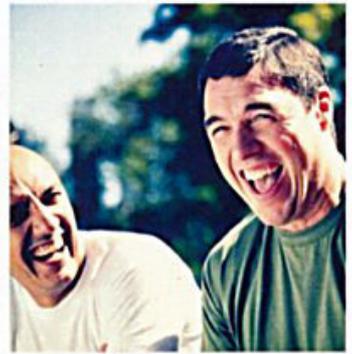
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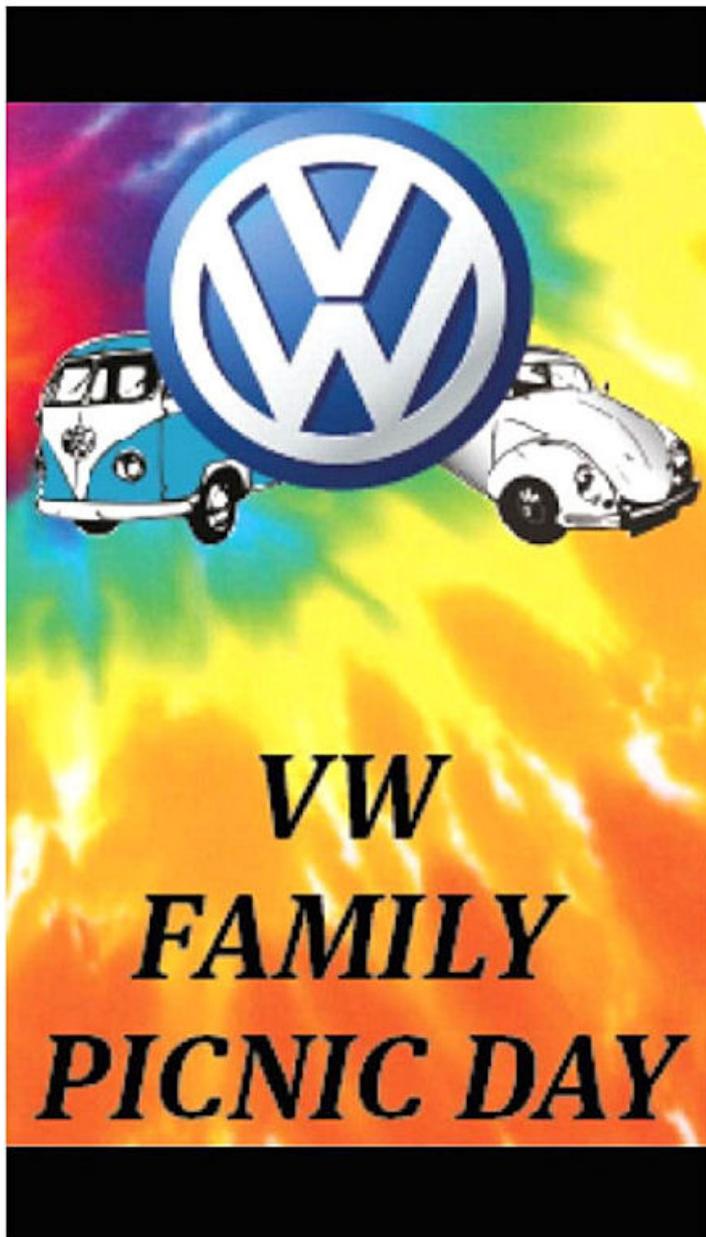
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**2016 Breakfast with the Cars**  
dates below:

Sunday 17 January  
Sunday 21 February  
Sunday 20 March  
Sunday 17 April  
Sunday 15 May  
Sunday 19 June  
Sunday 17 July  
Sunday 21 August

\* Dates are Subject to Change





**Sunday  
15 May**

**from 10am**



**All VWs welcome!  
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**(turn off at  
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**SATURDAY 21<sup>ST</sup> MAY  
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## Von dem Herrn Präsident.

It's been a bit quiet leading up to our major event, the VW Nationals in May, but there is still a great event to attend the week before the Nationals. It will be near Newcastle hosted by certified VW nut Andy Roberts at his house. Check details in the club magazine for times and the location.

Our major event of the year is of course the VW Nationals held over the weekend of May 21st and 22nd. The Supersprint on the Saturday is at Sydney Motorsport Park for the second year, and then the big show n shine at Fairfield Showgrounds on the Sunday.

I've just put my own entry in for the VW Nationals Supersprint. Hopefully we can get a good turn up again this year. I won't have my bug back on the road by then so it looks like my rice rocket will be getting a run but my son should be running his Beetle so at least one family member will be flying the VW flag.

Thanks to Chris Fraser our Supersprint secretary, all the paperwork including entry forms are now up on the club website. Please don't leave it to the last minute, or worse still, to the actual day to enter! You can make everyone's job a lot easier on race day if you:

1. Make sure your club membership is up to date and you have a membership card with you;
2. Have gained your CAMS licence well before the event, and have all your CAMS paperwork with you on the day. If you already have a licence, make sure it's up to date.
3. Get your entry form in ASAP so that Chris can start processing it early to get you in the correct class on the day.

Otherwise this is another job that must be done on the day, which wastes valuable time on the day and can affect how soon we get on the track and how many runs you get on the day. See the club website and the article by Chris in this issue for all information.

Rudi is going to do pre-event scrutineering at Vintage Vee Dub at Campsie on Saturday the 14th May. If we can get as many cars as possible scrutineered the week before it will really speed things up on race day.

Our club is very short on CAMS trained officials to help out at the Supersprint. If you would like to learn how to gain your CAMS qualifications please contact Rudi 0418 442 953 and he will tell you how to go about it.

You can also pre-pay for the Sunday Show 'n' Shine, and pre-complete your entry form, which will also make your entry faster and easier. There is an entry form for both Air and Water classes at the website at [www.clubvw.org.au/2016showshine](http://www.clubvw.org.au/2016showshine) and also printed in this issue for you to cut out and fill in. This year they are colour-coded – brown for Air and blue for Water – and the number of personal details to fill out has been reduced. This should make it easier and faster to fill out.

Choose your show entry class carefully – you can only enter one category. Make sure your year model is correct, and that you know whether your VW is standard or modified. The Concours category is available again, open to the very best

original 'stock-standard' VWs over 20 years of age. This category is judged by a panel of VW trade experts. All other categories are peer-judged.

This year your judging is easier than ever. You will be given a judging sheet as you enter. You only need to choose a few of your favourite VWs – up to 20 of them – and just write down the cars' entry numbers. You don't need to know what entry category the car is – as the computer will do all the working out. So choose whichever VWs are your favourites!

We will certainly need people to help us out on the day, just doing simple jobs, so if you can lend us a hand to make everything go smoothly, please let me know.

Our Vintage Registrar, John Ladamatos, would like to remind all our Historic Plate owners that we would like to see your Historic Plate VW at the VW Nationals. It's our major show of the year, and really that is what your Historic Plates are for.

There's plenty happening during the rest of year; check the calendar. We'd love to see you and your VW (old or new) at an event.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Happy April to you all. The year is quickly marching away as we head towards winter. The Canberrans had a great cruise to Majors Creek in March and there is a trip report in this issue. Thanks to Tony for running this one.

On 17 April we will be heading to the town of Collector for morning tea and a general catchup with everyone. We've had some issues organising this one but I hope we get a good turnout. Details will be in the email and I realise that the magazine may come out after the event. Thanks Willie for organising this trip.

May is a busy time with multiple events, watch your email for the details. On 1 May there is the Shoalhaven VW Show (in Berry NSW), as well as the VW Drive For the Community in Canberra. The latter event is run as a fund-raising activity for the Canberra Hospital and is quickly becoming a must-do for local VW owners. As part of the event they are raffling a holiday to Germany valued at \$12000, and each entrant gets a ticket. You can now get information and register at [www.canberrahospitalfoundation.org.au](http://www.canberrahospitalfoundation.org.au)

On 15 May the Shannons Wheels car show will be running, and of course on 21 / 22 May the VW Nationals are on in Sydney. It's a very busy month for enthusiasts and we will need help in covering all of these events. If you are able to assist at some of these events please let us know, as we will need help organising various facets.

Apologies to the members who attended our club meeting in March, when we had a 'carpark meeting.' This happens when we forget that the club doesn't open on public holidays. As a result we are holding the April meeting on 18

April, not 25 April (Anzac Day) as we normally would. With the temperature dropping I don't want to be out there discussing VW matters with my teeth chattering....so please consider coming to catch up with us on 18 April.

Have a good day all.

Bruce



## Klub Kalender.

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

### April.

**Sunday 17th:- Breakfast With The Cars**, at Canley Heights RSL & Sporting Club, 26 Humphries Rd Wakeley. Join your fellow classic car enthusiasts for an informal gathering and breakfast. From 8am to 11am, Gold coin donation for charity. Coffee, tea, bacon and egg sliders etc available. Trophies presented on the day. All VWs welcome!

**Monday 18th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

**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.

### May.

**Sunday 1st:- Berry Blast From The Past** show at Berry Showgrounds. Gates open at 9:00am. \$15 entry, includes and event plaque. Gold coin donation for non-showers for a look around. All funds to the Shoalhaven Cancer Council. Berry Markets to explore. Hosted by the Shoalhaven VW Club. **Join the Club VW Convoy at Uncle Leo's Caltex servo, Liverpool Crossroads, at 7:00am for a 7:30am departure. It's 135 km and 1 hr 40 min via Wilton, Mt Ousley, Wollongong and Kiama.**

**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).

**Saturday 14th:- Pre-Supersprint Scrutineering** for competitors, at **Vintage Veedub Supplies**, Unit 1, 11B Harp St, Campsie NSW 2194, between 9am and 1pm. In an attempt to streamline the required vehicle checks, and make the actual race day on Sat 21 May go smoother, we are having

pre-scrutineering. Entrants who would like to avoid the wait on race morning can come along and have their vehicles inspected the week before. You should ensure that you also bring along your helmet as well as the clothing you intend to wear on the day. Please contact Rudi Frank if you wish to attend, on 0418 442 953. NOTE: All vehicles that are pre-scrutineered acknowledge that they may be requested to present their vehicles for additional scrutineering if directed by the officials on the day of the event.

**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.

### June.

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

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

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

**Monday 27th:- Canberra General**

**Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## July.

**Sunday 3rd:- Bugs and Buses by the Bay 2016**, at Croudace Bay Park

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

**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.

**Saturday 30th – Sunday 31st:- VW Spectacular 2016** at Valla Park, Nambucca Heads. These are the main activity days but events are on the whole week before. Local VW cruises and tours; go-kart racing. Saturday street parade at Nambucca Heads; racing at Raleigh Raceway; Fund-raising charity dinner and auction. Sunday car show with Top 10 Shootout, swap meet, traders. VW stuff all week. Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695 203, or email [vwspectacular@gmail.com](mailto:vwspectacular@gmail.com). Visit the website [www.volkswagenspectacular.com](http://www.volkswagenspectacular.com) for more info and the essential booking form.

## August.

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

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

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



"I seem to be hopelessly bogged down  
— I'm on my third Volkswagen."

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

**Sunday 21st: Shannons Sydney Classic 2015** at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display. You must book with David Birchall at the monthly meeting or on (02) 9534 4825 to gain an entry/display

ticket. This year we are celebrating 40 years of the VW Golf in Australia.

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

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. 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.*



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### New Ads.

**For Sale:-** This original and running 1964 Type 3 Notchback 1500 has been garaged for the past eleven years. It had a partial restoration about eight years ago with all rust in the pan removed, new carpet, a number of new rubbers & seals, along with new tyres, only last week it received a new battery. It still operates on 6V. The body is straight, with no rust and the paint works is pretty good too. The engine seems to be ok and it has started every time, once new petrol has been put in. Included with the sale is a towbar (Yet to be fitted) along with some other bits and pieces. The Notch is available for viewing and test drive, at Epping NSW and will be sold with a roadworthy certificate, although it currently remains on Historic plates. Asking price is \$8500. if you are interested, please call Lex on 0447 007 265 or via email [lex@strauss.net.au](mailto:lex@strauss.net.au)

**For Sale:- This Volkswagen Beetle** is small but amazing. The rego is paid until Oct 2016. An absolute classic and in great condition. Everyone stops and looks at this amazing car they insist on calling "Herbie". It has a powerful 1.6 litre engine. The car and it's good conditioned body has done up to ensure its safe and reliable. This car has passed an official roadworthy. It won't last long at this price \$7,500 This car is exceptional value and won't last long. Rego paid until October 2017. Be quick it must sell ... And will be snatched up quick at this price. Asking Price \$7,500. Contact Joanne Fitzpatrick on 0422 872452 or email [tylisha766@icloud.com](mailto:tylisha766@icloud.com)

**For Sale:- 1967 split-window Microbus.** Made in South Africa, in great restored condition. Standard 1600cc (not matching vin and engine.) Standard gear box. South African build plate. Two-tone red and cream. We use it for long distance runs and camping only. The whole camper section was designed not to be bolted into the original body and can be simply lifted out the back if you want to put the original bench seats into it. I didn't want to mess with originality of the van so did this purposely. The camper section makes one

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**For Sale:- Also have a 1967 Fleetline single cab split window.** Busy been fully restored and is going for paint next month. Has matching Vin and engine, one owner with 90 000 original kms. Will be complete by end of May. Can also bring this one to sell. Contact Mr Jason Rom on 0412 134428 (mob) or email [jason@jdrproperty.co.za](mailto:jason@jdrproperty.co.za)

**For Sale:- 1971 Superbug,** rego until June. Seats good, no carpet. Great for a person who wants to restore. Car is in Fairfield West. \$2,500. Contact Ted on 0412 856162.

### 2nd Month Ads.

**For Sale:- VW model collection.** I have for sale, 115 Beetle models in a glass fronted display case, including working telephone, bar light and Jim Beam bottle plus other collectables. I'm asking \$500. These models are located in

## Trades and services directory.

## Trades and services directory.

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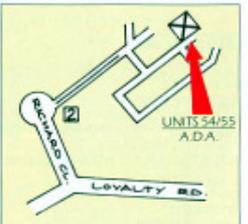
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**For Sale:- I have a 1973 Superbug L** for sale which I would initially like to advertise through your club. If you are interested, please contact Mr Peter Leppanen on 0410 029244 or email [peterleppanen@bigpond.com](mailto:peterleppanen@bigpond.com)

**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 converted to 12 volts. Inherited from grandmother who didn't drive much. Garaged since new mechanically sound. \$10,000. Please call Anna Ursino on (02) 4023 17889 (BH) or (Mob) 0410 499973, or email [anna1.ursino@gmail.com](mailto:anna1.ursino@gmail.com)

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

[vwperformance.com.au](http://vwperformance.com.au)

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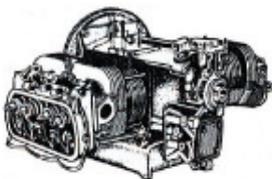


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## Beetle axed from Australian lineup.

Volkswagen Australia has confirmed that it will phase out the current second-generation New Beetle model from the local line-up later this year, only three years after this iteration entered sale.

But before it clears extant stocks, Volkswagen Australia will give interested buyers one last bite of the cherry, with plans to launch a special model called the Beetle Classic, a stripped-back variant with a unique look and no options.

Why this decision? Sales of the retro bug have faltered, and the business case has clearly evaporated. With one of the largest model ranges on the market, Volkswagen Australia is clearly seeking to reduce complexity.

Of course this is only an Australian-market decision. The Mexico-made New Beetle will continue to be sold overseas, especially for the US market where it is one of VW's major models there.

Volkswagen Australia has taken similar decisions with other models in recent years, in order to rationalise the Australian model lineup. The tiny Up! city car and the Eos hard-top cabriolet were axed from Australia in 2014. The Up! was superior to the similar small Asian cars in that segment, but it could not compete with their discounted prices. The Eos was globally axed by VW at the same time. The Scirocco coupe was also planned to be axed locally in 2015, but instead it was re-launched with a facelift shortly after.

Sales of the second-generation of the reborn Beetle have declined from 799 in 2013, to just 240 in 2015 (this compares with 22,092 Golfs in 2015). Sales are actually up this year, but 43 units over two months is a trickle compared to years gone by.

When the previous-generation, reborn 'New Beetle' launched here back in 2000, marketing hype and nostalgia for the original Beetle was at its height. It recorded sales of 1,328 in 2000, about one-sixth of VW's then total sales under importers Inchcape. But the VW retro wave crested and receded, the tide turned, and sales never went anywhere but backwards after that. In 2001 sales dropped to 906, then to 754, then to 540.

The New Beetle has never been anything more than a 'niche' model in Australia, and it faded away after

the novelty wore off. Since 2001 there has been a separate 'Best New Beetle' category at the VW Nationals, Australia's largest VW show, but for the last three years no entries - not one - have been recorded. The category has been withdrawn for 2016.

For whatever reason - and despite plaudits that this MY13 'new' New Beetle was a much better car than its undercooked predecessor - it's never really caught on like fellow new-but-old icons such as the Fiat 500 and BMW Mini, both of which slap it in sales. Even the previous Chrysler PT Cruiser outsold the VW New Beetle in Australia.

The Beetle range was already running at a shadow of its former self in Australia, with the convertible already discontinued. The only variant on sale has been a coupe with a 118kW

1.4-litre force-fed engine matched to a six-speed manual or seven-speed DSG, priced between \$31,390 and \$33,890 plus on-road costs.

Volkswagen Australia said in a statement: "The Beetle has become a niche model in Australia, and we plan to phase out the current generation later in the year," the company said.

"Of course, the Beetle is such a significant part of our heritage both locally and around the world, which is why we are planning to bid farewell to the current Beetle in Australia with a limited-run special model that will offer some unique equipment and individualised numbering.

"Rest assured, the current Beetle will get the send-off it deserves."

## Transporter and Caddy Runners.

The new-generation versions of the Volkswagen Transporter Runner and Caddy Runner vans are on sale now.

Volkswagen's budget-friendly Runner models have been around for a few years now, and these cut-price versions of the Caddy and Transporter are designed to appeal to those buyers who need a basic van for business needs. Adding to the appeal is that they look almost identical to the regular base model versions of each of their respective ranges, aside from Runner badges.

The new-generation T6 Transporter Runner TDI250, for example, is on sale from \$32,990 driveaway - or about



\$8000 less than the previous entry-point, the TDI340 manual (\$37,990 plus on-road costs).

While the Runner version mirrors the TDI340 in being powered by a 2.0-litre turbo diesel four-cylinder engine, the more affordable model has less power and torque on offer - 75 kW at 3500rpm and 250 Nm at 1500-2500rpm, compared with the higher-output models 103 kW/340 Nm. Fuel use is rated at 7.0 litres per 100km, which is 0.2 L less than the TDI340 model.

The detuned Runner engine comes mated exclusively to a five-speed manual gearbox - you'll need to opt up to the higher output powertrain if you require an automatic (in VW's case, the seven-speed dual-clutch 'DSG' unit). The discount compared to a variant equipped with that transmission is closer to \$11,000 - so the Runner starts to make sense.

Further, it still has items such as engine stop-start, a colour touchscreen media system with Bluetooth phone and audio streaming, USB and auxiliary inputs, a leather-wrapped steering wheel with audio controls, cruise control and more.

Safety isn't discounted, either, as the Runner version still gets dual front and front-side airbags, fatigue detection and rear parking sensors.

The Transporter Runner can only be had in short-wheelbase guise with a liftback tailgate. It has a payload of 1266 kg and a volume capacity of 5.8m<sup>3</sup>.



The other new arrival in the Volkswagen Commercial Vehicle ranks is the Caddy, which, like the T6 Transporter, launched a few months ago, and has now been joined by a more basic Runner version, priced at \$23,990 driveaway.

The regular Caddy range is powered by the TSI220 1.4-litre turbocharged petrol engine making 92 kW/220 Nm, but the new TSI160-equipped Caddy Runner model gets a downsized 1.2-litre four-cylinder turbo with 62 kW of power (at 4800rpm) and 160 Nm of torque (from 1500-3500rpm). Fuel use is claimed at 5.9 L/100 km, slightly better than the TSI220 with its DSG transmission, at 6.0 L/100 km.

It only comes with a five-speed manual, and again, if you want an automatic, you'll have to stretch the budget to the base model Caddy van, which is a \$28,990 plus on-road costs proposition.

The short-wheelbase-only Caddy Runner has similar equipment to the regular base model, including a touchscreen colour media system with Bluetooth phone and audio streaming, USB and auxiliary inputs, a leather-wrapped steering wheel with audio controls, cruise control and more.

Again, safety is still present in the Runner

version, with dual front and front-side airbags standard, as well as driver fatigue detection. Like the regular range, you don't get rear parking sensors standard.

The Caddy Runner only comes with barn doors, and its payload is rated at 779kg. It has 3.2m<sup>3</sup> of cargo capacity.

All Runner models are available only in Candy White solid paint, with Austin cloth interior trim in grey/grey and black.

The Caddy Runner and Transporter Runner models join the existing Crafter Runner and Amarok Core value-focused models. See them all at your Volkswagen dealer now.

#### **Pricing (driveaway):**

**2016 Volkswagen Transporter Runner - \$32,990**

**2016 Volkswagen Caddy Runner - \$23,990**

## **Passat Alltrack now on local sale.**

Volkswagen Australia has launched the 2016 Volkswagen B8 Passat Alltrack locally, with one engine and one specification for our market.

Priced from \$49,290, the 2016 Passat Alltrack pricing represents an increase of \$1000 over the old model, but comes with more kit to increase the value proposition.

The Passat Alltrack launches with one engine, a 2.0-litre four-cylinder turbocharged diesel that produces 140 kW of power and 400Nm of torque, which is mated to a six-speed dual-clutch automatic gearbox. Fuel consumption has been improved by almost 20 per cent from 6.3 L/100 km to 5.4 L/100 km.

Standard safety equipment has also been improved with the addition of the following features:

- o Autonomous emergency braking with City Brake support (at speeds of up to 65km/h)
- o radar cruise control
- o nine airbags (front, rear, side, curtain and driver's knee)
- o lane keeping assistant
- o blind spot monitoring
- o multi-collision assist (will brake the car after an impact to prevent a subsequent further impact)
- o driver fatigue detection system

Telling the Passat Alltrack from a regular Passat is easy thanks to flared wheel arches with plastic guards, brushed aluminium-look wing mirrors, 4Motion and Alltrack badges, brushed aluminium-look roof rails and a raised ride height.



Other standard features include:

- o Front and rear parking sensors
- o multi-angle reverse-view camera
- o keyless entry and start
- o power rear tailgate
- o underbody and engine protection
- o 18 inch Kalamata alloy wheels
- o full size spare alloy wheel
- o tri-zone automatic climate control with pollen filter
- o automatic headlights and windscreen wipers
- o Discover Pro audio and satellite navigation with eight inch colour touchscreen and Apple CarPlay and Android Auto
- o eight speakers with USB, auxiliary and Bluetooth connectivity
- o heated front seats and 40/20/20 split-folding rear seats
- o leather interior

The Passat Alltrack features an additional 27.5 mm of ground clearance in comparison to the regular Passat and comes with the addition of an off-road driving mode that adjusts throttle response characteristics and driver safety aid intervention.

The 4Motion all-wheel drive system uses an electronically-controlled multi-plate clutch that primarily drives the front axle and then sends torque to the rear as required.

Unique to the Passat Alltrack in the Volkswagen range is the use of Continental ContiSeal Mobility tyres that use a viscous interstitial layer to prevent up to 85 per cent of puncture-caused flat tyres.

With a 679-litre cargo capacity, the Passat Alltrack comes in eight colours - including the Alltrack-only Habanero Orange Metallic. The Passat Alltrack goes on sale nationally this month. See it at your Volkswagen dealer now.

#### Recommended pricing:

**2016 Volkswagen Passat Alltrack - from \$49,290**

## Golf Clubsport coming to Australia.

To celebrate 40 years of the German introduction of the Golf GTI, Volkswagen Australia has confirmed that it will bring the five-door Golf Clubsport, the most powerful Golf GTI ever, to Australia around mid year. 'Clubsport' is what the special model is called in Germany.

But as the 'Clubsport' nameplate is currently used by Holden Special Vehicles (HSV), the Golf Clubsport will be called the 'Golf GTI 40 Years' locally when it goes on sale here around mid-year.

This manic Golf is powered by a boosted version of the current 2.0-litre turbocharged four-cylinder petrol engine. Power output increases from an already impressive 162 kW on the regular GTI, or 169 kW on the GTI Performance, up to 195 kW. That figure jumps even higher to 213 kW of power for around 10 seconds, courtesy of an overboost feature.

The front-drive Golf GTI 40 Years therefore falls just



short of the AWD Golf R and its 2.0-litre's 206 kW punch under normal circumstances, but beats it under overboost - for 10 seconds anyway.

Torque output is the familiar 350 Nm during normal driving but that jumps to 380 Nm during the 10 second overboost feature. The Golf R is also 380 Nm (the AWD Golf is detuned for Australia's hot climate; the Euro R produces 221 kW/380 Nm). But unlike the R, Australia will get the full fruit Euro version of the Clubsport and it won't be detuned to meet local conditions.

"The GTI is obviously a very popular model for us. In Australia we love our performance cars. From our mind, it was always something we wanted to carry. Obviously overseas it's called a Clubsport, but in Australia we already have a fairly popular car called the Clubsport," said Volkswagen Australia public relations manager Kurt McGuinness.

"So these guys have worked with Germany and will be offering the Golf GTI 40 Years instead of the Clubsport and that will be a unique model to our market and will carry unique features and specifications. It will be the fastest GTI we've ever sold.

"It will be a special model, so we will have a run of that car. In terms of numbers and how many we carry, we're not sure yet."

While the Golf GTI Clubsport was released in Germany as a three-door only, Australia will receive a five-door version when it goes on sale locally. 3-door Golfs have never been popular here, and also VW Australia does not want to take business away from the Scirocco R, which has very similar specs.

The Golf GTI 40 Years can be told apart from a regular Golf GTI courtesy of huge black gills and intake on the front, black lining on the sides and back along with a black roof-mounted spoiler.

19-inch alloy wheels join body hugging seats inside the cabin along with bespoke GTI 40 Years insignia throughout the cabin.

In terms of pricing and specifications, Volkswagen Australia still hasn't determined a figure or fit for the market, but assures us that it will be unique to our market.

"It'll be within our current pricing strategy. It will have a lot of unique features," said McGuinness.

"It has a lot performance applications. It's obviously

front-wheel drive and you get a limited-slip differential - that's important - and the extra power. I would say this is the perfect car that is a road-driving track car."

The original Golf GTI debuted in Germany in 1976, in LHD only. RHD models for the UK market were not made until 1979. These were never sold in Australia. We did not get any Golf GTI model at all until the Golf 2 (low-spec 8V) in 1990, as part of VW's local relaunch under Ateco-TKM.

## Aussie diesel recalls imminent.

A recall announcement for around 77,000 Volkswagen vehicles sold in Australia is imminent, according to Volkswagen Australia.

The recall announcement will impact all vehicles fitted with the two affected Volkswagen EA189 engines: the 1.6- and 2.0-litre turbocharged diesel VW Group powerplants.

"There's no effect on performance, fuel consumption, torque, any of that," said Volkswagen Australia public relations manager Kurt McGuinness.

"Amarok will be the first car to go, followed by Passat and then we'll work through the models from there."

The fix is a single-stage software update for the 2.0-litre engine. This software update removes the 'dieselgate' code that allowed the vehicle to cheat emissions testing under certain circumstances. The removal of this code has no effect on vehicle performance or emissions, as the code was only activated during specific US-style emissions testing (which is not done in Australia anyway). Normal driving behaviour is unchanged.

The 1.6-litre engine requires the same software update, but additionally requires an air flow device that sits between the air filter and air flow meter. This device allows air to travel freely between the two, where previously it was being baffled, which resulted in inaccurate readings.



This process is expected to take around two hours, which includes the software update.

"There are two engines on offer in our market that are affected - the 1.6-litre and the 2.0-litre. The 2.0-litre is a software update, that's it, it takes about half-an-hour. With the 1.6, it's a software update and the addition of a filter and that takes about an hour," McGuinness said.

"In terms of the fix, it's an update to the software. It's

just changing some parameters."

Volkswagen Australia needed to jump through several regulatory hoops before the recall would be approved, with the process requiring approval from both local authorities and the German government agencies.

"It goes to the regulator [locally]. It's the Department of Infrastructure and Regional Development. Basically we've provided all the necessary information - it has also been signed off by the KBA, which is the regulator in Germany," said McGuinness.

## Amarok V8 Passion.

One of the best things about the annual Geneva motor show that kicked off last month is the plethora of weird exotica from the finest European tuning houses on show.

But it's not all about custom-built supercars for Swiss scions. How about this, the Volkswagen Amarok V8 Passion Desert, developed by German tuning house MTM and manufacturer Dirks?

It's an off-road version of MTM/Dirks' previous V8 Amarok model - that's right, there was already an aftermarket V8 Amarok - fitted with big off-road tyres and massively upgraded brakes. To clarify, this is NOT a Volkswagen Group official product.



In glorious fashion, the developers throw the regular 2.0-litre TDI diesel away and shoehorn in the VW Group 4.2-litre V8 TDI engine (from the Touareg) with a much more satisfactory 305 kW of power and no less than 930 Nm of torque, from 2000rpm.

The familiar eight-speed Tiptronic gearbox transfers the torque all four wheels via the 4Motion system - it's presumably toughened up for the task.

Apparently, the VW Amarok V8 Passion Desert is capable of a 0-100 km/h sprint in six seconds, with the top speed rated at 240 km/h depending on the choice of tyres. This version rocks 305/50 Cooper off-road tires, mounted on BBS 20-inch alloy wheels.

MTM has upgraded the braking system to 405mm front discs and 356mm at the rear. Upgraded coilover suspension has been fitted, as has a heap of underbody protection.

Inside, there are lashings of leather and Alcantara upholstery. The tuning firm has also installed carbon-fibre trim, auxiliary gauges, and an infotainment system with sat-nav and a TV.

But here's the truly staggering part. According to

reports, MTM says that the Amarok V8 Passion Desert will cost you around 200,000 Euros, or about \$A300,000... Not really a tradie special cheapie, then.

But imagine a circa-\$80K 'regular' Amarok with the V8 TDI engine fitted? Come on VW, make it happen.

## 2017 Amarok in testing.

The 2017 Volkswagen Amarok has been photographed undergoing cold weather testing in Sweden ahead of its world reveal around July and expected Australian launch in November this year.



It's not a redesign or totally new model; it's a facelift and freshen. The mid-life Amarok update therefore won't be bringing any drastic styling changes, though the disguise on the front of the ute does indicate a revised bumper/grille/headlight layout.

The cabin will also get a range of updates to bring it up to speed with the class-leaders such as the Ford Ranger. You can expect this to include new infotainment, with Apple CarPlay/Android Auto to feature, alongside new trims and - potentially - some active safety equipment. Whether it gets much-needed rear airbags remains unknown. Here's hoping.

Some reports are suggesting powertrain tweaks are on the horizon, though we expect them to be minimal at most. The current range uses a small 2.0-litre biturbo-diesel with either 132kW/420Nm, 132kW/400Nm or 103kW/340Nm depending on tune. There is still no sign of VW fitting the VW-Audi V6 TDI (as used in the Touareg).

Six-speed manual and eight-speed automatic transmissions are available, as are rear- and four-wheel drive configurations.

The Amarok has become an increasingly important car for Volkswagen Australia. It has a roughly 5 per cent share of the 175,000-strong Australian ute market, and is the company's third top-seller behind the Golf and Tiguan.

Much of this success is down to its new entry level workhorse variants that target the base Japanese entrants, and appeal to tradies rather than weekend warriors - though half of all sales remain the Highline.

We spoke with Volkswagen Commercials Australia director Carlos Santos recently, who said the company had a little way to go before it attained the tough image and "street cred" of rivals such as the Toyota HiLux, but that it was

getting there fast.

"It's a hard thing to break into, that's the Aussie ute market," he said. "That's why HiLux has been so successful, they've hung their hat on "unbreakable" for so many years.

"We still have to build that street cred and create that toughness image, which I'm not sure we've quite got yet, and that's why I still think there's so much potential... you've got to prove yourself."

2015 was the year of the ute in Australia. New-generation versions of the Toyota HiLux, Nissan Navara and Mitsubishi Triton arrived, as did upgrades for the Ford Ranger and Mazda BT-50. The Amarok, though, is largely unchanged since 2011, so the update will be welcome for VW buyers.

Within a few years, the Amarok will also see challenges from other Euro-badges utes, with both Renault and Mercedes-Benz to launch their own derivations of the Navara.

## VW T-Cross Breeze.

The Volkswagen T-Cross Breeze concept convertible SUV has made its debut at the recent 2016 Geneva motor show.

If the T-Cross name sounds familiar, that's because Volkswagen has used a similar moniker for a concept model smaller than the Tiguan in the past - that Golf-based targa-top show car from 2014 was known as the T-Roc.

Volkswagen have said several times at recent motor shows that a production version of the T-Roc - with or without that name - will make it to market in 2017.

As for this latest concept, it is currently unclear whether a drop-top mini SUV will form a part of the brand's plans in the future, but it seems clear that there could be a market for such a model, otherwise VW wouldn't play with the idea of a show car.



The image shows something that appears close to production. There are full-size side mirrors - a clear hat-tip towards market-readiness - and the styling of the T-Cross Breeze isn't outlandish enough to suggest that it's a fantasy car far flung from reality.

Inside the T-Cross Breeze is perhaps more like a concept than the outside, with very clean lines and a large floating-look media system that connects to the driver information screen.

The centre console looks futuristic, too, with what

appears to be a piano black-finished storage box, and the door pockets have intricately designed grab handles in front of large door pockets.

Under the bonnet of the T-Cross is a 1.0-litre turbocharged three-cylinder engine (from the Up!) producing 81 kW of power and 175 Nm of torque. It is front-wheel drive, and has a seven-speed dual-clutch automatic gearbox.

## VW Phideon.

The China-only Volkswagen Phideon luxury sedan has also made its debut at the 2016 Geneva motor show.

Measuring 5.05 metres long, 1.87 m wide, standing 1.48 m tall, and riding on a wheelbase that's over three metres long, the new Phideon is targeted squarely at China's chauffeur-driven limousine market. It is larger than the current Passat, and around the same size as VW's Phaeton limousine.



Under the skin, the Phideon is the first Volkswagen-branded vehicle to make use of the group's MLB component set for front- and all-wheel drive vehicles with longitudinal engines.

The top-spec Phideon is powered by a 3.0-litre turbocharged direct-injection V6 petrol engine with 220 kW of power and 440 Nm of torque, with power sent to all four wheels.

Volkswagen will also offer the new sedan with a 2.0-litre turbocharged four-cylinder petrol motor, and there are also plans for a plug-in hybrid version down the track.

According to Volkswagen, the front end design of the Phideon will be used on the brand's future luxury sedans. On the inside, the Phideon is said to feature wraparound ambient lighting, a relaxed lounge atmosphere, and front and rear seats with integrated cooling, heating and massaging functions.

The Phideon will go on sale in China from the third quarter of this year, and will be produced and sold in conjunction with SAIC, the larger of Volkswagen's two Chinese partners.

In the world's most populous nation, the Phideon will sit above the Passat and Magotan sedans. It could be a possible replacement for the 13-year old Phaeton, but given the failure of the Phaeton to resonate with buyers in Europe and North America (it's never been sold here), it's unlikely that the Phideon will be offered in right-hand drive, or even outside of Asia.

## The best-selling VW is a sausage.

An actual sausage. Currywurst, to be exact.

Volkswagen may have had a tough 2015 in most parts of the world, especially in the USA, but at least in Germany sales are still strong in the processed meat department. Currywurst, a spiced sausage produced by VW (and served at many VW-hosted events, incidentally ... it's delicious!), actually beat cars sales last year by a million units.

Not many overseas VW fans know that since 1973, Volkswagen has produced an award-winning version of this German street meat at the company's headquarters in Wolfsburg, Germany. The plant is the largest individual car manufacturing facility in the world, and it also runs its own butcher shop where millions of kg of sausage are produced every year.

There were 6.12 million cars sold by the Volkswagen in 2015, not including VW Commercial and other VW Group makes like Audi, Skoda and SEAT. They may have brought in more profit, but passenger car sales are slowing. The slowdown can be blamed on numerous reasons, including the increasing popularity of SUVs, and the ongoing US diesel scandal. VW faces lengthy lawsuits and potentially billions in fines in the litigious USA.

There's no slowing down sausage sales however. Sales of VW currywurst were up by nearly one million over 2014, due to a wider distribution network that lets all VW dealers across Germany sell the delicacy to local customers.

If you're wondering what to pair your currywurst with, Volkswagen also sells a special ketchup tailored to their own currywurst. The company sold 630,000 litres-worth of the spicy ketchup last year.



You can find the special currywurst on the menu at the company's lunchrooms inside VW offices and factories, as well as in supermarkets and the stadium of the Wolfsburg soccer team. You can also grab a package at Volkswagen dealerships across Germany, where salespeople give sausages to buyers before they drive their new VW off the lot.

So far Volkswagen has not exported their currywurst sausages and ketchup outside of Germany, so you can't try it at your local Sydney VW dealer, or at the Chullora Head Office. However, you can buy the VW Ketchup on line – do an Ebay search on 'VW Ketchup'.



# VW Nationals 2016

## Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:   
*(please choose from listing below)*

**\$30 Show and Shine entry** (includes one occupant)

\* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice and Volkswagen Group Australia Car of the Day.

The *Concours* category is judged by a panel of VW experts and is open to immaculate **stock** VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

### Air-cooled Car Show Categories:

- | #: | Categories                          | #: | Categories                                  |
|----|-------------------------------------|----|---|
| 1  | Beetle - up to 1957 - Standard      | 12 | Type 3 and Type 4 - Standard                |
| 2  | Beetle - up to 1957 - Modified      | 13 | Type 3 and Type 4 - Modified                |
| 3  | Beetle - 1958 to 1967 - Standard    | 14 | Karmann Ghia - All Years - Standard         |
| 4  | Beetle - 1958 to 1967 - Modified    | 15 | Karmann Ghia - All Years - Modified         |
| 5  | Beetle - 1968 onwards - Standard    | 16 | Factory Karmann Cabriolet - All Years - All |
| 6  | Beetle - 1968 onwards - Modified    | 17 | Factory Off-Road - Aircooled - All          |
| 7  | Kombi T1 - up to 1967 - Standard    | 18 | Non-factory Off-road Buggies Trikes - All   |
| 8  | Kombi T1 - up to 1967 - Modified    | 19 | Aussie Convertibles and Kit Cars - All      |
| 9  | Kombi T2 - 1968 to 1979 - Standard  | 20 | Best engineered/race - Aircooled - All      |
| 10 | Kombi T2 - 1968 to 1979 - Modified  | 21 | Rat class - All Years - All                 |
| 11 | Transporter T3 - 1981 to 1992 - All | 42 | <i>Concours d'Elegance</i>                  |

Automatic Entry (do not choose)

39 People's Choice - Air-cooled

41 Volkswagen Group Australia Car of the Day





# VW Nationals 2016 Water-cooled Show Entry



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:  
*(please choose from listing below)*

**\$30 Show and Shine entry** (includes one occupant)

\* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice and Volkswagen Group Australia Car of the Day.

The *Concours* category is judged by a panel of VW experts and is open to immaculate **stock** VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

## Water-cooled Car Show Categories:

### #: Categories

- 22 Polo Up! – All Years
- 23 Golf 1 - 1976 to 1983
- 24 Golf 2 - 1984 to 1992
- 25 Golf 3 - 1993 to 1997
- 26 Golf 4 - 1998 to 2003
- 27 Golf 5 - 2004 to 2008
- 28 Golf 6 - 2009 to 2012
- 29 Golf 7 - 2013 onwards
- 30 VW Convertible - (Golf Cabrio Eos) - All
- 31 VW Sports (Scirocco Corrado) - All

### #: Categories

- 32 VW Sedan (Vento Bora Jetta Passat New Beetle) - All
- 33 VW SUV (Tiguan/Touareg/Amarok) - All
- 34 VW Commercial (Transporter/Multivan Caddy Crafter) - All Years
- 35 Audi - All Years
- 36 SEAT - All Years
- 37 Skoda - All Years
- 38 Best Engineered / Race Watercooled Vehicle
- 42 *Concours d'Elegance*

Automatic Entry (do not choose)

40 People's Choice - Water-cooled

41 Volkswagen Group Australia Car of the Day



## VW Nationals Car Show Entry Forms.

Here the your entry forms for this year's VW Nationals Show and Shine. You may find it easier and faster to cut out, fill in and bring along on the day rather than not doing it until you're in the queue at the gate.

This year they are colour-coded – brown for Air-cooled and blue for water-cooled. The categories available for each type are listed on the sheet. Choose carefully – you can only enter ONE CLASS. Check that you know the correct year model / type of your VW, so that you're in the right category. Also make sure you know whether your VW is Standard or Modified.

Not sure? Standard means that your VW is essentially the same as it was when it left the factory. It looks stock-standard and it has mostly stock-standard VW mechanical components. Adding period accessories still makes it Standard. If it looks and runs like it did when it was new, it's Standard.

Modified means you've changed the way it looks or runs. Different wheels, guards, suspension changes, bigger or faster motor, new interior, later model or non-VW parts, etc etc. It now looks, runs and sounds different – it's your own customised, personalised VW and it's no longer as VW once made it. It's modified.

If you are still uncertain, use the common sense rule. If it looks modified, then it is. If in doubt, ask a Club VW official.

You can also pre-pay your entry fee at the club website, to save yourself even more time on the day, and the website will give you a receipt. But you'll still need to fill out the entry form and bring it along on the day.

## VW Nationals Supersprint 2016 at Eastern Creek.

On behalf of Club VW Sydney I would like to extend to you and your fellow club members an invitation to attend our 8th Annual Supersprint, in conjunction with the VW Nationals car show. The change of venue was a popular move last year so we return to Sydney Motorsport Park at Eastern



Creek where we will again be utilising the 'Amaroo' (south) circuit.

The event will be held on Saturday 21st May 2016. Obviously we would prefer you drive an VW or Audi but all makes and models are welcome. Volkswagen Group vehicles will receive preferential entry up to 11th April 2016 when entries will be in order of payment.

The event will be held under a CAMS Event Permit and follow the CAMS NSW guidelines for supersprints. For pre-entries received on or before May 14th 2015 the entry fee will be \$170. Entries received after this date will incur \$30 late fee and be accepted subject to organisers' discretion.

Entry Forms are available on the Club website, at [www.clubvw.org.au/2016-supersprint](http://www.clubvw.org.au/2016-supersprint) At this late stage you have just one month to get your entry in. If you aren't entered a week before the event you will pay a \$30 late fee. It makes it easier for me and for everyone on the day if entries are in early. If you are struggling to get your car ready in time, enter anyway. If you withdraw before the day you will get your money back.

When it is easy for me, it is better for you too. The racing will start earlier and be better organised, and there will not be the long waiting around. Pre entrants also go into the draw to win their entry fee back (as per last year).

There are two major issues getting cars on track on time – one your fault, one my fault. Firstly, in accordance with the above, there will be 3 queues at check-in.

If you are pre-entered, paid up, have your CURRENT CAMS licence and CURRENT club member card you will go into the Priority One Gold Class express line and you get ticked off in 30 seconds. Go grab a coffee.

If you are pre-entered, paid up but are doing your licence or membership on the day you will go into business class queue. It will take you a little longer. If you don't have everything in order when you get to the front of either of those queues then you will be sent to cattle class. You will get served once all the people who have done the right thing have been served. You may or may not get out on track on time. It's the fairest system I can think of. Let me know if you have other ideas.

Secondly, the colour grouping for your car will be attached to your entry form. The scrutineers won't be making it up as they go. It will be based on your previous year's times or a best estimate based on similar cars. There will be running order sheets at the tower and at scrutineering. That way everyone will know when they are due to go out. Hopefully I won't cop gobs of abuse first thing that ruin my day.



So yeah, get your paperwork from the club website and bring it on the day all filled out. I think we should have all bugs ironed out and it will be the best ever.

This year's CAMS vehicle regs are at [www.supersprints.com.au/rules-and-regulations/](http://www.supersprints.com.au/rules-and-regulations/)

Entries are open now. Entry forms and supp regs are now available to download from the website. Please read through all of the supp regs at [www.clubvw.org.au/2016-supersprint](http://www.clubvw.org.au/2016-supersprint) You can get your licence on the day but bring your already completed form and photo with you.

Please make sure you read the entire supplementary regulations carefully. When sending in your forms make sure that you fill in all relevant details. If you haven't competed before and aren't sure which class or group you should go in, you can leave those sections blank, but send in a list of vehicle mods so that we can have a guess at where you might fit in.

Please fill in the top section of the scrutineering form and send that in as well. One last thing, an entry is NOT an entry until the entry fee is paid. Your entry is not accepted until it is paid for. If paying by cheque, the cheque must clear before entry is accepted.



All money paid on the day must be cash. There is no EFTPOS available. If you don't leave something of substantial value as security then I can't accept cheques either.

Minimum licence requirements is a CAMS Level 2 Speed (L2S) which allows you to compete in motorkhanas, supersprints, and hillclimbs. There are no licence tests involved, just fill in the application form. The licence fee of \$100 includes Personal Accident Insurance.

You will also need current membership of a CAMS-affiliated car club, such as Club Veedub Sydney. Membership of Club Veedub

is available to new applicants, on condition you are owning/driving a Volkswagen Group vehicle – a VW, Audi, SEAT, etc. Owners of other makes are encouraged to join the Wollongong Sporting Car Club - [www.wscc.org.au](http://www.wscc.org.au) Alternatively you can use the club finder on the CAMS website to find a club near you.

The event will be based on the NSW Supersprint Panel's guidelines for NSW Supersprint. The vehicle categories will be in accordance with the NSW Supersprint vehicle type regulations. Your VW does NOT have to be modified or hotted up – a stock VW, old or new, is fine. It just needs to meet some requirements.

The minimum requirements for road registered cars:

- a 900g fire extinguisher
- a battery triangle to mark battery position (use blue electrical tape)
- competition number on both sides of car (contrasting tape, boot polish)
- tape headlights (any kind of tape, contact)
- secondary bonnet restraint (rope, belt, pins)
- ankle to wrist to neck non flammable clothing. Jeans and a long sleeve cotton shirt is OK, or overalls.
- non flammable shoes, no nylon.
- helmet. Any with the Australian standards sticker.
- need to be a member of a CAMS affiliated car club.
- need a CAMS L2S licence. (form available on the CAMS website)

So come on, get your VW ready, do your paperwork and pay your fees well before race day, and we'll see you at Eastern Creek!

In closing could I also request that if any of your members who may wish to help out on the day and are CAMS qualified in the roles of flag marshals or scrutineer we would greatly appreciate any help that may be offered.

Chris Fraser  
Event Secretary  
[supersprint@clubvw.org.au](mailto:supersprint@clubvw.org.au)  
0423 189679 mobile

## Flower Power Show. Sunday 13th May.

On Sunday the 13th May the annual Classic Car Show n Shine was held at Flower Power at Moorebank. It's organised by the Old Car Social Club, and it is the 12th year of this excellent show.

Our club met first at McDonalds at Revesby at 7:30am, which is on the corner of Milperra Rd and River Rd. It was a good turnout of around 8 VWs. We had some breakfast and coffees, then started up and drove together down to Flower Power, just 10 minutes away. We arrived together so we could





hot after lunch. There were lots of classic cars from America, Australia and the UK.

The trophies were awarded at 2pm. Wayne won another trophy for his Kombi, Cam won a trophy for his Karmann Ghia and Frank won one for his split-window Kombi.

It was a really enjoyable day.

Jeff Swords

## Canberra Gundaroo cruise.

In February, the Canberra Chapter held a combined lunch cruise and AGM. Organised by Tony (thanks heaps!), we drove to the small town of Gundaroo, which is located just north of Canberra. Lunch at one of the local cafe's went down extremely well and we ran our AGM during lunch. Thank you to all who attended, I am sure you enjoyed the event.

Bruce



park together.

Entry was \$10 per car. It was a really good day, very





## Canberra Majors Creek run.

In March, the Canberra Chapter held a lunch cruise to the small town of Majors Creek, which is located a short drive south of Braidwood, NSW. We had a great convoy of 10 Volkswagens covering both old and new models, and enjoyed the trip in Easter Saturday traffic.



Majors Creek is located in a lovely rural area and I believe is mostly known as being part of the Gold Rush in the 1850s. Today the population is only a few hundred, however it is a wonderful place to visit. Lunch at the local pub was huge and very tasty, we spent time catching up and of course discussing VWs. Thank you to everyone that attended, and particularly to Tony for organising the event.

Bruce

## The Toy Department.

Not long ago we featured some new arrivals in the Scalextric series, and this month we feature another release of some cool VW T1 Kombis and Beetles.

The first is a retro rainbow Beetle and a T1 Camper van with roof rack.





The Monte Carlo rally beetle released some time ago. And two more neat T1s Kombis, in Microbus and red Porsche Service van layouts.

And finally a shot of my very own Scalextric box set including the boxed set T1 Samba bus and lime green Beetle, and a Chick Iverson service van.



In case you are wondering, Chick Iverson Inc. was once a famous Volkswagen dealership located in Newport Beach, California, an ocean-side suburb of Los Angeles near Costa Mesa. Iversons were the one of the first Porsche and VW dealerships in California in the early 1950s and originally had a modest Spanish-style building at 2116 Newport Boulevard.

He had great success and in the late 1960s Iversons moved to a giant new premises at 445 East Coast Highway, on the other side of Newport Bay. They were the largest and biggest-selling VW dealership in the USA. In the foyer they had an immaculate 1947 Beetle on display for many years. You might remember it featured in Petersen's 'Complete VW No2' magazine from 1971. He passed away in 1973.

Like Australia, pretty much all the old US air-cooled era VW dealerships are now gone. Chick Iverson VW stayed in business until the 1980s. Today this is Newport Auto Center, selling Audi, Porsche and Bentley. There is no VW dealer in Newport Beach today. Iverson's original building still exists but it's now a Molly Brown Swimware store.



Chick Iverson was a colourful and successful businessman. He was a close friend of John Wayne, who lived nearby in Newport Beach. Chick once sold him a customised Type 3 wagon and a Meyers Manx dune buggy. When John Wayne died in 1979, he was buried right next to Chick Iverson at Pacific View Memorial Park, Orange County.

Tony Bezzina

## Trevor Crowley RIP.

Jeff was talking recently to a young guy he knew from the Mazda MX5 Club. He knew Jeff was a VW man and asked him if he knew of Trevor Crowley. Trevor was the young guy's uncle and had once been a member of our predecessor club, the Volkswagen Club of NSW. Well, Trevor had recently passed away.

Jeff didn't know of Trevor, but when he asked me – yes, I knew him. I met Trevor when I joined the VW Club of NSW in early 1982. Trevor didn't have a major position in the club at that time, but was still an active member and served on the general committee and, later, the magazine assembly team when I was there.

He had apparently joined the VW Club of NSW in the early 1970s and in the early days had driven a Type 3 1600TS Fastback on runs and in various dirt motorsport events. But by the 1980s he had given up VWs and motorsport and was driving an Alfa Romeo Alfetta to club social events and outings.

I found some old slide photos of a VW Club of NSW social run to the Mudgee wineries, held in November 1982. I went along to that one in my recently purchased 40-bhp '64 Beetle.



Here is the VW Club of NSW group sitting together at one of the Mudgee wineries. Trevor is the thin-haired seated chap on the left in the yellow T-shirt.

Standing at the back is the late Col 'the Mazda Man' Anderson with the wine bottle. He was the club's Sporting Captain in 1982. Standing in the centre is Chris Beckhaus, the 'Wageneer' editor, and standing on the right is Rick Feruglio, then their assistant sporting captain and, today, still a casual member of our club.

Seated at left front is Terry Marsh, a RAAF engineer with a green Standard Beetle with an 1835cc engine. Barry Ridding with the glasses is behind him, while at left rear you can just see Chris Harper (also with glasses). I don't remember the chap with the moustache, his wife and/or friend next to her, but at the right front is the bearded Jim Christopherson and his wife Jenny. Jim was the NSW Club treasurer then, while his wife Jenny was the President!

After the wineries the group drove up in convoy to see Gulgong, the town on the old paper \$10 note. Terry Marsh and I were the only ones driving VWs. Here's a shot of Terry assisting Trevor – you can see Terry's hotted up Beetle that went much harder than my stocker 40-bhp. I don't remember



what was wrong with Trevor's Alfetta but I think he might have damaged the bumper or a front spotlamp on the dirt road we drove along. That's Trevor on his haunches, looking at me taking the photo.



After Gulgong we went to a nearby bush property owned by Col Anderson's family. There wasn't much to see except bush, but I got a photo of the group. That's the late Trevor Crowley in the centre, with the beard and brown shirt.

I lost track of most of these people many years ago. It was interesting to dig out these old photos out from old slide boxes and digitise them. I hadn't seen them for many years. Thank you Jeff for mentioning Trevor's passing.

Phil Matthews

## Driving the new Volkswagen K70

*UK Motor magazine, October 1970*

To place the K70 we have to look briefly back into NSU history.

When NSU marketed the Ro80 they were aware that its public acceptance might be a bit of a gamble. They still had a great deal of piston engine manufacturing machinery to use and that there was a vast price gulf fixed between their inexpensive rear-engined models and the costly rotary-

engined car. All this pointed to an intermediate model with a piston engine, and this is how the K70 was born.

It was announced very early in 1969 for the Geneva Show and then withdrawn again when VW took over NSU and formed the new subsidiary called Audi NSU Auto Union AG in April 1969.

Withdrawn but not suppressed. On the contrary, VW thought it was such a good car that they decided to give it their own name and produce it in very much larger numbers than NSU could possibly have afforded. In the meantime they have built a new factory at Salzgitter, not far from Wolfsburg, with a potential capacity of 500 K70s a day. And, of course, development has been continued by both NSU and VW.

To recapitulate briefly, it is designed very much after the lines of the Ro80 with front-wheel drive, a very long wheelbase and wide track, a short overhang body with rather similar lines, MacPherson strut front suspension and IRS by semi-trailing rear wishbones and coil spring/damper units. It has anti-roll bars at both ends, inboard disc brakes at the front and outboard drums at the rear with a pressure-limiting valve and dual circuit operation. Steering is by rack and pinion but unlike the Ro80 (and contrary to earlier reports) it does not have power assistance.

The big difference, of course, is in the power unit which has a strong family resemblance to that of the Prinz 1000 series (but water-cooled) with a single chain-driven overhead camshaft operating inclined valves in hemispherical heads through rocking fingers. The engine axis is longitudinal, the four-speed, all-synchromesh, all in-direct gearbox is behind the engine and the final drive is underneath it. Because of this the Ro80's low bonnet line is not possible, even though the engine is canted 32° to the right to keep it low.

Two versions of the 82 x 76 mm short stroke 1605 cc engine are available, both with five main bearings and a twin-choke side-draught Solex carburettor; one version has a compression ratio of 8:1 and gives 75 bhp (net) at 5200 rpm on 90 octane fuel; the other with 9.5 ratio needs 98 octane but gives 90 bhp at the same engine speed.

So much for the broad outline. Of course the last 18 months' extra development has brought some further changes to the original design but most of these are of a very minor nature. The wheel size however has gone up from 13 to 14 in. and the 4½J rims have 165SR radial tyres. Many of the engineering modifications have been inspired by VW's production expertise, and of these the most conspicuous is the change from a light alloy to a cast iron cylinder block.

The first public appearance of the K70 will be at the



Volkswagen K70 cornering hard on test, and below, the interior with well-fitted carpets and clear instruments

Paris Show, but we recently had the chance to drive it for 150 miles in France. The question which obviously arises is, how does it compare the Ro80, a car which has had rave test reports all over the world? In some ways it compares very well - it is a roomy five-seater car with an enormous boot of 24.5 cu. ft. capacity. It isn't of, as fast. VW claim a maximum speed of 98 mph (158 km/h) for the higher-powered version as against our test figure of 113 mph (182 km/h) for the rotary car, although the 0-100 figures are very similar. Road noise is very low and the K70 has that rigid, rattle-free feeling which adds so much to driving enjoyment on rough roads. The ride is generally good although it is characteristic of stiffly damped cars - a bit jerky at low speeds, but smoothing out at higher speeds.

Wind noise is also low and the ventilation system, a high-flow, low-velocity system, gives a draught-free air movement which is all you need up to quite a high ambient temperature. The engine is not as smooth as a Wankel but for a piston engine it is very smooth at high rpm, even if you take it right up into the red sector at 7000 rpm.

Probably the most disappointing feature relative to the Ro80 is the handling; the car is unusually stable, predictable and vice-free but the Michelin ZX tyres squeal at quite low cornering speeds and understeer builds up as you go faster until you can find yourself practically on full lock on sharp bends. We would want to try higher tyre pressures than the recommended 21 lb. all round - certainly much higher at the front on a car with 60 percent of its unladen weight at this end.

Right-hand drive K70s will not reach the UK until October 1971. In Germany, where the first batch will all be sold, its chief competitors will ironically be two other products of the VW group - the VW 411E and the Audi 100. No British price is yet available, of course, but the best possible estimate would put the current price at about £1600; in a year's time it will probably be higher. Excellent though it is in many ways, it isn't sufficiently distinguished we feel to command large British sales in this highly competitive category.

Editors note - the then-Australian importers LNC Industries did introduce the Wankel-engined NSU Ro80 to the local market in 1969, and sold 191 of them before they were discontinued in 1973. However the VW K70 was never planned for import and was never sold in Australia. We're not even aware of any that have been privately imported since.

# Twin-engined Scirocco.

*Fast Lane magazine, April 1984*

No matter what sort of cars you've driven before, whether they have had engines putting out 350 bhp or more, whether they've had four-wheel drive or not, nothing can quite compare with the peculiar sensation of driving a car with one engine at the front and one at the back.

The strangest thing in the twin-engined Scirocco is that in front of your eyes you see two rev counters (as well as two of every other instrument except a speedo, of which there is none); this is enough to send you boss-eyed when everything is working perfectly, but when the front gearbox selects third gear as you intended it to do, but the rear gearbox for some reason best known to itself chooses fifth instead, and one needle drops 1,700 rpm but the other drops about 3,400 rpm, your eyes almost perform somersaults inside their sockets.

"Oh yes," says the man from VW Motorsport, "it does that sometimes."



Vor der driftreichen Probefahrt: Letzte Instruktionen von VW-Motorsport-Vorstand

Where the twin-engined Scirocco came from we shall put to one side for the moment. Where it is going from here is a more intriguing question. Klaus-Peter Rosorius, manager of VW Motorsport, a quasi-autonomous organization hidden away in a back street in Hanover, sent me a telex a few weeks ago confirming that a 200-off production run is planned for the car, with a pair of 150 bhp engines.

Rosorius, however, would not be drawn on what effect this car, if successful in Group B rallying, would have on the Quattro, which with three less cylinders (not to mention one less engine/gearbox) is currently making Group B look like Formula Audi. Within the Volkswagen/Audi group there are perhaps sufficient tensions already; direct confrontation in international competition would not be an advertisement for company unity - but it would be fascinating to watch.

To return to where the mutant Scirocco came from, we must move away from the world of rallying to the race tracks. The National championship for Golf GTIs is a major series in Germany, and a rapid course car was required for it. Rosorius asked his masters down the road in Wolfsburg what they thought of the idea of a twin-engined Jetta GTI. They liked it, and told him to go ahead with it.

The twin-engined Jetta (using mostly 'off-the-shelf' components) was a big success and attracted enough publicity for Rosorius to build a more ambitious machine.

The Scirocco project started life with no ulterior motives. With official backing from the factory - and much enthusiasm from Professor Ernst Fiala, the man on

Volkswagen's Board who is responsible for Research and Development - Rosorius and his small but skilled team set out on a road which led them not where.

A great deal of diverse brain power and experience became drawn into the project. The most complex problem was solved by a device known as "E-gas". Those who solved it were the Viennese Kurt Bergmann, who once built single-seater racing cars under the name Kaimann (Bergmann's fellow-countryman Niki Lauda began his racing career in a Kaimann Formula Vee) and the Volkswagen Research Department, the team which had created the world record-breaking ARVWdiesel in 1980.

"E-gas" is a system designed to trick the laws of physics, and concerns the independent control of the two engines. The problem with a car of this unusual design is that rear-end squat during acceleration tends to make the front engine dominant. Fitting a limited-slip differential to the front axle was necessary in this car, but that does not cure the unwanted tendency of the front wheels to rotate faster than the rears.

Higher technology was called for, and it arrived in the form of a "potentiometer", a sophisticated voltage regulator. This senses the throttle valve position of the rear engine, and transmits a message to a servo-motor which limits the throttle opening of the front engine. The potentiometer is adjustable from within the cockpit by means of a slide bar. Since rally drivers already have to make decisions while on the move about front/rear brake balance, this device should keep them thinking while they drift through snow-covered forestry stages at 180 km/h . . .

Also a part of the Scirocco project is engine preparer Eckhart Berg. Although both the engines are 1.8-litres in capacity, they are in fact based on the old 1.6-litre GTI engine, ending up with 1,791 cc, 10 cc more than the current road engine, and with an unusually undersquare design for competition work: the bore is 81.25 mm, the stroke 86.4 mm. Each engine produces around 135 kW (180 bhp) at 7,050 rpm, thanks to forged pistons, a hot camshaft, plenty of polishing, and a compression ratio of 10.9:1. There is an admirably wide spread of torque, the peak of 210 Nm coming in at 4,750 rpm.

The complete engine/ transmission/suspension of the Scirocco (minus steering, of course) is duplicated in the rear of this one, so that the rear engine sits just ahead of its axle.

The engine was dropped into the rear end after a large hole had been cut into the monocoque. In principle, the suspension is from the standard Scirocco, with McPherson struts, coil springs, and an anti-roll bar, but tubular steel triangular track rods replace the standard ones.

A further problem in the design and development of this unlikely machine was gear selection. With two five-speed gearboxes undergoing dissimilar torque-induced movements, the present arrangement is certainly less than ideal: the gear lever is connected to what may be the longest linkage in motoring history - simply a bar which lies beneath the exhaust pipe from the front engine, and which, with a mixture of precision, violence and prayer, may well choose the same gear in each gearbox; on the other hand . . .

Rosorius and his team are working on a system of electronic selection, but - and, of course, if - the 200-off

production run goes ahead, those cars will be blessed with the current mechanism. The single-plate clutches are of sintered metal.

Starting and warming up the Scirocco's engines on a very cold day at VW Motorsport in Hanover proved a fairly lengthy process. The first turn of the ignition key fires up the front engine; turn it a notch further and the rear fires up too. Or at least, it should do. On the day in question, it was reluctant to burst into life, and when it did finally condescend to emerge from its slumbers, it sounded lumpy for a considerable time. In fact, it never felt as crisp as the front engine; either this is because the front one has a more efficient exhaust system, or - more likely - it was rather 'tired' after a rigorous testing life.

The VW Motorsport mechanic drove the car out of the suburbs of Hanover and into the nearby countryside, where I took over. I found the driving position pretty good, thanks to the fore/aft adjustability of the competition seat (unusual in a rally car), but had to sit slightly closer to the pedals than I would have liked in order to be able to reach third and fifth gears when fully restrained by the four-point harness.

The interior is an odd mixture, somewhere between a rally car and a road car. The former wouldn't have such luxuries as carpeting - which extends even over the rear engine cover, where there is a sort of luggage area - while the latter would need to offer higher levels of comfort, and have a less prominent roll cage.

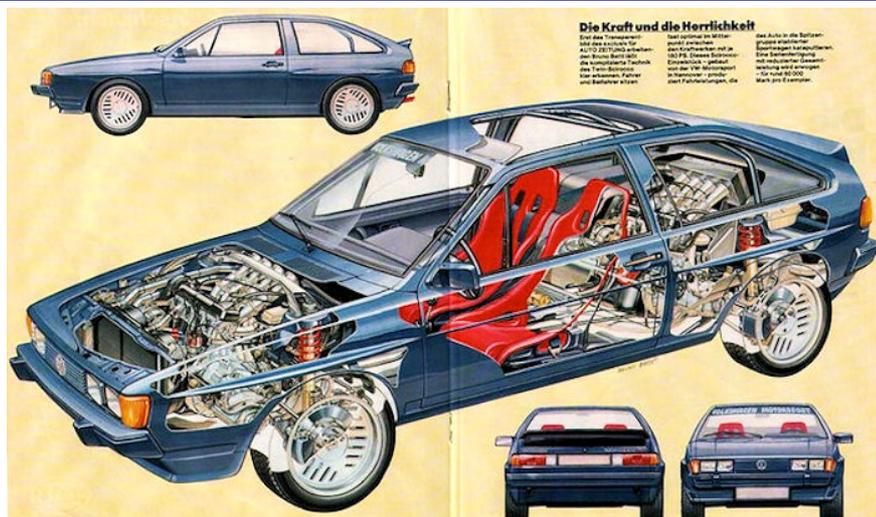
Accelerating away from a standstill, it was immediately obvious that this machine already has the power required for success in top-class rallying, and that its gearing is just as expected: designed to get you up to 185 km/h or so without wasting any time on the way. So it's a blast up to 8,000 rpm in each gear before you snatch the next one, and you hardly have time to catch your breath before you're in top. VW Motorsport say that the potential maximum speed is 300 km/h but that is really in the realms of fantasy. Even the cars on the Safari Rally aren't geared up that high.

With fully ventilated disc brakes front and rear, the Scirocco has the stopping power it needs. The pedal, as usual in a rally car, requires very firm pressure, but it does the job.

I didn't have a lot of opportunity to check out the handling qualities of this strange device. I started off on a stretch of road near Munich airport, with a straight long enough for it to be necessary to back off the throttle to avoid sending valves flying skywards. At one end there was a -fast bend, at the other a rough patch of ground.

What I was able to discover in the fast bend was rather interesting; I found the steering a little heavy, as would be expected with a limited-slip diff at the front. The car turned in pretty well at high speed on a steady throttle, and until a few yards after the apex, it felt like a front-wheel drive car, with a small but noticeable degree of understeer. From there on, the rear engine began to take over, to the extent that the Scirocco felt like a conventional but powerful rear-wheel drive car; this is not a sensation that you ever get in a Quattro, which always feels like a front-wheel drive car without traction problems.

At the other end, on the rough, the heaviness of the steering was much more apparent, and it was easy to imagine that this little monster would become exhausting to drive on a



long rally with a lot of tight bends. You have to fight the wheel to get the car to change direction, and you have to be brutal with the throttle.

The idea, after this brief acclimatisation in the car, was that we should fit our performance-testing equipment, take acceleration figures, and then head on to more interesting locations to explore the handling further.

Unfortunately, the gear linkage, which was unpleasantly stiff right from the start, became bent. First of all, reverse gear in the rear 'box disappeared, and then others also refused to be selected. I do not blame myself for this, as the VW mechanic expressed embarrassment rather than surprise. This was the end of the test and we had to limp back to base on one engine.

This was very disappointing. However, all is not lost, as the reputable German magazine *Auto Motor und Sport* tested the car with their Peiseler equipment (identical to our own), and the results are reproduced here. They show that the Scirocco reaches 100 km/h from rest in a mere 4.4 sec, and 160 km/h in 11.6 sec. These figures are excellent, but equally impressive is the wide spread of torque.

Interestingly, the magazine tested a works Audi Quattro rally car in the same issue. Presumably, its five-cylinder turbo engine had its boost wound up to the top end of the scale (where around 350 bhp is available). The Quattro's times for the same speeds were 4.1 and 10.9 sec respectively.

When it is considered that the Scirocco (at 1160 kg, it is around 100 kg heavier than the Ingolstadt product) is only in the early stages of its development in both power and handling, it must be concluded that, internal politics permitting, it would be a very potent weapon on the international rally scene. Audi have already bought themselves half the world's top rally drivers; perhaps VW will sign up the rest.

The disadvantage of the Quattro is that, because of its origins (the VW Iltis military vehicle) it is stuck with a 50/50 torque split between the front and rear. So far, this has not proved a major handicap in competition, though the rear-wheel drive Lancias last year were superior in some conditions, to the extent that they captured the World Rally Championship for Makes.

You don't need two engines to overcome this torque-split problem, and whether its advantages would outweigh the problems posed by its complexity (the need, for instance, to have twice as many mechanics) remains to be seen.



## Gotta love your Bug.

*The Australian, 13-14 April 2013*

The latest Beetle is an improvement, but there are still compromises.

Despite its name, the Volkswagen Beetle cannot claim to be the first 'people's car'. It was conceived as early as the 1930s, but the famous Ford Model T predates it by several decades. However the Volkswagen went on to exceed the Model T in sales, passing its 15 million total in 1972 and going on to sell over 21 million by the time it finally came to an end in 2003.

However, the reborn New Beetle of 1998 is a strong candidate for first 'retro' car. The Chrysler PT Cruiser (2000), Mini (2001) and Fiat 500 (2007) came later. So did retro American muscle (the new Ford Mustang, Chevy Camaro and Dodge Challenger, among others), a retro Japanese off-roader (the Toyota FJ Cruiser) and even a retro European sportscar (Mercedes SLS).

Carmakers still have plenty of retro potential to exploit, while the reborn models now have lives of their own. The new Mini can claim to be the most successful, with half a dozen different variants and cumulative sales that passed two million in its first decade. In engineering and design terms, it has already been overhauled more often than the original.

New Bug-lovers have been less numerous; about one million of the New Beetles were sold over its 13-year run. By modern standards, that's a very long life-cycle, and very modest demand.

Most of the buyers were in the USA. Australians bought fewer than 9,000 New Beetles — a mere flirtation compared to our love affair with the original, which was first sold here in 1954, and for two decades after was even built here, in a large VW factory in Melbourne. When that ceased in 1976, finally killed off by strict anti-pollution laws and strong Japanese competition, just over 260,000 had been assembled and sold. Not even the Golf has reached those sales numbers in Australia yet.

Perhaps discouraged by the numbers, Volkswagen has only just begun importing the second retro Beetle, almost two years after it became available overseas.

Neither new 'retro' model owes anything conceptually

to the original air-cooled model. That was intended to motorise post-war Germany on a budget, with a tiny rear-mounted air-cooled engine driving the rear wheels. It was designed by Ferdinand Porsche and funded by Hitler, but ironically never went into production before the giant Wolfsburg factory was destroyed by bombing in the war. It (and the entire VW company of today) owes its existence to the British Army, who repaired and restarted the factory in the late 1940s. It's a mixed parentage, to say the least. Perhaps we shouldn't be surprised then, that it was later brilliantly promoted by a Jewish advertising agency (DDB), became adopted by the surfing Woodstock generation, and became Herbie the Love Bug.

The 1990s car was made to cash in on US hippy nostalgia. Its bubble shape evoked the original in cartoon fashion, with the contrived wide-eyed cuteness of a Japanese manga character. There was even a vase and flower on the dashboard. It was laughably cynical and impossible to take seriously as a design.

It was also impossible to take seriously as a car. With underpinnings borrowed from a VW Golf, there were no engineering parallels with the original - it had an engine under the front bonnet driving the front wheels, in standard modern hatchback fashion.

Worse, the shape was forced on to a platform never meant to accommodate it. As a result, the cabin was severely compromised. The dash stretched out absurdly far in front of the driver, but rear headroom was too tight. Thick pillars compromised vision and the boot was tiny.

The latest 21st Century Beetle, as it's being called, addresses many of these issues. As before, it's based on a Golf - the about-to-be superseded sixth generation. It's longer and taller than the Golf 6, but has a shorter wheelbase, 2524 mm compared with 2574 mm for the Golf 6.

However, this time the design is much less compromised. Dash length is normal and the rear, although seat backs are low, is useable for two. The front seats tilt-slide and it's possible for adults to access the rear without too much of a squeeze. Boot capacity increases to 310 litres.

The designers have achieved this while continuing to echo the original with rounded volumes and curvaceous lines. Their brief was clearly to de-cutesify it, though. It's a more masculine, tougher looking car.

Inside, the cabin's nod to retro consists mainly of a body-coloured wheel, dash and door caps. There are also





plastic loop grab-handles to help get into the rear and two gloveboxes. The rest is standard-issue Golf, although the dash-top is made from very un-Volkswagen-like hard plastic. The dials are plain and there's no attempt to match the Mini's moon-sized speedo and bespoke switchgear.

The driveline comprises familiar Volkswagen ingredients. The only engine offered for Australia is the supercharged and turbocharged 1.4-litre petrol widely used across the current range. This flexible unit is stronger and more willing than its capacity would suggest. Transmission is either six-speed manual or seven-speed double-clutch automatic.

With almost identical weight to the equivalent Golf 6, it drives, rides and handles in much the same manner. Which is to say, accomplished and comfortable. There is a familiar feel to the brakes, which are snatchy over-assisted, and the steering, which points accurately.

It all adds up to a huge advance on its predecessor. But not an unqualified one.

To begin with, it's more expensive but delivers less than the equivalent mainstream hatchback. Equipment levels parallel the Golf 118 TSI Comfortline, but the Beetle costs \$500 more and comes with only two doors. It's more cramped inside and has less cargo room, improvements notwithstanding.

The Beetle gets parking sensors - an extra on the Golf - but you need them because visibility for reverse parking remains poor.

As you should demand of any modern car, the Beetle scored five stars in crash tests but has only four airbags - three fewer than the Golf.

Underneath there's a less sophisticated torsion beam rear suspension instead of the Golf's fully independent set-up.

And for some reason it's slower to 100 km/h (8.3 seconds versus 8.0). It's thirstier, too.

For the Bug-lover in you, this is much better looking than the previous car, with a more mature and sophisticated design.

But it's still a triumph of style over substance, a win for the marketing department. There are clearly problems with the shape in terms of aerodynamics, which require standard fitment of a large rear spoiler. It's probably more for efficiency than down-force. The steeply raked rear window desperately needs a wiper, but it was either



too difficult or too expensive to fit one as standard.

As with the previous New Beetle, there's no way buying one can be a rational decision. If you love the looks, then by all means talk yourself into it.

But there are much more appealing two-doors for the money. The Beetle, oddly, is categorised as a 'sports coupe'. This merely serves to draw your attention to the fact that you could buy a Hyundai Veloster or Toyota 86 instead.

The killer blow, though, comes from Volkswagen itself. The latest generation Golf 7 has just arrived in Australia, and it's better in every way than the Golf 6, let alone the Beetle. Completely reworked on fresh engineering, it's just won World Car of the Year and is on track to sweep the Australian awards later this year too.

Do really want a Beetle that much?

#### **VOLKSWAGEN BEETLE**

**Vehicle:** Small hatchback

**Engine:** 1.4-litre supercharged and turbocharged four-cylinder petrol

**Output:** 118 kW at 5800 rpm and 240 Nm at 1500 rpm

**Transmission:** Six-speed manual or seven-speed double-clutch automatic, front-wheel drive

**Fuel:** 6.8 L/100 km combined (6.4 auto, 95 RON)

**Price:** From \$29,990 (manual) to \$32,490 (auto) plus on-road costs

**On Sale:** Now (discontinued in 2016)



## From our website 9.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted back in 2013-14. They make interesting reading!

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



14/11/13 Help please I have a VW Iltis 1981 petrol 1.7 It has a distributor with halls unit in it. I would like to change it to normal kind which has points + condenser any ideas + part numbers which fit it. engine code is YX Thanks Lin UK

16/11/13 Hello! We are fans of the old-car greatest emphasis on cars Volkswagen Beetle. We are a group of historic motoring enthusiasts from Europe with Polish and accurately from Bydgoszcz. We are looking for contact with individuals and clubs throughout the world. If you invite your interest our passion to page: [www.auto.nostalgia.pl](http://www.auto.nostalgia.pl) We are looking for contacts in order to exchange experiences and new friends. Greetings from Polish Marcin

20/11/13 Hi, I have a set of brand new 50/50 lenses for 1960/61 beetle. Also a set of same lenses half red/half white if anyone is interested. I am located in Newcastle NSW. Regards Bass

22/11/13 Hey. I have just bought an 07 VW golf gti and was wondering if you could recommend a few workshops to get the dsq service please. Thanks Daniel

23/11/13 When will I get my membership No. I have lots of questions to ask about interchangeability of parts between a 63 beetle and a 70 beetle Steven

24/11/13 Hi,I've been offered a 1968 VW Beetle with automatic transmission for \$4500. It's in great nick, all checks out. Is this a good price? Thanks Scott

29/11/13 I have a few parts and a couple of manuals from a 1974 VW 1300 I once owned. Please let me know if I can hand them over to Club or anyone who may be interested. Peter

29/11/13 Hi was hoping you could help me please...I have a

1968 Aussie VW and have half restored it but due to personal reasons I cant complete it..Would you be able to help me find someone who might be interested in it..I can help with photo's and such...chassis type is 19 if that helps..engine No..is german letters above and I can make out the numbers f0583456...thanks for your help Bryan

1/12/13 I lived in Fawkner as a child and I think the first v.w in Australia was bought by Colin Smith a mate of my dad. Alec

2/12/13 Hi, I would like to put my lovely 1967 vw beetle for sale with your website & newsletter/magazine. I want her to go to a good home. She is registered, new clutch, runs beaut. Thank you Annie

5/12/13 My husband recently bought a '63 Beetle (we attended the picnic on Nov 24) and I'd love to (secretly) get him some SEAT BELTS for Christmas! -for the back seat. Can anyone advise me on where's the best place to get these, hopefully for cheap? Thank you! Jennifer

6/12/13 Hi guys, just wondering if you can recommend someone that could make me a bullbar for my '74 Kombi. Also looking for a motor trimmer to re-upholster my seats. Any suggestions of people that are passionate about kombis would be appreciated. Regards and thanks Jason

8/12/13 Hi, I have inherited a brand new bulkhead for a VW Van I assume. I am wondering if there is anywhere that I can find out what model it belongs too? Its located in Jindabyne and thought if someone needed one or if they were expensive etc. Cheers, Randolph

11/12/13 We are currently looking at where Machine7 will be advertising next year. As such I have been tasked with finding out possibilities and prices. If you could forward me with a breakdown of your pricing structure for your website and any other relevant information, I would be most grateful. I look forward to your response. Kind regards Geof

16/12/13 I have a Golf 1984 mk1 GTI import that has run out of rego but i have the pink slip completed. I dont use it on a regular basis and wanted to look into a registration that is not going to cost 1k every year. I have just spent around 7k in restoration fees and wanted to ask about club rego and how i can get this arranged if possible. Would you be able to tell me if this is at all possible. I have been a member of VW watercooled for 3.5 years. Regards Mark

17/12/13 Hi I have just bought a Mk7 golf and have started a group on Facebook for VWs in the Illawarra. A friend of mine told me about this page. I have just had a look and I notice there is the summer cruise coming up in January. I'm guessing you have to be a member of this club to tag along ... If that is the case yes I would be interested in becoming a member and meeting new people. I'm from Wollongong so that cruise sounds fantastic to me. Melissa

18/12/13 Dear Sir/madam, In order to liaise with your social events coordinator, would you kindly provide their name & email address by email at your earliest convenience.

Regards Jasmine

19/12/13 My 67 bug is helped with non over heating by installing two two inch tubes thru the sidewalls of the engine compartment running down the outside of the shocks, tying them to the axle with opening facing the front direction of travel. They seem to work well. Somewhat like your illustration of one tube with the top end facing the deck lid. Any comments on my way? Terrence

19/12/13 Hi – I'm looking to purchase a VW Delivery Van during 2014, the 'windowless kombi', around late 60's. Any condition considered. Please contact me if you have any leads. Thanks Andy.

23/12/13 hi when is the next swap meet that's close to the central coast nsw Graeme

26/12/13 hi I just brought a vw beetle and am trying to figure out its model .. could you possibly help? Vin 112455291 engine 3014695 thanks heaps Kim

29/12/13 Hi there! I have a little request on some information about the Year 1956. My grandfather lived in Camperdown (Sydney) for some years back in the days. He won the VW club of Australia Rallye in the Year 56. he died a few years ago unfortunately. I saw the Cup just the other Day and decided to some research. His Name was Gerard Raeven. He was a Dutchman. I Hope You have had a merry Christmas and i wish you all the best for 2014 Marcus

30/12/13 Looking for a 1972 1302S superbug. Had one new in that year, and would like to relive the pleasures I had in it .. my first new car, orange. Do I need to join the club to advertise for one ? Peter

31/12/13 I would like to know where if at all I could get a user's manual for the following type of generator that was attached to the type 126A VW engine This is what is written on the gen set AEG DX11/25/3/36 LDAGK2/30A Motor: VW 126A25kvA Regards Mike

5/1/14 Hi I'm looking at selling my 1964 VW Beetle, I'm just wondering if you would be able to let me know if you would know of anyone interested in this? Thanks Simon

5/1/14 Hi My father in law is selling his 1992 VW T4 Multivan with Trakka fitout, 150,000km immaculate condition, one owner, would you have any one interested in this vehicle? Shaun

8/1/14 Chassis N0 3565/70 What year model is it please Paul

8/1/14 Hi there, My fiance and I were wondering if you would know anyone with a white or cream Beetle (any model from 1953-76) who would be willing to lend/hire it out to us for our wedding day? Our wedding is on Friday, March 14 this year and will be in the Berry/Shoalhaven area (2 hours south of Sydney). Kind regards, Greta

11/1/14 I am looking for type 2 thermostat bracket, and

flaps. Wendy

13/1/14 Hello, my son and I wondering about an old Wolfsburg emblem we have from a Beetle. We searched the internet and couldn't find exactly the same one. It seems to have a yellow background and 2 river swirls. It's in poor condition unfortunately. Any historical info or valuation you can supply would be great. Thank you! Happy to email a photo but didn't have your email? Regards, Charlotte

16/1/14 Hi I am looking for a White Beetle to hire for my wedding in wollongong on Sunday 28th September 2014. Do you have any members that would be looking for some cash on the side for a couple of hours work . Please let me know. Thanks Tina

16/1/14 I have a 1974 VW Passat. I have been its sole owner but do not drive it anymore. I did not register it when it became due in Jan 2014 but I am sure it would pass rego as I have only driven it once or twice since it was last registered in 2013. it is only taking up space in my garage now and I was wondering if anyone is interested in it. It was insured until January this year for \$2400. Annette

16/1/14 Hi, I am looking at to purchase a 74-76 bug but would like if someone could assist in an Excel budget sheet for costing ie paint, body, engine, interior, wheels etc thanks in advace Geoff

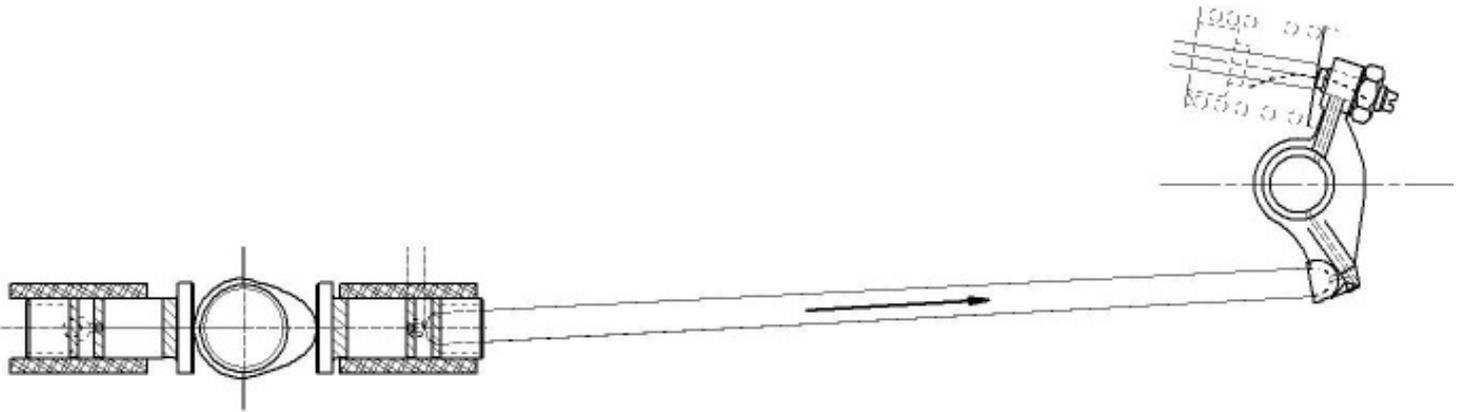
18/1/14 I am looking at buying a VW Beetle Baja Chassis no 3050738 type 114. How can I tell what year it is ? Thank you for your assistance. Paul

18/1/14 Good Morning I have just purchased a 1974 and would like to source a blind for it. Could anyone assist me in advsising where I could get one Regards Brian

18/1/14 Would anyone in your Club like to buy my Mum's 1979 Golf Diesel? 75,000km (original!!). White with tan trim. Engine runs well. Interior OK except dash cracked. Needs new trims down nearside. Slight damage to back where some idiot in a 4WD backed into it in a car park, meaning the hatch lid doesn't close properly. Happy to discuss price - this would be a lovely project. It's a dear car and I want it to go to a VW enthusiast. My Mum died over Xmas, sadly. Happy to supply pics, please pass the word to your members. Thank you, Sabrina.

21/1/14 Hi! My name is Will and I work at the design and marketing department of VW Heritage in the UK. We sell genuine and top quality Volkswagen parts direct from Germany. A couple of months ago we opened an Australian based version of our UK site <https://au.vwheritage.com/> I am contacting you as we would like to start making ourselves known to you and start advertising. If there is any way in which you could help with this then please feel free to contact me directly to discuss further. Kind regards, Will

25/1/14 Membership Information Occupation: Designer/ Teacher- Cardetails: Always BEETLES in Germany/ Here in Australia I drive a great (!) modified VW T4 but originally made in Hannover Germany Lis



## Adjustable pushrod.

One of the trickier bits in building a high performance VW engine based on after-market components is your valve-train geometry.

Here's the situation: The lobes of the cam impart about 7.5 mm (three-tenths of an inch) of linear motion to the cam-follower; what most Americans refer to as 'tappets.' A rigid push-rod conveys that motion out to the heads where a lever called a rocker arm is used to reverse the direction of the motion, converting the upward push of the cam into the downward shove of the rocker arm. The rocker arm bears against the head of the valve's stem and the downward shove causes the valve to open by some amount, once it has overcome the pressure of the valve spring.

The tricky bits involve the fact that the motion of the rocker-arm is not linear but is an arc, whereas the rocker-arm itself is not symmetrical, with the out-put side being slightly longer than the input. To add to the complexity of the problem the push-rod on the input-side of the rocker-arm is at an angle of about minus three degrees, whereas the valve stem on the output side of the rocker-arm is at an angle of plus 9.5 degrees, both relative to the traverse centreline of the rocker-arm's fulcrum (ie, the rocker shaft).

Which means less than nothing if you are dealing with a bone stock VW engine. So long as you do not alter any of its dimensions the losses in the valve train are but a trifle.

(The above offers some idea as to why most designers of high-output engines use the cam to actuate the valves directly (as in all modern VW Golf engines, and even the old flat-head Ford V8).)

Shade-tree types prefer to ignore valve train geometry - another of those 'unimportant' details. But the sad truth of the matter is that it isn't unusual for a big-bore stroker with a hot-rod cam to perform worse than the stock engine.

Fortunately, for a particular engine configuration, full understanding of the topic is not required. For the two engines, the assembly of which I have been describing in this blog, I will provide a 'cook-book' approach that should allow the reader to come within a few percentage points of the ideal geometry. But you will need a couple of special tools. One is an adjustable push-rod, which I'll describe below. The other is modified stock adjusting screw, which I'll describe (and illustrate) in a future post.

To make an adjustable push-rod you start with a stock push-rod. I prefer the older style because of the smaller head diameter but the later model will also work. The photo will give you some idea of the difference in head diameter. Some



FIGURE 1



FIGURE 2

steel push-rod kits use the smaller diameter heads, leading to an error if you check push-rod length with the larger heads.

Using a hacksaw, cut the push-rod in two. Make the cut approximately in the middle of the rod. Then cut 15 to 19 mm from one of the pieces.

Dress the cut ends square with a file. If using the old style, ream the ID with a drill bit suitable for threading to 1/4-20. That would be a #7 but if you don't have a set of number-sized drill bits, you may use 13/64". The later model push-rod has a slightly larger ID and I believe it will accept a 1/4-20 tap without reaming (but check).

Tap each half of the push-rod tube to a depth of at least one inch.

Prepare a section of 1/4-20 threaded rod about 2-1/2" long being sure to chamfer the ends. Run a pair of 1/4-20 nuts onto the rod. Give the threads a drop of oil and screw the rod into the ends of the modified push-rod. The nuts will be used



to lock-in the length once it has been determined.

Fig 3 shows a handful of parts heading for a fellow engine-builder trapped in the Nevada desert. Since I didn't know what type rockers or push-rods he'd be using, I sent one of the old-style adjustables.

Adjustable push-rods are available from after-market retailers but they usually put the thread at the very end of the rod, making them horribly inconvenient to use.

## A cooling discussion.

This thread began with an online complaint of overheating, by someone who done a lot of bolt-on modifications to their engine. They asked if adding an after-market oil cooler would solve the problem. The general opinion was that it would not, since the engine had been heavily modified even through it still had the stock displacement, which is where we pick up the tale...

*>Given that the items are external, I claim it as stock.*

Dear D.....,

You've managed to miss the point.

Normally, only about 15% of the engine's waste heat will appear in the oil. If the engine is fitted with the dog-house type oil cooler and all other cooling system components are in place and functional, the oil cooling system provides about 120% of worse-case capacity.

The point you've missed is that elevated oil temperatures are a symptom rather than a problem. Normally, elevated oil temperature simply means the engine is being operated outside of its designed envelope - the load is too heavy for the speed or the speed is too high for the ambient air temp, or both. And yes, on a hot day this can occur with just you on-board. The cure is to simply take your foot out. Alas, on a southern California freeway that can earn you a ticket for obstructing traffic, which is why a lot of VW bus owners have learned to fly by night :-)

The root problem is whatever is causing those elevated oil temperatures - and that could be anything from low tire pressure to a loose nut on the steering wheel :-)

Ever had the measles? Your body temp can hit 105. Dunking you in ice water is a sure-fire treatment of the symptom - it will bring your temperature down. Of course, the shock usually killed the patient :-)

Audit your cooling system. Every part is critical. Check to see that the deflector plate is installed on the

underside of the heads. If running after-market dual-port tin the odds are the gull-wing deflector above the manifold hole is missing. Check your spark plug seals -- any loss of air pressure guarantees a loss of air flow.

Check your fan belt. And the diameter of your pulley. (Those wunnerful 'power pulleys' guarantee the engine will run hot.) Reach around behind the blower housing and feel every blade in the fan to insure you haven't picked up leaves or other debris.

Check your oil pressure. Elevated oil temp is one symptom of a worn-out oil pump.

Check your brakes, tyre pressure and alignment. Low tires, draggy brakes and improper alignment all demand more work from the engine. The car may be doing 65 but the engine could be doing 90.

Ditto for the clutch and tranny. When was the last time you replaced your tranny lube? (Recommended interval is 2 yrs or 40,000 km).

What kind of shape is your engine in? Yeah, I know -- perfect :-) But a lot of 'perfect' engines show up here at the shop with complaints of over-heating. It's not uncommon to find excessive blow-by, indicating worn rings or valves. And excessive blow-by dumps a huge amount of excess heat into the oil. After-market carbs are one the main reasons for accelerated wear of pistons & valves, mostly because of their inadequate air cleaners. It only takes about a teaspoon of dust to trash an engine and anyone who has cleaned an oil-bath air filter knows the engine sucks in ten times that much between oil changes. The other failing of after-market carbs is running too rich a mixture, either because of inadequate manifold heating or running a mechanical advance distributor.



Conventional Wisdom as espoused by the magazines and after-market retailers say that if your oil is running hot you gotta spend some more money by adding one of their sooper-geewhiz oil coolers, with a fan yet, and mebbe one of those ohsokewl thermostatic valves that are guaranteed to leak. And lotsa hose. And fittings. And brackets. And other neat stuff.

Now the oil stays so cool it's kewl. Of course, the root problem - whatever it is - is still there, ticking like a time bomb. And when it goes off those wunnerful folks will have some more really kewl fixes you can buy. In fact, the experts have an answer for everything! The only question is, can you afford it?

Hot oil is a symptom. What you need to do is deal with the problem that produced that symptom. Adding an oil cooler is like trying to cure cancer with aspirin; the pain may go away but you're still gonna die.

Bob

...then John writes:

*>what I've found is that most air-cooled VW engines are filthy on their exterior (ie, as a major contributor to overheating)*

Good point.

A friend recently asked me to look at the air-cooled engine on a paving machine (!). I don't know anything about paving machines. Nor those nifty two-cylinder Honda engines. But he'd gone through two engines in two years and it was pretty obvious the Honda guy just wanted to keep selling him new engines at about two grand a pop.

The engine's fins were covered with fur.

Or what looked like fur. It was dust, glued to the aluminium fins with hydraulic fluid.

Actually, it didn't look all that bad... you could brush it off, which they did to the inlet grill every morning. But it would come right back because there was lots of oily vapor getting sucked in by the cooling fan and the machine spends its life in a dusty environment.

It reminded me of a 40 horse with a leaky oil cooler -- the famous Volkswagen Toaster :-)

The really funny part was the reaction when I pointed out the layer of dust (which makes a dandy insulator). My friend doubted that such a thin layer of crud could be enough to over-heat the engine. But it was easy enough to rig a duct to insure it sucked in only outside air... and without the oily vapor, the aluminium fins stayed clean... and the thing didn't overheat. (Truth is, I think the thing originally came with such a duct, but that someone had removed to make it easier to get at the hydraulics.)

Liv & lurn :-)

Bob

PS - My personal favourite was the doctor's Porsche and the engine filled with leaves from a Chinese Elm that shaded his reserved parking space. Even when you showed him the cylinders packed solid with leaves he kept insisting they would blow right on through; that SOMEONE must have packed them in there on purpose. Makes you wonder about his diagnostic skills, eh? :-)

*> But what do mean with the gullwing tins?*

Look inside the stock dual-port cylinder-head tin-ware. There is a gull-wing shaped deflector that directs the blower's output toward the exhaust valves.

Making sure the deflector is a fairly tight fit against the fins immediately adjacent to the two upper-middle studs is a standard procedure when mantling a DP engine. Without a well fitted deflector the cut-out for the DP manifold end-castings is little more than a hole through which your cooling air can escape.

Your oil pressure readings look okay. As a test, change to straight 30W and compare the results. No difference is

good; anything else is a clue that needs to be checked out.

It would probably be a good idea to rig some instruments to check the stoichemistry of your mixture. Same for your ignition timing and compression ratio. The fact an engine runs does not mean it is running well.

There IS a reason for this sort of thing. Odds are, it will turn out to be something you've assumed to be okay... and therefore did not check.

Bob

Then came several more questions, the upshot of which made it pretty clear the person was expecting to find one single problem as the cause of their overheating.

Your engine is a SYSTEM. All of its parts interact. Problems seldom have a specific single cause but are the accretion of numerous small problems, usually things deemed unimportant by the 'experts.'

The deflector plates on the underside of the heads serve to maintain adequate air pressure in the plenum space ABOVE the heads; the gull-wing deflectors direct the air to where it is needed most; the thermostatically controlled flaps are designed to align with the central fin on the cylinder head so that the densest slug of air from the blower is directed to the hottest parts of the heads... all 'unimportant' details. The failure of any one of them may go unnoticed until you get a really hot day, or climbing a grade with a heavy load. Then you will have more waste heat than the engine can manage.

You're looking for a smoking gun - a single cause of all your problems. Odds are, you aren't going to find it. What you are finding are a host of small 'unimportant' problems, the combination of which have led to an episode of overheating. Now the camel has his nose inside the tent because excessive heat carries a legacy of future problems; it's a genie that can't be stuffed back in its bottle.

Most people simply do not believe that such close attention to detail is necessary. Indeed, the archives of this Group contain dozens of messages from idiots saying exactly that when someone having more experience tries to explain why their failure to devote any attention to those 'unimportant' details is the reason their ride is a piece of shit.

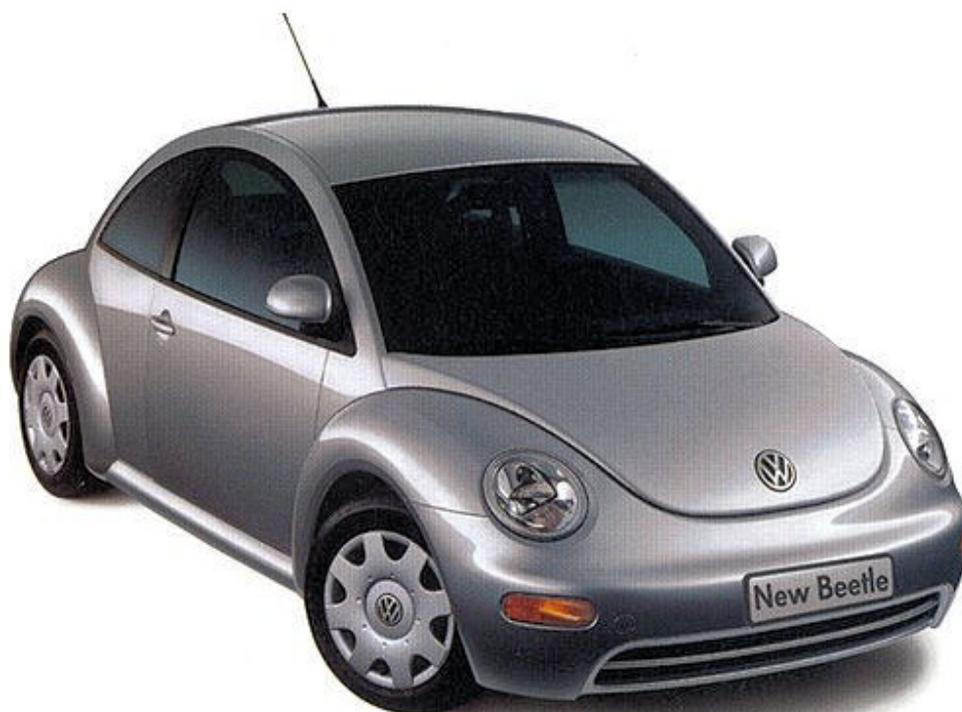
"All my buds say..."

"I've driven for ten years without..."

"Nobody does it that way!"

The good dope is in the manuals. The distillation of thousands of man-years of engineering excellence backed up by more than twenty million engine's-worth of experience. Build a few engines yourself and perhaps you can add to that sum-store of knowledge, but most of what you read and hear about Volkswagens is from an idiot with one engine's-worth of experience expressing his expert opinion, or an after-market retailer preying upon your ignorance.

Bob Hoover



## The engine's in the front, but its heart's in the same place.

After 20 years, the most recognisable car in the world is back. The familiar shape. That same humble yet defiant spirit. The ever-present sense of fun. Yet the New Beetle is a truly modern Volkswagen. In fact, the car that started out as a dream is packed with an impressive wish-list of features, including ABS, traction control, front and side airbags, 6 speaker stereo sound system, air conditioning, central locking and more. There's even a vase for a flower (the really old Beetles had this too). Recently voted safest in its class, the New Beetle's top speed is an impressive 185km/h. And with the highly anticipated 1.8 litre Turbo Beetle on the way in late 2000, the 'Super Beetles' look set to capture drivers hearts all over again.

New Beetle



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