

# Zeitschrift



Golf GTI 40 Years now in Australia.

## September 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 2016-17.

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<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953

## VW Motorsport Committee:

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

## General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Sue Monaghan
Conie Heliotis	

## Canberra Committee.

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

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 1340  
Camden NSW 2570

## Our magazine.

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

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

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

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

## We thank our VW Nationals sponsors:

### 29 VW Nationals.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Stan Pobjoy Racing Engineering
C & S Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

### 25 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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### 20 years and over.

Aust VW Performance Ctre	Mick Motors
Indian Automotive	North Rocky & Import Parts

### 15 years and over.

Evolution Car Hire	Reliable Automotive Services
Harding Performance	Unicap Pty Ltd
Mobile Model Cars	Wayne Penrose VW Enginring
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### 10 years and over.

All Metal Bumpers	Classic Vee Dub
Artemi's T-Shirts	Euro Automotive
Antique Tyres	Volksmuller
Black Needle Auto Upholstry	VW Classic Kirrawee
BWA Auto	VW Magazine Australia
Camden GTI Performance	Wolfsburg Auto Melbourne
Canberra VW Centre	VW Magazine Australia

### 5 years and over.

Custom T-Shirts	Mountain Mechanics
Expert Signs	Quik Strip Bankstown
Exoticars Service Centre	Rod Penrose Racing
Just Kampers	Subarugears
Motexion	Volkscare Melbourne
MacKellar Service Centre	Westside Mufflers

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

Canley Heights RSL & Sporting Club

Presents the 16th Annual

# Car Show

**Sunday 11<sup>th</sup> of September 2016**



**Show Cars arrival time:** 6:45 – 8:45 am

**Start Time:** 9.00 am

**Car Entry Fee:** \$20.00

**Admission/Spectator Fee:** Gold Coin Donation

**All Car Clubs welcome - Vintage, Classic, Custom, Hot Rod and Commercials**



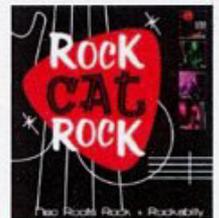
**Presentation / Trophies  
from 2.00 pm**

**Car Show Music by  
DJ Town Sounds**

Entertainment in the Wakeley Room  
from 11:30am -

Featuring:

**ROCK  
CATROCK**



**Sausage Sizzle Hosted by  
Westfields Sports High School**

*Proceeds Donated to*

**Westfield's Sports  
High School**

**Enquiries call**

**Frank on:**

**9725-4329 or**

**0409 984 455**

**Canley Heights RSL & Sporting Club**

**Supporting the Community!**



Canley Heights RSL & Sporting Club

26 Humphries Rd, Wakeley, 2176

Ph: 9604-9975

W: [www.canleyheightsrsl.com.au](http://www.canleyheightsrsl.com.au)





# Club VeeDub Canberra Chapter

## SHANNONS 2016



## GERMAN AUTO DISPLAY

A CELEBRATION OF  
GERMAN AUTOMOTIVE ENGINEERING & DESIGN

### CLUB CRUISE SATURDAY, 17 SEPTEMBER

- ▶ Meet at Russell Offices carpark at **11.30am** for a convoy cruise which will end at **A&R VW repairs**, 83 Grimwade St, Mitchell, with a BBQ to celebrate their 35 years in business!



### SHOW & SHINE, SUNDAY 18 SEPTEMBER

TO BE HELD IN PARKES, CANBERRA ACT

West Lawns, Old Parliament House [or Treasury carpark if wet weather]

- ▶ 8am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **VW Club** tent & have **drip trays**.
- ▶ Display fee collected on arrival (\$10).
- ▶ Food & drink will be available on site.
- ▶ Enquiries to [chair@canberra.clubvw.org.au](mailto:chair@canberra.clubvw.org.au)

More information at [www.canberravw.com](http://www.canberravw.com) closer to the event.



Mercedes-Benz Club of NSW Presents:

# SYDNEY GERMAN AUTOFEST 2016

Car Show & Family Picnic

**SUN 25<sup>TH</sup> SEPT 2016** Cars in place  
9:30AM for 10:00AM

Gough Whitlam Park, Bayview Ave, Earlwood

Event Directors: Nick Harris 0408 228 305

[www.mbcnsw.org.au](http://www.mbcnsw.org.au) \$10 p/car entry fee

WWW.VWMA.NET.AU 



# VWARWICK DRAGS

WWW.MICKMOTORS.COM.AU

**OCTOBER  
1ST/2ND  
2016**

WARWICK DRAGWAY QLD



- TWO DAYS ALL VW 1/8TH MILE DRAG RACING • NOVICE TO PROFESSIONAL
- 36HP TO 500HP BUGS, BUSES, TYPE III, GOLF, PASSAT, BUGGY, SPECIALS
- SATURDAY VW CAR CRUISE • VW SHOW'N'SHINE WARWICK CBD • TRADE
- SWAP • ON SITE VW PARKING • EVENING ENTERTAINMENT • FAMILY FUN



**LEON'S  
MOTORS**



**Westside  
Mufflers**



**BEACHBUGGY  
AUSTRALIA**



**W.V.W.**  
WWW.WVW.COM.AU



**10AM TO 5PM**

**Sunday 16  
October 2016**  
**BURWOOD PARK**

## ***Celebrate the 25th anniversary***

***of the Classic Car Show and Shine in style at the  
biggest family friendly festival in the Inner West.***

**Bring your four wheeled baby along for show, or enter one of fourteen categories to be judged best in show by the Council of Motor Clubs.**

- |  |                                |  |
|--|--------------------------------|--|
| 01. Best Veteran or Vintage – up to 1929     | 06. Best 70s Classic           | 11. Best Hot Rod                           |
| 02. Best 30s Classic                         | 07. Best Modern – 1980 onwards | 12. Best Street Machine                    |
| 03. Best 40s Classic including WWII vehicles | 08. Best Commercial Vehicle    | 13. Best Custom                            |
| 04. Best 50s Classic                         | 09. Best Motorcycle            | 14. Best Unmodified – Original or Restored |
| 05. Best 60s Classic                         | 10. Best Exotic or Unusual     |  |

Entry is \$10, payable on event day to the volunteers from the Burwood SES.  
To enter, visit [www.burwoodfestival.com.au](http://www.burwoodfestival.com.au) and click on the Classic Car Show and Shine tab

# 2016 Albatross ...Show n Shine...

**Sunday 23rd Oct (10AM TILL 2:30PM)**

**FLEET AIR ARM MUSEUM, ALBATROSS ROAD, NOWRA HILL.**

\$15 PRE REGISTRATION ENTRY / \$20.00 ON THE DAY GATE ENTRY  
SPECTATORS - GOLD COIN DONATION



FEATURING LIVE ENTERTAINMENT FROM:

## "Blue Tongue"

ALCOHOL FREE FAMILY EVENT!



**Bellert & Bennett**  
SMASH REPAIRS



PROUD SUPPORTERS OF:



Enquiries:

Stuart Walters 0410 577 296 Glenn Smith 0427 476 427  
[wal250@y7mail.com](mailto:wal250@y7mail.com)

For further information and entry forms visit:  
[www.navy.gov.au/event/albatross-show-n-shine-2016](http://www.navy.gov.au/event/albatross-show-n-shine-2016)

## Von dem Herrn Präsident.

Well, we had a great turnout for the CMC Shannon's Classic at Sydney Motorsport Park. The club was allocated spaces for 20 Volkswagens and we filled all of them! This time we were in the main pit area, so we had quite a crowd around the VWs all day.

Coming in September on Sunday 11th is the 16th Annual Classic Car Show at Canley Heights RSL Club and then the Canberra Autofest on Saturday & Sunday 17-18th. The cruise and BBQ are back this year on the Saturday and the Car Show on Sunday. See the Canberra flyer on page 4 for all the details.

Coming up on the October long weekend is the annual Drag Racing at VW Warwick in Queensland. I and many club members will be attending, it's a great weekend away and Warwick is not that far away. Later on in October on Sunday 16th is the Burwood Spring Festival Classic Car Show at Burwood Park, Burwood and then on Sunday 23rd is the 5th annual HMAS Albatross Show n Shine at Fleet Air Arm Museum.

In December is a new event for us called Motor World Sydney (<http://www.motorworldsydney.com/>) It's on 3rd and 4th December. Expression of interest have been sent out already via email and I've had a few confirmations of entries, we will need to book our space soon so please let me know ASAP via email or phone if you wish to attend.

It's been two years already since we changed our printer and went to a full-colour format. I'm very pleased with the results. The old black n white magazines from 2014 and earlier look so old fashioned now! Even though we couldn't afford colour printing then, you can still download full-colour PDF versions of these older mags (from 2007) from our website. Go to [www.clubvw.org.au/zeitschrift](http://www.clubvw.org.au/zeitschrift) and click on the year you are interested in.

Keep an eye on the Club Calendar and the flyers for coming events; springtime is a very busy time with lots of events coming up, and details are added and changed regularly.

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

Steve Carter



## Kanberra Kapitel report.

Happy Spring to you all! Winter is supposedly behind us and we can all spend our weekends mowing lawns, pruning gardens and polishing our VWs.

This month we had our run to Batemans Bay. I went very well and you can read a report in the magazine. I have also sent some reports of earlier Canberra events that I owed, apologies for timing.

This month is our big carshow, the German Auto

Display. We'd love to see as many dubbers there as possible. The show itself is on Sunday 18 Sept, and is at the West Lawns of Old Parliament House (new location for the show). If we have weather issues we will be at the Treasury carpark which is nearby. I will soon have a new map on the club website, as well as the other details. We will also have the entry form on the website too, so you can have it filled in when you arrive to save time. Entry to the show is \$10 this year and will be collected at the gate.

We are also running a cruise on Saturday, like we did a few years ago, which will leave the Russell carpark at 11.30am, details are on the flyer.

As we have a new location this year, we also have some new rules to follow, which include numbers of vehicles we can accommodate, and also restricting vehicle movement during the show. I would urge drivers to arrive early (i.e. before 9am) and to try to leave departure until after 2pm. We will assist those needing to leave early as much as possible but in general we have to restrict movement during the show.

When you arrive at the gate we will give you a parking permit which is to be displayed on your car (stops you from being booked). All cars must have a drip tray.

Don't forget that Floriade (Canberra's Spring flower festival) will have just opened on the same weekend, bring the family and they can wander the flowers during the day. The walk will take a few minutes from the show but it will be worth the time.

Contact us with any questions, we hope to see many of you at the show.

Upcoming events for the Canberrans – we are looking at the Marques In The Park carshow (30 Oct), Classic Yass Car Show (05 Nov), Canberra Swap Meet (06 Nov), the model society show (13 Nov), and our Xmas event in December. We'll get details to you soon after the German show is finished.

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.**

### September.

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

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

**Sunday 11th:- 16th Annual Classic Car Show** at Canley Heights RSL Club, 26 Humphries Rd Wakeley. Show cars should arrive 6:30-8:45am (\$20 entry). Show opens 9:00am (Gold coin donation for spectators). Car show music by DJ Town Sounds. Sausage sizzle by Westfields Sports High

School. RSL Club open all day. Trophies presented at 2pm. Phone the RSL Club on 9604 9975 for more info.

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

**Saturday & Sunday 17-18th:- Canberra German Autofest.** Cruise and BBQ on Saturday, Car Show on Sunday. See the flyer on page 5 for all the details. Phone Bruce on 0400 119220 for more info.

**Sunday 25th:- Sydney German Autofest 2016**, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes-Benz Club of NSW. All German makes welcome. \$10 entry per car. Entrants to be in place by 9:30am. Food and drink stalls on site. Volkswagens old and new wanted - let's have more VWs than Mercs, BMWs or Porsches! Contact Nick Harris (Merc club) on 0408 228305 for more info.

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

## October.

**Saturday & Sunday 1st & 2nd:- VW Warwick Drags 2016.** Two days of Volkswagen drag race action! Street parade, static VW display, VW movie night, Saturday scrutineering from 11am-noon, driver's briefing, then unlimited practice and qualifying until 5pm. Sunday drag competition and finals. Lots of race classes for novices and pros. Air and water-cooled VWs welcome, hotties and stockers! Pre-entry by 20 September is mandatory; no entries on the day. Go to [www.vwma.net.au](http://www.vwma.net.au) for all entries and more info.

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

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

**Sunday 16th:- Burwood Spring Festival Classic Car Show** at Burwood Park, Burwood. The car show is part of the Spring Festival, with displays, stalls, food, rides and entertainment all day. Vintage, veteran and classic cars. Club Veedub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit them

YOUR FAMILY

# CAR COLUMN

"My best outfit is a car"

— says Judy Ann James, TV Fashion expert



It's most embarrassing to make a last-minute arrival at a TV rehearsal looking flustered and dishevelled — especially as I am a fashion and beauty adviser and naturally must be punctual and well-groomed for my own show. But it always was one mad rush to get to the studio on time... that is, until I invested in a Volkswagen. Now, as the proud owner of this smart car, there's no more impatient waiting for slow buses and trams... no frantic search for the elusive taxi. I arrive with time to spare — feeling poised and immaculate.

**Comfortable? Of course!**  
Even wearing the slimmest frock it's no trouble to slip elegantly inside—and there's space enough between the neat steering wheel and the snug seat for the fullest skirts. I also appreciate how conveniently the pedals are placed—even tapering high heels never scuff.

**So posh to Park!**  
Parking a car used to terrify me until I found how simple it is with a Volkswagen. With the wonderfully light steering and clear vision it only takes a minute or so to nestle in close to the kerb. And it's so satisfying to disappoint those watching males who are always ready to sneer "Humph! — woman driver!"

Then, of course, owning a Volkswagen is so easy on the budget. Even with the stop-and-start driving I do all day I still get a good 38 miles to the gallon — and that's real economy.

**A fashion parade — all by itself!**  
Although the Volkswagen features add up to something wonderful, it was the VW's chic appearance that first captivated me. The clean-cut flowing line... the satin-finish lacquer... and these little things that mean so much, like built-in coasthangers. But the Vogue-like colour combinations really made me "fall in love" — sophisticated Gunyah grey trimmed with vibrant red — elegant Summer blue with smart navy upholstery. I finally selected the sparkling Surlers White, highlighted with the cool sage green upholstery.

My Volkswagen has become such a vital part of my business life that I tend to regard it as my "best outfit".

**STOP PRESS:**  
Judy Ann is now on her way to Canada. Her last words to us? "First car I'll look at in Canada is naturally Volkswagen."

[ADVERTISEMENT]

WEEKLY — February 26, 1958

at [www.burwoodfestival.com.au](http://www.burwoodfestival.com.au) or phone the Burwood SES on (02) 9745 1386 and say you are with the VW Club.

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

**Sunday 23rd:- 5th annual HMAS Albatross Show n Shine** at Fleet Air Arm Museum, Albatross Rd Nowra Hill. Entrants from 8am; \$15 pre-rego entry; \$20 on the day. Spectators from 10am, gold coin donation. Large array of judging categories, many other fun family activities throughout the day. Live band 'Blue Tongue' will play for you. For more info contact Stuart Walters on 0410 577296, or visit [www.navy.gov.au/event/albatross-show-n-shine-2016](http://www.navy.gov.au/event/albatross-show-n-shine-2016) for info and pre-entry forms.

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

## November.

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

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

**Sunday 13th:- Big Bikes and Likes day** at historic Linnwood House, 25 Byron Rd Guildford. Classic VWs are invited to attend an open house and classic car/bike display. All commercial, military, classic, vintage, veteran and hot rod machines welcome from 10am. \$3 entry to the historic house. Trade stands, food stalls, tea and coffees. Contact Dorothy (Linnwood House) on (02) 9632 9203 for more info.

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

**Sunday 20th:- Kurrajong-a-Buzz community day** at Kurrajong Village. To celebrate Pollinator Week, Club VW Sydney have been invited to display VW Beetles at the free family fun and pollination information day. There will be a kids activity zone, a sausage sizzle run by our local Rural Fire folks, cake stall run by our Kurrajong

Nursing home group, and lots of activities in our cafes. Kurrajong Rural Fire service have arranged exclusive parking for the first 10-12 VW Bugs. Please arrive before 8:30am to get into position before the event starts. Other VWs welcome to attend but will have to park elsewhere. Contact Lyn Ward on 0411 107456 for more info.

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

## December.

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

**Saturday 3rd - Sunday 4th:- MotorWorld Sydney** at Sydney Motorsport Park, Eastern Creek. A dynamic, interactive automotive festival. Come and test drive your hero car on track, road or off-road circuits; compare brands and models for yourself, or experience them through a series of live demonstrations. Hundreds of cars and motorbikes across 40 brands will be in action on four test drive tracks, four additional drive experiences and demonstration arenas for the most interactive automotive festival ever to be held in Australia. A total of 10,000 test drives are available on track, street and gravel, and many more highlights for visitors to participate in. Educational activities for kids, training programs for young drivers, competitions and high speed challenges for the experienced. If you wish to attend this event with your car, contact Steve Carter. The Club's preferred days to attend the event will be either Saturday 3 December or Sunday 4 December. The date is yet to be confirmed depending on numbers for either day. The sooner you can confirm your interest, the sooner we can book our spots. Numbers are limited.

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

**Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club VeeDub Christmas Party!** Bring a wrapped present (worth about \$5) to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

**Monday 19th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## January 2017.

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

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

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

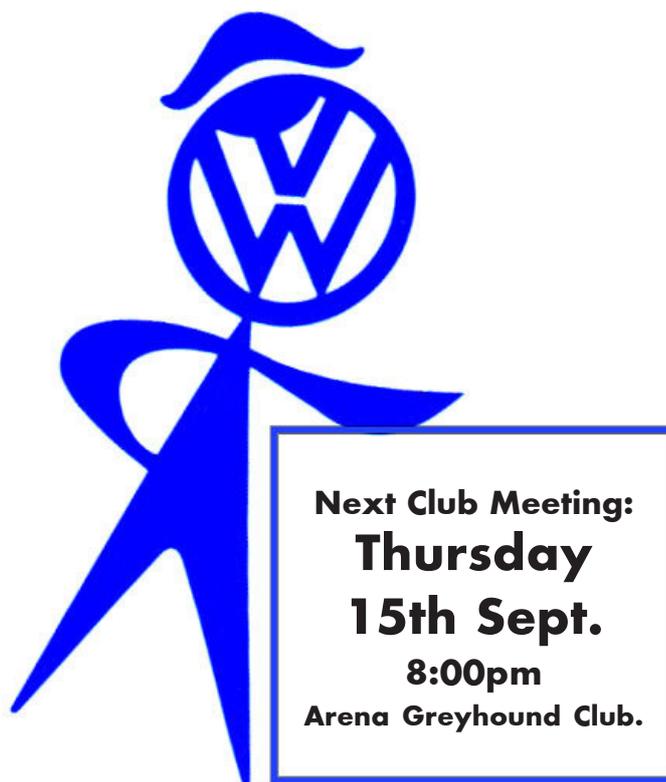
**Thursday 26th:- Australia Day CARnivale** at Parramatta Park. Celebrate Australia's birthday in 2017 with a day-long program of events. Hot air balloons, BBQ festival and cookoff, family zone with kids' activities, rides and concert; Hot 100 party and bar, main stage concert and main fireworks at 9pm. Huge vintage and classic car show. Pre-bookings essential. On-line registrations open on 14 October. Go to [www.ausdayparramatta.com.au](http://www.ausdayparramatta.com.au) for more info.

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

## May.

**Saturday 27th:- VW Nationals Supersprint** at Sydney Motorsport Par, 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 28th:- 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, musical entertainment, great food and drink, VW fun for the family all day.



## 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.*

## New Ads.

**For Sale:- 1970 Beetle 1500.** Mustard yellow, brown interior. Runs. No rego, rough condition. Bent after a tree fell on it. Rusty. Mechanicals OK. Great project car or strip for parts. Car is in Lithgow. Make me an offer. George, 0418 660504

**For Sale:- I have a variety of NOS and SH parts** purchased some years ago for the restoration of a Type 1 1967 sedan which are available for sale. This cal-look window rubbers, and many hop-up engine parts such as a pair of cylinder heads pn 041 101 375 5. Would there be any interest from your VW club members? Too many parts to list here. Contact Mr Peter Read at Wahroonga on 0417 779976 or email [peterread@bigpond.com](mailto:peterread@bigpond.com) for photos and /or an inventory of the parts I have for sale.

**For Sale:- 1974 German manufactured right hand drive VW Type 181 'Safari' or 'Thing.'** Owned and restored in Bali for a year and imported to Australia (QLD) with compliance plates. For a look and sale at Clovelly. \$28000 Phone Craig 0466 180038 or email [craigfreier65@hotmail.com](mailto:craigfreier65@hotmail.com)

**For Sale:- I have assorted VW parts,** mainly 1600 Dual port items including heads, cylinders, carbys and other related items. Also a used '70 transmission, works OK but just swapped out. FREE for first taker, needs picked up from Springwood (moving end of September). Call me: Rod on 0459 990 030.

**For Sale:- 1963 Karmann Ghia,** fully registered until Feb 16. No rust well looked after has been in the family for 38 years. Asking Price \$15,000 Contact Matthew on (02) 9528 8650 (BH) or 0449 676 270 or email [mattandmarg@bigpond.com](mailto:mattandmarg@bigpond.com)

**Wanted:-** I'm looking for a **black beetle, 1954** or earlier to buy. I saw some at the VW Nationals. Do you know any of your members that might want to sell? If you can help, please contact Mr Kevin Janakis on (02) 9969 4671 (BH), Mobile 0427 427 482, or email [kjanakis@bigpond.net.au](mailto:kjanakis@bigpond.net.au)

**For Sale:-** Hi Guys, Just letting you know we have a LOT of VWs and VW parts currently up for Auction on our Esalvage Website. Just thought you could have a look and share if needed. Kombis, Beetles, Beach Buggies, Utes... the whole lot. Click on the Search Salvage tab, then enter Volkswagen in

the Keyword field and click Update. You can also search for Volkswagen under the Motor Vehicles tab – click Search Motors and Volkswagen for good used Volkswagens for sale. Go to <http://www.pickles.com.au/damaged-salvage/item/search#!/search-result>

**For Sale:- I have a 71 Superbug** for sale in NSW and am looking for places to advertise if you can please assist? Also happy to talk to take recommendations on a price point. Thanks! Please contact Natalie Luck on 0423 200700 or email [natluck@hotmail.com](mailto:natluck@hotmail.com)

**Wanted:-** Help! I am looking for someone to fit Windscreens to a 1960 Karmann Ghia with "C" channel windscreen moulds for me. Any help please contact Carl Hillery on 0422 257088 or email [carlhillery@bigpond.com.au](mailto:carlhillery@bigpond.com.au)

**Wanted:-** Hi I'm looking to buy a **VW Country Buggy.** If you know of anyone in your club who has one for sale could you please ask them to contact me. Also could you place a wanted ad in your club magazine to reach others who may be interested in selling their Country Buggy Many thanks. If you can help please call me, Bob Kay on (08) 8265 0442 or email [lrkay@adam.com.au](mailto:lrkay@adam.com.au)

## 2nd month Ads.

**Wanted:-** Hi - I hope you can help me as my search for a VW bus has taken me across the world to you guys. I am looking for a **RHD barndoor panel van** pre 1955 obviously. If you know any one who has one or who can help I would really appreciate the contact. I am ( have recently ) become interested in barndoors and now a bit obsessed I'm sure you and your members understand that : ) any way looking forward to hearing back - kind regards Marc grant ( Scotland ) [marcjamesgrant@yahoo.co.uk](mailto:marcjamesgrant@yahoo.co.uk)

**For Sale:-** Hi , I have **77 pop top 2-litre** twin carby for sale , registered and still driving weekends ! Fridge sink and seat that clicks into a bed had a new roof but does have rust in the bottom half its white roof and dark green bottom selling for \$15500 , if u know anyone that may be interested in on the Gold Coast , thanks Juanita. Phone 0409 498756 or email [purplegecko@optusnet.com.au](mailto:purplegecko@optusnet.com.au)

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collectors item. I live in Port Macquarie but can have it available for collection at the upcoming VW spectacular weekend in Nambucca Heads weekend if there is any interest. I look forward to hearing from you. Contact Mr Ron Simpson on 0407 631854 or email [ronjsimpson@bigpond.com.au](mailto:ronjsimpson@bigpond.com.au)

**Wanted:-** Dear VW Club, I am a VW beetle lover searching to buy a **1971 Superbug** in immaculate original condition. Any help or leads would be very appreciated. If you can help, please contact me. Regards, Declan Page. 0409 527440 or email [declan.page@gmail.com](mailto:declan.page@gmail.com)

**For Sale:-** 1956 VW Beetle, Oval Window Deluxe model. Numbers matching original vehicle with service documentation from new. Full restoration undertaken including taking the bodyshell, floorpan and all metal components of the vehicle back to bare metal. Debeer 2 pack epoxy primer used on exterior of bodyshell and Epoxy Mastic 121 2-pack paint used on all floorpan components and the bodyshell interior. Painted in period correct VW Firm Blau. Probably the only one this colour in all of Australia. \$10,000 of new parts used to restore this Beetle with all receipts of parts & paints used. Every single seal replaced on the entire vehicle. Chrome and trim either polished, re-

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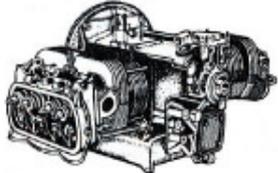
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

**Address:** 29 Research Drive, Croydon South, Victoria, 3136

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**Club Veedub Sydney Membership / Subscription Form.**

Please tell us about your Volkswagen(s):

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You will receive 12 issues.

# Countdown to 1 million Australian VWs.

As reported previously, the one-millionth VW to be sold in Australia since 1954 is due very soon.

For those wishing to check the figures, we have already recorded VW's year-by-year sales figures on our club website, at <http://www.clubvw.org.au/history> This includes annual sales totals, plus individual model totals for each year. We have reproduced the annual totals here, so you can grab your calculator and add them up yourself.

Up to and including 2015, the annual Australian VW sales figures (as recorded by the Federal Chamber of Automotive Industries and VFACTS) are:

1953	0	1985	393
1954	2,080	1986	123
1955	7,313	1987	48
1956	12,239	1988	82
1957	13,456	1989	1,097
1958	16,654	1990	1,182
1959	21,002	1991	954
1960	28,597	1992	418
1961	17,803	1993	616
1962	24,604	1994	1,801
1963	27,068	1995	3,639
1964	31,419	1996	4,473
1965	25,577	1997	6,941
1966	18,213	1998	7,375
1967	17,450	1999	6,214
1968	14,957	2000	8,216
1969	14,267	2001	11,007
1970	16,545	2002	9,886
1971	19,138	2003	12,357
1972	14,909	2004	10,754
1973	15,966	2005	15,782
1974	14,111	2006	21,571
1975	15,479	2007	27,400
1976	15,731	2008	29,875
1977	6,504	2009	30,087
1978	4,196	2010	38,016
1979	2,572	2011	44,740
1980	987	2012	54,835
1981	442	2013	54,892
1982	518	2014	54,801
1983	179	2015	60,225
1984	262		

Total: 940,038

As reported last month, to the end of June 2016 VW has sold a further 29,809 vehicles. Then another 4,193 in July, making 34,002 for the year and 974,040 in total to the end of July.

The very latest figures show that VW has sold another 3,893 vehicles in August. That makes the 2016 year-to-date figure now 37,895. The grand total, since 1954 to the end of August, is thus 977,933.

So there's only another 22,067 to go to one million. At this year's average rate of 4,737 per month, this will occur in 4.66 months from the end of August – which is in January 2017.



Stay tuned for a further update next month.

## Golf GTI 40 Years now on sale.

The special new 2016 Volkswagen Golf GTI 40 Years has finally landed in Australian Volkswagen dealerships, following its international unveiling as a concept early last year.

This concept car was designed to celebrate 40 years since the original Golf 1 GTI was released in Germany in 1976. It made its production debut quickly after, in September last year. Local fans here held their breath until February this year for Volkswagen Australia to confirm an Australian debut.

In Europe, this vehicle is called the Volkswagen Golf GTI Clubsport, meaning we get a name unique to Australia. Holden Special Vehicles already owns the Clubsport naming convention in this country, so that meant Volkswagen had to go hunting for another name locally.

Volkswagen HQ in Germany actually took the lead on the project, too, and came up with the 40 Years tribute name for our market. With over 20 percent of Australian Golf sales being the GTI or R, Australia has one of the highest GTI sales rates in the world and VW's German head office recognises this.



As far as standard allocation goes, the five-door GTI 40 Years is effectively unique to Australia.

Although you can special-order a Clubsport in five-door guise overseas, the standard vehicle in other markets is a three-door. But, since we only get the five-door Golf, we only get the five-door 40 Years.

Volkswagen Australia went to the fans to give the new special's wheels a name for our market.

Measuring 19×7.5 inches, the wheels have been named 'Ruby' for Australia, rather than the "Brescia" name they wear overseas.

Volkswagen had more than 1000 entries from GTI fans via a Facebook campaign. The winning name makes a lot of sense for a few reasons: ruby is the stone you use to signify a 40th anniversary, and it's also the birthstone for the month of July, the same month the GTI 40 Years launched in Australia.

There will be a manual gearbox on offer – even though it is effectively sold out already.

Volkswagen initially thought it would only be able to secure 400 DSG-equipped vehicles for Australia, but has also managed to nail down 100 manual examples for the real enthusiasts. That brace of 500 vehicles is all we're getting.

With the 'overboost' function, the GTI 40 Years is, in fact, the most powerful Golf in Australia, beating the popular AWD R model (even if it is only for ten seconds at a time).

The 2.0-litre, turbocharged four-cylinder engine generates 195 kW and 350 Nm under normal conditions, but this climbs up to 213 kW and 380 Nm when the overboost function kicks in.

Read a review of the Golf GTI 40 Years in this issue.

**Recommended Retail Price (excluding on-road costs):**

**Volkswagen Golf GTI 40 Years                    \$48,990**

## No Aussie-specific suspensions.

Volkswagen Australia confidently claims its cars do not typically require specific, localised suspension calibration to perfect the ride and handling for local roads.

Touting its Australian-based global development work on advanced next-generation safety systems last month, VW's local arm couldn't help also suggesting that its (generally European-oriented) ride and handling tunes were ideal for our road network already.

This idea goes contrary to brands such as Hyundai and Kia, which do extensive and critically lauded local calibration (and employ small, highly trained Australian labour forces to do so) on all their cars because their domestic-market tunes are unsuitable.

Both Ford and Holden also do significant global tuning here for international vehicles. For instance, the new Holden Spark benefited greatly from an Australia-specific tune.

Volkswagen could be said to have a point, however, with reviews on Volkswagen products often highly complementary of their ride and handling.

"While it has been increasingly common place to hear of an overseas manufacturer adjusting ride and handling parameters for Australian roads prior to a vehicle's local launch, Volkswagen vehicles typically do not require such calibration," the company's otherwise technology-focused release boldly said, clearly sending a jab in the direction of Hyundai and co.

"However, over the past week, Australian motorists may have got a glimpse of a small fleet of German-registered, left-hand drive Tiguan on rural NSW roads. These vehicles, driven by a team of German-based Volkswagen engineers, were being used for the purposes of assessing new future technologies for Volkswagen passenger vehicles."

The Volkswagen global team travelled from Sydney, across much of NSW and to the ACT, taking in Port Macquarie, Armidale, Dubbo, Wagga Wagga, Albury and Canberra.

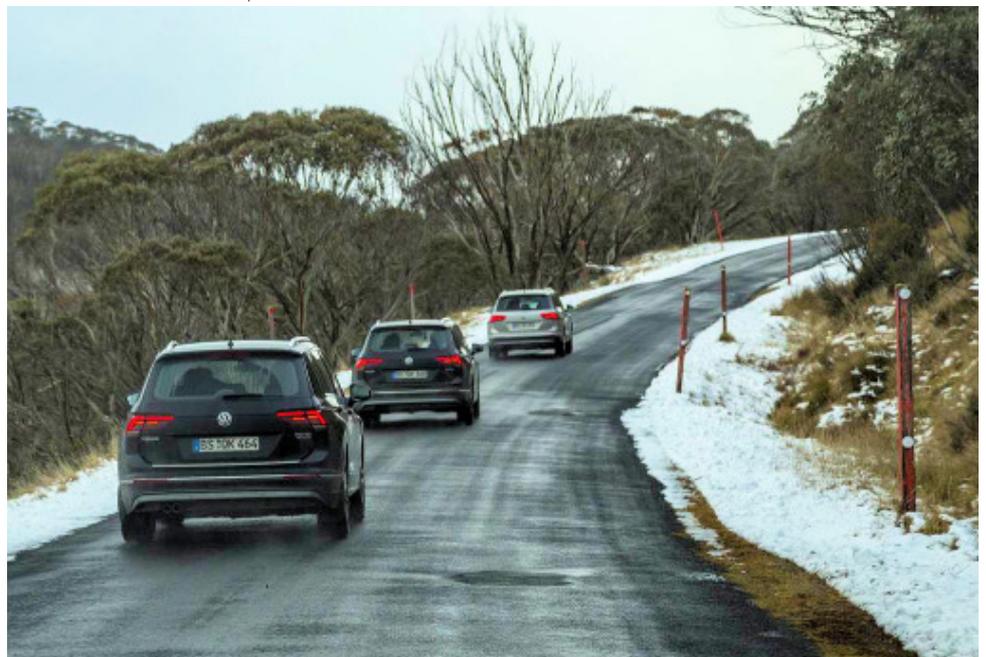
The engineers were field-testing Volkswagen's next generation of safety and assistance systems, including "advanced lane assist with traffic jam and emergency assist, high beam assist and pedestrian detection".

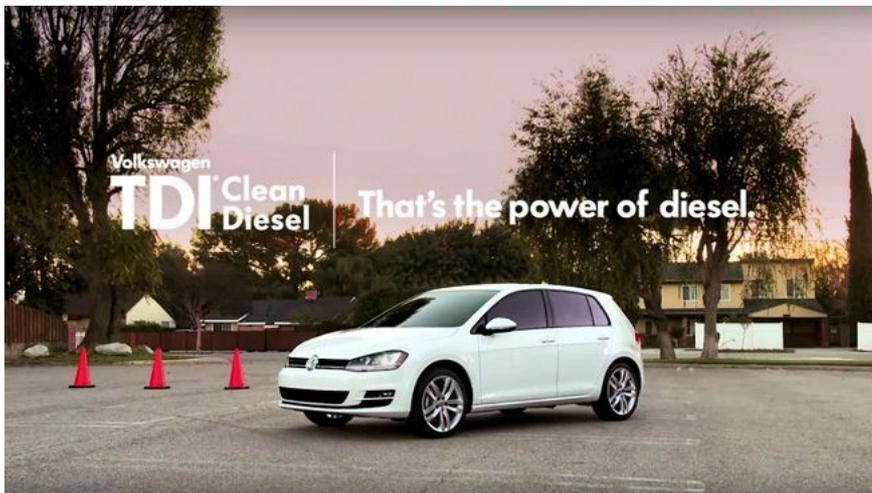
VW says these next-generation (partially autonomous) technologies will be premiered with future updates of the new Tiguan and other forthcoming Volkswagen models.

"This latest period of local testing is a boon for Australian customers, ensuring the suitability of these technologies for Australian motorists; having been tried and tested in their own backyard," the company claimed.

The new-generation Tiguan launches in Australia this month, and is expected to turn around the slightly declined sales recorded VW in Australia over the past few months — a consequence in some part blamed on a lack of outgoing Tiguan stock.

The second-generation Tiguan will be laden with class-leading safety equipment including Front Assist, autonomous low-speed braking, lane assist, driver fatigue detection, an active bonnet, Multi-Collision Brake, parking sensors and a reversing camera.





consumption. We believe that the best outcome (on these) for concerned Australian customers is the free and simple software update.”

Australia’s current vehicle emissions standards mean that VW has not contravened any emissions-specific requirements in this market. This means that, unlike its situation in markets with tighter emissions regulations, Volkswagen’s Australian recall is a voluntary one.

In the US, Volkswagen is understood to have agreed to pay a sum most recently reported at nearly \$20 billion in penalties and compensation for that market alone. Details of a settlement are expected to be made official and public in the coming hours.

## Australian perspective on diesel ‘scandal.’

As Volkswagen works through a multi-billion-dollar settlement in the US and a first ‘fix’ approval in Germany for the ongoing diesel NOx scandal, the company’s Australian arm has again offered reassurance to local owners that their vehicles are safe.

Although Volkswagen confirmed in December that none of its Australian-market vehicles produce more carbon dioxide (CO<sub>2</sub>) or nitrous oxides (NO<sub>x</sub>) than claimed, the company is right now battling a class action brought by thousands of owners here in Australia.

Last month, Volkswagen Group Australia (VGA) issued a statement promising that a crucial software upgrade for around 77,000 vehicles remains its top priority. The company said that customers will be contacted when their vehicle is due to be updated, but that owners needn’t fear for the safety, performance or efficiency of their car in the meantime.

“This procedure does not have any material impact on vehicle performance, driving characteristics, fuel economy or compliance with emissions standards. This has been demonstrated in the vehicles for which the upgrade has already been implemented,” VGA managing director Michael Bartsch said.

“The important thing customers need to know is that the affected vehicles are safe to drive now and will remain safe to drive after they are updated.”

Volkswagen Australia has released an update that calls on owners of the Amarok ute to make contact with their dealers so that the update can be carried out. The Amarok was the first model to be recalled locally, with around 8000 vehicles affected.

The ongoing class action means that Volkswagen will not comment on the potential for compensation to owners, although Bartsch said that the situation in Australia should not be compared to the US.

“The striking differences between US and Australian regulations have gone largely unreported,” Bartsch said. “US regulations are unique in the world in that they are very significantly lower than European standards in terms of NO<sub>x</sub> levels.

“Euro, and hence Australian, standards are built around lowering carbon monoxide emissions and fuel

Although Volkswagen Group Australia is legally unable to comment to the media on the topic of compensation, the Australian Automobile Association (AAA) has called on the company to offer some sort of payment to owners as a gesture.

“[...] There’s nothing to stop Volkswagen showing some good will to Australians unwittingly caught up in this situation and providing a payment along the lines of what they have agreed to provide American Volkswagen Group vehicle owners,” AAA chief executive Michael Bradley said this week. However, VW Australia is in no way obligated to do this as VW has not broken any Australian laws. Australia does not even have any auto taxation based on emissions, as they do in Europe. Nowhere, even in the USA, has a single person been killed – or even slightly injured in any way – by VW’s emissions ‘scandal.’

To its credit, VW’s global management said this week it advocates the idea that all emissions tests should be evaluated by external third-party organisations in the future.

## More from Australian VW boss.

The managing director of Volkswagen Group Australia, Michael Bartsch, says that key differences in regional laws and regulations, in relation to VW’s ongoing diesel ‘scandal’, are being ignored.

Speaking after news of a massive \$20 billion settlement with Volkswagen owners and government departments in the United States, Bartsch said: “It is regrettable that interested parties ignore the polar differences between emission regulations in the United States and Australia. This only adds to public confusion.”



Bartsch reiterated his earlier statement (see above) in the lead-up to the news, emphasising that the outcome of ongoing investigation and litigation in the US is a result of that country's markedly more aggressive and distinctly different regulations on vehicle emissions.

"Regulations governing nitrogen oxide (NOx) emissions limits for vehicles in the United States are much stricter than those in other parts of the world, and the engine variants also differ significantly. European and Australian standards focus on lowering environmentally harmful carbon monoxide emissions and fuel consumption.

"New Volkswagen vehicles on sale in Australia – both petrol and diesel – continue easily to meet the prevailing Euro 5 standard for emissions."

Volkswagen Group Australia maintains its position that the software upgrade being rolled out to vehicles here through a multistage voluntary recall is, in Bartsch's words, "the best outcome for its customers."

The company is legally unable to comment on the matter of compensation being sought by some Australian owners in a class action, but Bartsch noted that customers in Europe are not being offered compensation.

"The relevant facts and complex legal issues that have played a role in coming to these agreements in the United States are materially different from those in Europe and Australia," he said.

"Volkswagen is committed to resolving the diesel matter for all affected customers around the world quickly and efficiently. We recognise the need to regain their trust and we are doing everything possible to achieve this."

VW's efforts on that front, so far, have not been good enough for some. NRMA media manager Peter Khoury said Volkswagen Australia is "failing" its customers. The NRMA has already excluded all Volkswagen models – diesel AND petrol – from their annual awards, even though petrol models are not affected by the scandal. This was a ridiculous over-reaction.

"We have been hugely critical of the way Volkswagen has handled this violence," Khoury said. (Violence?! What an idiot – Ed.) "They're failing in the manner in which they treat the customer, in the manner in which they have conducted the recall, in the manner in which they've compensated – or haven't compensated – the public.

"And when you look at the United States example, and you compare it to what has happened here, you start to see how poorly they must consider their customers here in Australia."

Responding to those comments today, Volkswagen Group Australia communications manager (and former News Ltd motoring journalist) Paul Pottinger said: "It really is disappointing that the NRMA seems not to appreciate the polar differences between the emission regulations of this country and those of the United States."

Rather than the specific aspects of Australian emissions regulations, which Volkswagen Group vehicles are not in violation of, related class action suits in Australia are focused on a potential impact on resale values, and on Australian Consumer Laws that require a vehicle be free of defects when sold new.

Although VW Australia cannot discuss details of an ongoing legal action, Pottinger said that the company continues to monitor the market and has not found evidence

of any effect on resale values that are not a result of "seasonal fluctuation".

"We have no information at all that resale has been affected," he said. "We're not seeing anything other than seasonal fluctuation."

Likewise with new-car sales, the Volkswagen brand's results in Australia have dipped only slightly in the past 12 months, down around 5 percent on the same period in 2015. And, even without the impact of the US diesel issues, VW would not necessarily have expected growth this period.

"We need an SUV, and we need it yesterday," Pottinger said. "We need the new Tiguan yesterday. The redesigned Touareg isn't going to be with us for some time yet, but the new Tiguan due in September is now a bigger SUV than it was previously. It's a game-changing SUV, it will shake up segments."

As for the recall, action on the Amarok ute – the first model to be recalled in Australia – is underway now, and Volkswagen Group Australia has submitted a schedule for the next series of recall notices to the Department of Industry and Regional Development.

The voluntary recall applies only to some EA189 series diesel engines built between 2008-2015.

## VW and LG.

The Volkswagen Group has signed an agreement with LG Electronics to collaborate on the research and development of a new connected car platform.

Aimed at enhancing vehicle connectivity, the two companies will work together on Volkswagen's next-generation Cross-Over-Platform. Using the latest cloud technology, Volkswagen says the new platform will offer "seamless digital access to extensive features such as smart home and location-based services".

In a release, Volkswagen said over the coming years, the partnership will concentrate on several initiatives. Firstly, it will develop technologies that bring together the connected car and the smart home, which will allow drivers to control and monitor smart devices in their homes – such as lights, security systems and domestic appliances – from out on the road.

Another focus of the collaboration is the development of a context-sensitive notification centre that can deliver messages in an intuitive and safe manner, and provide optimised recommendations to the driver in real time.



Finally, Volkswagen says that will work with LG to develop next-generation infotainment technology for its connected cars.

“Volkswagen is pressing on with the digitalisation of its brands,” Volkswagen electronics and vehicle research chief Thomas Form said.

“Our focus in doing so is always on our customers. For them, comfort, safety and energy efficiency play a central role.

“LG is a strong, reliable partner in the implementation of new features and one of the drivers of innovation in the networked household. We look forward to working with LG and developing simple, easy-to-use smart home solutions for our customers integrated into our vehicle systems.”

LG Cloud Centre head Richard Choi added, “We think LG’s expertise in smart technology together with Volkswagen’s leadership in the automotive sector will revolutionise the way drivers interact with their vehicles.”

Involved with in-car entertainment products since 2007, LG supplied key components of the Italdesign Guigiaro GEA concept unveiled at the 2015 Geneva motor show – the Italian design house being one of Volkswagen’s subsidiary brands.

These included the car’s holographic display, connected smart watch, tail-lights and rear-view camera system.

More recently, LG was selected as Volkswagen’s strategic electronics supplier, and the two companies showcased a smart home system that can be remotely controlled by a vehicle at this year’s Consumer Electronics Show (CES).

## New VW Crafter.

The next-generation Volkswagen Crafter large van has been unveiled in Germany ahead of its eventual debut in Australia late next year.

Available in three different lengths and with the choice of three roof heights, plus single and double-cab chassis, the new van uses a new VW-MAN designed platform and, unlike



the current van, is unrelated to the Mercedes-Benz Sprinter (which was a model-sharing arrangement).

Under the bonnet, the next-generation Crafter uses new 2.0-litre EA288 Nutz turbo-diesel engines that have been especially developed for the van. Volkswagen says the new TDI motor is “extremely reliable,” and has been designed to “ensure downtime is never a problem.”

The single turbo version will be available in three different states of tune — 75 kW, 90 kW, and 103 kW — while the twin-turbo version pumps out 130 kW of power and headlines the range. No torque figures have been revealed yet but similar engines in the Amarok make from 300 Nm up to 420 Nm.

Buyers can choose between front-, rear-, and all-wheel drive versions of the new Crafter, as well as manual and automatic transmissions.

Inside the cabin, the Crafter can specified with dual-zone climate control air conditioning, a heated steering wheel, and the company’s latest touchscreen infotainment and navigation system.

Available safety features include stability control with trailer stabilisation, adaptive cruise control, sidewind compensation system, trailer manoeuvring assistance, reversing camera, parking sensors, rear cross-traffic alerts, LED headlights, cornering light, and lighting assistance.

While this is the second-generation Crafter, it is actually the 4th generation large VW van. The first generation VW LT (for ‘Lasten-Transporter’ – cargo transporter) was made from 1975 to 1995, in a wide range of vans, trucks and cab-chassis, some co-built with MAN, from 2-tonne up to 5.5-tonne. It was not sold in Australia. The second generation LT was a cooperation with the Mercedes Sprinter and was made from 1995 to 2006. It was sold in Australia from 2003. The third generation was also a Mercedes Sprinter co-operation, but renamed the VW Crafter. It was made from 2006 to the present, in Mercedes’ factories in the Ruhr district.

The new Crafter range will go on sale in Australia in stages from the second half of 2017. The next-generation Crafter will be built at a newly constructed VW factory in Wrzesnia, Poland.





track, not on the drift track as before but on a the flat area right behind the pit garage. This gave us a maximum amount of spectators and promotion, as well as being comfortable for Brian in his wheelchair. Thank you, CMC, for this change.

Most VWs were there early, with Norm and Jeff directing the cars as they arrived. We were assigned two rows, and these quickly filled as the VWs arrived. Several times we had to start cars and move them around and a little closer to fit them in. There were only 20 spaces and 20 tickets, and all of them were there – that's never happened before.

## Shannons Classic at Eastern Creek. Sunday 14th August.

Last month Eastern Creek Raceway (or Sydney Motorsport Park, as it's called nowadays) was the venue for the annual Shannons Sydney Classic, the largest classic car show in Australia. As always, we contributed with a 20-space Volkswagen display.

Last year you might remember the organisers (the CMC) for whatever reason placed our club in an unusual position, over on the far side of the track away from the show, away from the food and drink and away from most of the spectators. Brian could not manoeuvre his wheelchair on the grass, or on the nearby gravel, slopes and stairs. Our secretary Norm soon wrote to the CMC, pointing out the unsuitable location and wondering why we had been placed there when other clubs enjoy the same comfortable prime locations, year after year.

His letter certainly worked, as this year we had the best spot we have ever had. We were back on the show side of the

Thank you to everyone who turned up. Sue's and Zelco's VWs even had to take over some of the space of another club!

It was a beautiful sunny day, and as soon as the VWs were securely in position, with the VW flag flying and the club brochures out, most of went for a walk to look at all the many hundreds of other classic cars near and far.

We were celebrating two VW milestones in 2016 – the 50th anniversary of the VW 1300 Beetle in 1966, and the



40th anniversary of the Golf's introduction to Australia in 1976. I wrote articles on both for the CMC's magazine/showguide, but they cut half of the Golf article and left out the VW1300 entirely! You can read the full versions of both, later in this issue.

Many of enjoyed a ride around the track in a vintage double-decker bus, whether it be the old Sydney green and yellow AEC/Leyland; the later blue and white Atlantean or even the red London bus. A piece of nostalgia and a great experience for the kids in the cramped, shaky and rattly old buses and great value for a gold coin.

Our last year's spot was filled with old Ford Falcons and some British cars this year, and they looked happy enough. Up on the drift track, where we normally are, was the Porsche Club and a few others ww normally share with. There was again some space assigned for the Classic and Vintage VW Club, but like last year, there was not a single car from that club there. Not one.



The trader stands in the pit garages had their usual range of car care products, rust treatments, leather care, car books and magazines, model cars and assorted motoring bric-a-brac. I bought a couple of books and paused over a 1/18 Mattel Herbie – a bit expensive at \$270. You can get it cheaper online.

There were a few coffee and snack stands for a drink and bite to eat, but I thought the best place was the ARDC cafe on level of the grandstand. I was able to get a couple of Vili's pies and a beer for lunch.

Our club's trip around the track was scheduled for 1:30pm, so once we had wandered through the rows of classic cars, watched the other cars circle the track, rode the double deckers, browsed the trader stands and had some lunch, most of us just relaxed near our VWs on fold-up picnic chairs. At least I did until my old one collapsed under me!

Soon it was out turn to do the cruise around the track, so we started up and headed out via the marshaling area. It's always fun to



drive around the race circuit, even if it's only at parade speeds. Rudy suddenly pulled his Superbug off to the side, but it was only his points closing up and he was soon able to rejoin the track and catch us. We were able to drive one and a half laps around the track.

It was a very enjoyable day, and so impressive to see a perfect 20 from 20 turnout from the Club VW drivers! It really made our prime position worthwhile. I hope the CMC will be kind enough to give us the same great spot next year.





## Canberra VW Drive For The Community.

Back in May the annual 'VW Drive For The Community' was run in Canberra. This is a fund-raising event coordinated by the two local VW dealers to support the Canberra Hospital Foundation. This is the third time it has occurred and is growing each year.



The day starts with a huge VW convoy through Canberra, under police escort, with the public watching the abundance of cars driving past. After the convoy there was a VW fun day at Thoroughbred Park, with what becomes a car show of both new and old cars. There was entertainment, food on sale, and a lot of interesting VW people to talk to.

The VW raffle was drawn and some prizes were awarded to various cars. A big 'well done' to Suzanne Jedryk from the club, who won the People's Choice award for her Beetle. The event is held around April or May each year. It would be great to build on the club attendance for 2017.

## ACT Shannons Wheels 2016.

In May the annual Shannons Wheels carshow was run in Canberra, being held this year in the Treasury carpark. Space was always going to be at a premium due to the change of location and the size of this event, however it ran very well.

The club had a great turnout for the day and as the show covers all makes, it made for a great walk around the various clubs and displays. The event was moved to May for this year but we are hoping it is moved back to March for 2017, fingers crossed. Thanks to everyone for coming along, and to Willie for our initial setup.







## Canberra cruise to Murrumbateman.

In July the Canberra Chapter cruised to the local town of Murrumbateman, where we had a great lunch at the local pub.

The town isn't far from Canberra and worked well as a

local winter event. The cars were parked on display and drew lots of attention from the public.

Thanks to everyone who came along, and to Iven for organising the day.





## Canberra Chapter Batemans Bay VW Krooz.

A cruise over the Clyde Mountain was organised by David Cook and myself for the weekend of 20 & 21 August.

There were two options for the expedition, with me being the only one to go down on the Saturday and camp overnight - in my Beetle. Those who know me and my pride and joy have seen this feat with their very own eyes, and all I can say is that it was comfortable (a small constructed bed where the passenger seat used to be was an essential element) but I'm glad I took a doona and a sleeping bag. The weather forecast was for a high of 19°C which didn't happen.

Sunday morning dawned fairly fine, but with a very cold breeze. I waited in the Batemans Bay McDonalds carpark for the rest of the contingent, along with early birds Bruce and Sue in their AmaroK. At almost precisely the agreed time of 11am the sound of a few aircooled motors could be heard approaching.

Three more Beetles, three Kombis and two T3 Trakkas had arrived. There were also two watercooled cars who silently slid in.

Everyone had had a thoroughly enjoyable drive down, judging by their faces. Interestingly, the two T3s had joined the Club cars on the way down. These fellow enthusiasts joined us on the drive down to Corrigan's Beach for an

impromptu VW display as well as a look around a local old wares and craft market. We all enjoyed talking about all things dub, looking around, and talking more about all things dub, although the promised 18°C never eventuated.

Around 2pm the decision was made to come back up the mountain, minus David and Ashleigh's rides as they had another engagement.

Everyone made it to Braidwood with no issues, albeit some slower than others. A few people had afternoon tea in Braidwood whilst everyone else headed home. The trip was deemed a great success and nearly everyone agreed to another trip down south in the not too distant future.

Mandy Conway





## Golf GTI 40 Years.

The name might be a little long-winded, but the 2016 Volkswagen Golf GTI 40 Years is almost the Volkswagen Golf GTI you're familiar with – just with a hefty sprinkling of added spice. It's called a Volkswagen Golf Clubsport overseas, but HSV already owns the 'Clubsport' moniker here – so '40 Years' it is.

Name aside, on paper at least, this tuned GTI is a fitting 40th anniversary celebration for a humble hatchback that has become a global automotive performance icon. What a pity the original 1970s GTI was never sold in Australia!

While there's no mistaking the \$48,990 (plus on-road costs) GTI 40 Years as a Golf no matter which angle you approach it from, Volkswagen calls this 'the most bespoke Golf ever' thanks to some specific styling changes. Those exterior highlights include gloss black trim, special 19x7.5-inch 'Ruby' alloy wheels, a unique front bumper with larger air intakes, '40 Years' decals on the flanks and new, extended side sills.

Those aforementioned 19-inch rollers won't be available on any other Golf in Australia. At the rear, there's a revised rear bumper, larger diameter exhaust tailpipes to match the new exhaust system, a two-piece, larger rear roof spoiler and a black-red LED tail light design.

While subtle, the exterior changes and additions combine to deliver a more aggressive, sharply-profiled Golf, one that is certainly identifiable as a special model. "This isn't just a sticker kit and bodykit package," said Todd Ford, Product Planner for Volkswagen Golf. "It's an iconic car, a special badge and we want to properly celebrate 40 years."

While Volkswagen doesn't quote downforce coefficient figures, it does refer to the body additions as adding 'small' amounts of downforce to the front end and 'significant' downforce over the rear axle. This promises to be an even more stable Golf at speed – keeping in mind the hatchback body style isn't ideally suited to high speed stability to start with.

Inside the cabin, VW started with the equipment familiar from the GTI Performance specification and added a little more to it. As such, there's a high quality, bespoke sense to the cabin once the door thuds closed.

Cloth/Alcantara seats are matched by an Alcantara steering wheel with 12-o'clock marker, Alcantara door inlays and shift boot, decorative inlays in 'Honeycomb 40' and piano black, and featured red stitching. When you open the front doors you'll also notice the tasteful door sill strips complete with GTI emblem.

Volkswagen also fitted as standard a full suite of safety tech including Active Cruise Control, Front Assist, City Emergency Brake, Blind Spot Monitor and Rear Traffic Alert. Three exterior colours are available – white, red or carbon steel metallic, the latter a colour that has proven popular with GTI owners, while the first two are colours Volkswagen considers 'iconic to the GTI'.

Under the stubby bonnet, the engine specifications read impressively – 195 kW is on offer between 5350-6600rpm, while there's 350 Nm between 1700-5600rpm. In third gear and above, when the conditions are right, there's an 'overboost' feature which releases an extra 18 kW and 30 Nm for a maximum of 10 seconds. That means the front-wheel drive GTI 40 Years will run from 0-100 km/h in 6.3 seconds. This compares with 206 kW / 380 Nm on the AWD Golf R, which does 0-100 km/h in 5.0 sec (DSG) and 5.2 sec (manual). Of course, the R is more expensive, starting at \$51,990.

Reiterating its duality across performance and usability, the GTI 40 Years consumes only 7.1 L/100 km on the ADR combined cycle – the R slightly more with 7.3 L.

Initially confirmed as featuring a DSG only, Volkswagen Australia has managed to secure 100 examples with a manual gearbox, while 400 will make their way to Australia with a DSG, bringing the ultimate total to 500 and no more. It's a fair bet then, that the 40 Years will be an exclusive machine among Australian GTI enthusiasts.

Standard inclusions are impressive all told, but the electronically controlled, mechanical differential lock will be the standout feature for performance enthusiasts. Volkswagen claims the differential will work from zero to 100 per cent clamp and is infinitely variable in between those parameters. In short, it promises more alacrity from an already well-behaved front end.

According to Volkswagen, adding a diff lock to a FWD platform like the GTI 40 Years is all about delivering improved driving response, less understeer, higher concerning speeds, and more predictable, more agile steering, by increasing the drive power on the outer wheel. Some FWD





fans don't like the idea of a fancy diff diluting the purity of their hot hatch, but there's no doubt it makes the already impressive GTI a sharper tool – especially at the outer limits of its performance envelope. If you're happy working a bit harder, while having more fun, but going slower (as we've often claimed to), then you need not apply here.

Volkswagen has added a progressive steering system, which reduces the work required at low speeds, and loads the wheel up at higher speeds. The GTI 40 Years gets bigger brakes all round too, up from 312 mm to 340 mm at the front and 272 mm to 319 mm at the rear compared to a standard GTI – in other words the same braking package as the GTI Performance model. We can attest to the abilities of the stopping package, even when they are punished mercilessly over longer, twisty sections of road.

The Golf GTI's strongest point has always been its multifaceted, jack of all trades duality. The basics of a powerful engine, FWD, clever packaging and interior quality have always been GTI hallmarks, but Volkswagen is adamant the GTI must also be able to perform at the limit beyond the capability of a normal hatch. Given this GTI 40 Years special is faster and more powerful than any GTI before it, the company has surely achieved that aim.

Time to settle in behind the wheel then, and find out whether the 40 Years is in fact a tangible step forward from the GTI Performance.

Brisbane's Mount Glorious and Mount Nebo provide the perfect slivers of winding tarmac to test the 40 Years' ability at road speed while Queensland's iconic Lakeside Raceway allows us to stretch the Golf's legs a little further. The racetrack might be relatively smooth, but public roads aren't and as such, they will surely test the Golf's balance.

On public roads, there's a sense of balance to everything the GTI 40 Years does. The brakes never fade, the steering delivers solid feedback, but also feels beautifully weighted at speed, and the suspension, regardless of the mode you choose, does a fine job of both bump absorption and handling.

As always, the Golf rewards positive but smooth inputs and you can almost waft from corner to corner. That's especially so in Sport mode. Hard on the brakes, turn in, hit the line you want through the corner, back on the accelerator and power out. There's the requisite

crackle on the downshift and rifle shot on the upshift – there's no doubt this is a rewarding, driver's hatch.

The engine loves to spin, and does so cleanly right out to the redline, but there's a proper serving of torque so low in the rev range, that you'll rarely access redline on the street. That surge of torque comes on smoothly, but with enough force that you feel it, and really gets the Golf cranking from a standstill. The engine is flexible enough that you can short shift the DSG in manual mode if you feel like it.

The chassis is so exceptionally well poised, even mid-corner bumps can't knock the Golf out of its comfort zone. Dynamic Chassis Control means you can switch the dampers between Comfort and Sport modes depending on the mood you're in. Even in Comfort though, the GTI 40 Years sticks to the road like the proverbial sh\*t to a blanket.

There's no doubt (at any speed) that the addition of the tricky differential has added infinitely more poise and cornering grip to the equation. Only once the tyres (Pirelli P Zero 225/35/R19s) start heating up too much – after a sustained beating mind you – do they even make a squawk on track, such is the grip on hand.



Turn in is razor sharp and predictable once you've picked your line too. You'll be able to hustle the GTI 40 Years around a track at serious speed. There's no doubt this is the fastest and most engaging Golf GTI ever. Lakeside Raceway is a ripper of an old-school track, which only stopped hosting V8s because they were getting too fast.

We take the kink at the end of the straight well over 190 km/h, flat to the boards and the GTI 40 Years is rock





It might be verging on boring to write it, but this is yet another exceptional Golf to wear the GTI badge. The 40 Years decals along the lower doors simply let everyone know that even more has been added to the GTI equation. There might be more raucous hot hatches on the market and some might criticise the Golf GTI 40 Years for being too clinical, too brilliant, too competent.

Despite that though, it's hard to think of any hatchback that better satisfies the hot hatch brief. It's comfortable, practical and devastatingly quick if you're brave enough to tap into it on a racetrack. What else could you ask for?

See your local Volkswagen dealer now before they are all gone.

Trent Nikolic

solid. It hammers through the turn with such stability, I lifted off the first few times around because it simply feels like you're going too fast. Once you work up the courage, though, and get comfortable with the layout, the GTI 40 Years is devastatingly fast.

Extra power and torque is sexy when you're bragging to your mates, but the reality is that only extra grip and balance will allow you to extract the best of those numbers at speed. The GTI 40 Years strikes that perfect chord for us, between the power that is developed and the chassis' ability to use it. Given its rarity, few will ever see track duty, but it's a vehicle that revels in a good thrashing.

Back on the road for a quick cruise back to the airport along the highway, the Golf reminds us why it's such a popular vehicle in the first place. There's no drone from the exhaust at 110 km/h, the seats are comfortable, visibility excellent, and it simply lopes along effortlessly with the DSG in drive.

The only option for the GTI 40 Years is a panoramic glass sunroof, which will cost \$1850. It is also covered by the same capped-price servicing plan as any other GTI, meaning services cost the following amounts up to 90,000km: 15,000 (\$390), 30,000 (\$390), 45,000 (\$455), 60,000 (\$1082), 75,000 (\$390) and 90,000 (\$455).

#### Specifications:

Volkswagen Golf GTI 40 Years  
Engine: 2.0-litre, 4 cylinders, turbocharged  
Bore and Stroke: 82.5 x 92.8 mm  
Compression ratio: 9.3 : 1  
Power: 195 kW @ 5350 rpm  
Torque: 350 Nm @ 1700 rpm  
Transmission: 6-speed DSG, FWD  
Front Suspension: MacPherson strut, Lower control arm, Coil Spring, Gas damper, Anti roll bar. Ventilated disc brakes  
Rear Suspension: Multi-link system, Coil Spring, Gas damper, Anti roll bar. Ventilated disc brakes  
Adaptive Damping Control, 19 Inch Alloy Wheels, Electronic Brake Force Distribution, Electronic Stability Program, Hill Holder, Traction Control System  
Kerb weight: 1357 kg  
Height: 1466 mm  
Width: 1799 mm  
Length: 4361 mm  
Performance: 0-100 km/h 6.3 secs  
Fuel tank: 50 litres  
Fuel Consumption (Combined): 7.1 L / 100 km  
RRP: \$48,990



## The Toy Department.

Motormax was founded in 1997 and for almost 20-years, it has specialised in manufacturing highly detailed, officially licensed, collectible die-cast and plastic replicas and model kits of various vehicles. Motormax produces model cars and motorcycles in scales such as 1:12, 1:18, 1:24, 1:48 and 1:64.

Based in China and Hong Kong Motormax models have recently released 4 variations of the pre-'68 T1 VW Transporter in 1/24 scale, which makes them around 190 mm long. These are a red and green-white two tone dual cab pickup with rear opening tray, unfortunately no opening doors but other than this the detail is very good.



The other two are a blue panel van and black over red panel van both with opening rear doors.

The other in the series release is a Volkswagen type also in 1/24 scale which is the Volkswagen W12 Coupe (also known as the Volkswagen Nardò, referring to the Nardò Ring vehicle test track, near the Italian city of Nardò) which was a concept car created by Volkswagen Passenger Cars in 1997. It never reached production, but this car is often portrayed in



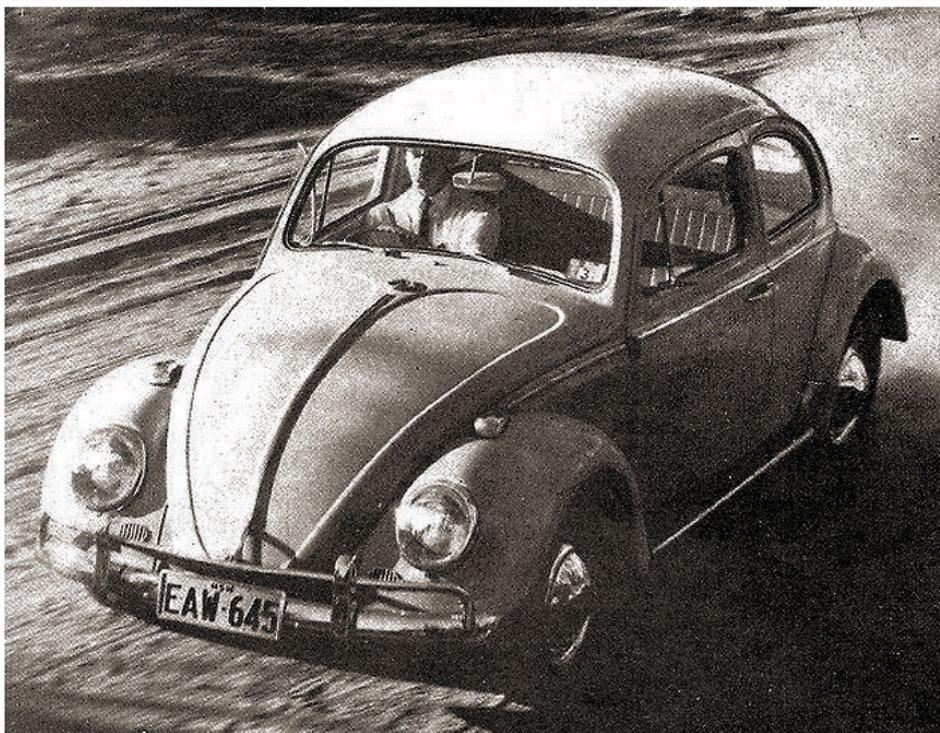
computer games, such as Gran Turismo, Asphalt 8, Project Gotham Racing 3, GTI Racing, and the Test Drive series

Hopefully we will see some other VW variations by Motormax in the future.

Happy collecting

Tony Bezzina





## 50 Years of the VW 1300 Beetle.

*This article was written for the CMC, for inclusion in their annual Shannons Classic show guide. This is the first of two VW anniversaries we are celebrating this year.*

The legendary VW Beetle was first revealed in Australia in Melbourne in late 1953, and went on official sale in March 1954. It was known simply as the 'Volkswagen', and the very first models were fully imported from Germany with tiny 1100cc engines that made just 30 bhp. In June 1954, a local assembly works was set up in Melbourne and the cars were being assembled locally, from German parts shipped out in 'CKD' (Completely Knocked Down) packs. The engine was upgraded to 1200cc, and now made 36 bhp.

The Around Australia trials of the late 1950s established VW's reputation in Australia and boosted local sales tremendously. VWs finished 1-2 in the last Redex Trial in 1955. They won the 1957 Ampol Trial, and were 2nd in both the '56 and '58 Ampols. They won all three Mobilgas Trials, in 1956, '57 and '58 – in 1957, Volkswagens finished first, second, third, fourth, fifth and sixth overall.

VW's Australian sales grew from just 1,746 in 1954 to 13,755 in 1958. By 1960, when Volkswagen Australia moved from local assembly to full local manufacture, sales were up to 24,388 – the highest Beetle sales ever recorded in this country.

Priced at around £970, the VW 1200 Deluxe was not a cheap car in Australia. You could buy equivalent Morris and Austins, small Fords, Vauxhalls, Renaults, Simcas and the new Datsuns and Toyopets for less. In 1961 the 1200 engine was completely redesigned and now developed 40 bhp. A stripped-down Standard 1200 Beetle joined the Deluxe in 1962, but even though it was only £849 (and soon discounted to £799) it was a sales failure. Australians preferred to pay a

little more for the Deluxe's extras.

Still, the 40-bhp VW 1200 was extremely popular, and the 1960-64 period was the Beetle's zenith in Australia. The total Australian 1964 VW sales figure of 31,419 (including the Beetle, Type 3 and Kombi) would remain an all-time record for another 46 years. But sales of the VW 1200 Beetle dropped by 19% in 1965 and company profits were halved. Strong new Japanese competition with more features and performance for less money were taking away sales.

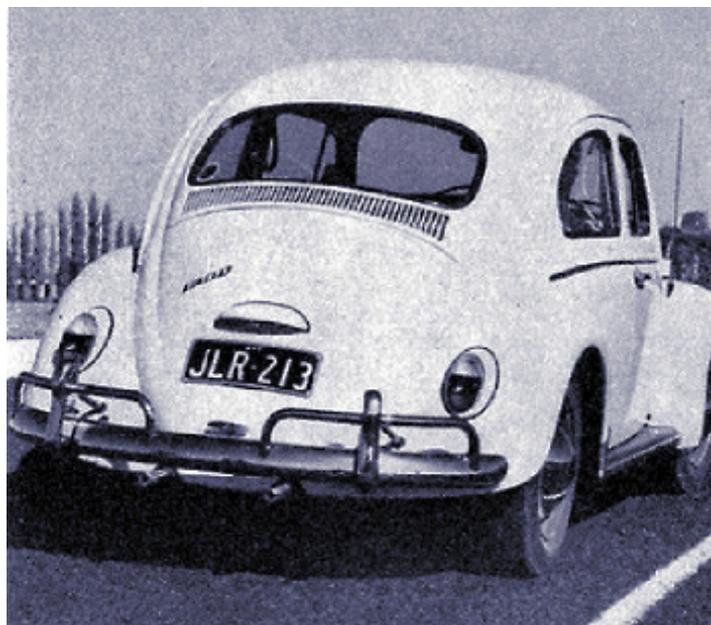
The Australian factory was locked into the 90% local content 'Plan A' and could not afford to keep up with all the many annual improvements made to German Beetles. We missed out on the bigger window body shell in 1965, for example. Nonetheless, smaller changes could still make their way into the local cars.

Such a change was made for the Australian 1966 model. The old 1200cc

engine was replaced with a brand new 1300cc engine, which now produced 50 bhp, 25% more than before. This engine had debuted on German models about six months earlier. This new Beetle was now called the Volkswagen 1300.

Externally the Beetle looked almost the same as the older 1200, but the changes under the skin were considerable. The new engine used a modified version of the Type 3's engine case, and the Type 3's bigger and stronger 69mm throw crankshaft, which gave an extra 5mm of stroke. The bore remained the same at 77mm, but the cylinders were redesigned and were longer with 19 cooling fins rather than 12 on the old motor. The engine now gave a compression ratio of 7.3 to 1, up from 7.0 in the old 1200.

The camshaft was also new and used the Type 3's removable cam bearings for the first time. The larger oil pump also came from the Type 3. A new fuel pump with check valve was fitted, and a new larger Solex 30-PICT carburettor replaced the old 28-PICT. In many respects, the new engine was the Type 3's 1500 engine de-bored to 1300 and converted to upright.





There were other mechanical improvements too. The gearbox was improved with larger synchronised stop rings, while the front and rear brake drums were enlarged for better stopping power.

The 1300 Beetle gave much improved performance over the old 1200. It gave better flexibility at low speeds around town, making for less gear changing and easier driving, but also allowed faster squirts of acceleration when needed. More hills could be climbed without changing down, while going back to third for steeper hills or overtaking gave better acceleration.

VW Australia conservatively rated the new 1300's top speed as 75 mph (121 km/h), although test cars could reach 85 mph (137 km/h) once run in, and took just 14 seconds to 50 mph (80 km/h).

Externally the only way to tell the new 1300 – apart from its faster performance – was the chrome '1300' badge on the engine cover.

VW Australia ended up selling 7,738 VW 1300s and 3,869 older stock VW 1200 Deluxes and Standards in 1966, which was a long way behind the 18,077 1200 models sold in 1965. VW Australia lost significant market share and posted a multi-million dollar loss for the year.

The 1300 continued into 1967, now with a '1300 Deluxe' badge on the engine cover. The 1200 Standard was

discontinued, replaced by a slightly upgraded model with the 1300 engine and now called the Custom. Just 10,550 VW 1300s (Deluxe and Custom) were sold, losing more market share - VW was overtaken by Toyota in 1967 and suffered another major financial loss.

The VW 1300 was discontinued in 1968, when a major corporate restructure occurred. The old Australian Beetle was replaced by the latest imported European model with bigger windows, 12-volts, upright headlamps and the big 1500cc engine. Local manufacture was ended, and after a few months CKD assembly of German 1500 Beetles began.

A new 1300 model was introduced in 1970 as a 'cheap' low-spec model alongside the bigger 1500 Beetle, and the 1600 Superbug in 1971. The Superbug and 1300 Beetle sold side-by-side until the end of 1975, when both were discontinued. The 1976 Beetle, with a 1600cc engine, was discontinued in July 1976. It could not meet the tough new Australian Design Rules coming into force, and it was replaced by the new VW Golf.

## 40 Years of the VW Golf in Australia.

*This article was written for the CMC, for inclusion in their annual Shannons Classic show guide. This is the second of two VW anniversaries we are celebrating this year.*

In the early 1970s the Australian Volkswagen range consisted of the 1600 Superbug and the more basic 1300 Beetle, plus the 1600 Type 3 range – the Sedan (notchback), the station wagon (Squareback) and Fastback, and the Kombi range of vans, pickups, Microbuses and campers. They were all locally assembled and finished in Melbourne from German CKD kits, with some Australian components. Sales were only around half of what they had been during the 1960s local manufacturing era, and there were many more modern European and Japanese alternatives for buyers.

The ancient Type 3 range was discontinued at the beginning of 1974, replaced by the modern Passat in two and four door versions, a wagon and a performance TS version. Australians welcomed the new model, and Passat sales in



1973 Squareback

1974 were immediately greater than the Superbug and Beetle put together. A new era was dawning.

VW's sales declined in 1975 as buyers turned away from the old air-cooled Beetles, in spite of a further increase in Passat sales. VW Germany discontinued the 1600 Superbug in late 1975, so kits were no longer available. In any case, a new model had replaced it in Europe and it would soon appear here too.

VW's German parent had suffered similar big drops in sales and revenues in the early 1970s, although on a much vaster scale than the small Australian operation. VW had no choice but to make the rapid and total transition from the ancient air-cooled designs to the most modern front-drive water-cooled range they could produce, and in the shortest possible time before their decreasing air-cooled sales and increasing losses sent them bankrupt.

Fortunately they had help. Volkswagen had bought Auto Union (makers of DKW small cars) from Mercedes in 1965, in order to use their factories to make more Beetles. However they also inherited Auto Union's talented design team. Volkswagen relaunched a modern Auto Union range in 1967, now named 'Audi', after one of the old Auto Union companies from before the war. The new Audi was a great success, and the Audi 80 (Fox) formed the basis of the Passat in 1973, which was an immediate success and kept VW viable for the moment.

Audi's expertise was used again for VW's next project, a smaller sporty version of the Passat but with the engine turned east-west. Guigiaro of Italy again styled the smart coupe body, and the VW Scirocco was born. It was also an immediate success in Europe, but was (sadly) not sold in Australia.

The third new model was the biggie. It was a hatchback sedan version of the Scirocco, with the same platform and transverse engine. It was also styled by Guigiaro, who gave the new car the most modern, space-efficient and pleasing body imaginable. The Passat was named after a wind, as was the Scirocco. So too the new car, named after the Gulf Stream wind – Golf strom in German. The Golf was a sensation – a smash hit in Europe that sold its first million in only 28



## VOLKSWAGEN GOLF



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months. The Beetle had taken 10 years to one million. The Golf saved VW and returned it to profitability, making it again one of the largest car companies in the world.

The first Golf CKD kits arrived in Australia in late 1975, and the 1300 Beetle was discontinued to make room for the Golf on the Melbourne production lines. The change was also complicated by Volkswagen Germany selling the Melbourne factory to Nissan in Japan – more Datsuns than VWs had been made there for a number of years. Nissan agreed to continue the assembly of Passats, Beetles and Transporters for VW, and add the Golf to the lines as well. It took a few months to work out the production details and locate some Australian suppliers for some small components, so the Golf was not ready for release until March 1976.

In Germany the Golf had a choice of 1100 or 1500cc engines, but for Australia it was decided to launch with a 1600cc engine. Australia would only get the mid-range 'LS' spec, not the basic 'L' or the top 'GLS' spec of Europe.

"While the rest of the world was worrying about the future of the car," said the new VW ads, "Volkswagen built the car of the future. The remarkable new Golf." It was an immediate hit with the local press, who wrote rave reviews of the modern new VW.

80 percent of the Golf was useable room, for four adults and lots of luggage, on the same 2400 mm wheelbase as the Beetle (and Kombi). The Golf had more headroom than a Holden Kingswood and more legroom than a Torana or Ford Cortina, in a car nearly two feet shorter. Yet the Golf was faster than a six-cylinder Ford Falcon, accelerating to 80 km/h in just 8 seconds and to 100 in 12.3 seconds. It could also do it much more economically, giving a cruising economy of 8.5 litres per 100 km.

The Golf had rack and pinion steering, power-assisted dual circuit brakes with front disc brakes and Uniroyal Steel Cat Radials all round. It had VW's advanced Negative Steering Roll Radius geometry to provide stability in the event of a front tyre blowout. It had modern MacPherson struts at the front and an advanced torsion beam rear suspension. The passenger compartment is a safety cell with progressive

crumple zones front and rear. The huge rear boot could hold 350 litres, more than twice the Beetle's luggage capacity, and up to an amazing 1,100 litres with the rear seat folded.

The Golf only needed oil changes every 7,500 km or six monthly, and service only yearly or every 15,000 km, much longer intervals than the old Beetle. It really was better in almost every possible way.

"The new, fast, economical, nimble, roomy, safe, Volkswagen Golf is waiting for you at your nearest Volkswagen dealer. Our crystal ball tells us there could be a Golf in your future," so VW's ads said.

As it turned out, Nissan's assembly left a lot to be desired, with many teething problems with locally-assembled cars. There were long delays for parts suppliers, and long waiting lists at dealerships. Some customers waited eight months or more. Many cars were returned for warranty work, thanks to the relatively shoddy assembly. Even so, Volkswagen sold 4,429 Golfs in 1976, along with 3,945 Passats and just 1,159 Beetles. In no time at all, Volkswagen's modern transition was complete.

The Nissan assembly contract was not renewed for 1977, and all VW models became fully imported from Germany. We now got the top GLS model Golf and the shoddy assembly problems were no more, but with a price rise of around 20% across the range. VW sales dropped by half. VW's local importers, LNC Industries and their VW dealer chain Lanock Motors Ltd, also owned the Subaru franchise, so the Japanese make began to take over the local VW dealerships.



For 1978 the local range saw the introduction of the amazing Golf Diesel, in high-spec GLD form with a 1500cc 38 kW diesel engine, the most modern passenger car diesel engine in the world. It rewrote the record books with unbelievably low fuel consumption. Racing driver Kevin Bartlett drove one from Sydney to Melbourne at an average of only 3.6 litres/100 km fuel consumption. The Golf Diesel also won the Total Oil Economy Run, three years in a row. Demand was huge, but the price continued to climb. Eventually the Golf Diesel was twice the price of the far cruder Holden Gemini Diesel.

Volkswagen was wound down in Australia; the petrol Golfs and Passats were discontinued in 1979, and the diesels

## VOLKSWAGEN PRESENTS THE DRIVER'S DIESEL.



in 1981. They were fabulous cars that were priced off the market by a combination of exchange rates, import quotas, and importers concentrating on their profit margins and cheaper Japanese models.

The second generation Golf 2 appeared in Europe in 1983 but Australia didn't see it at all until 1990, under new importers Ateco/TKM. We only got the ancient Golf 1 Cabriolet and the Golf 2 GTI (the first Golf GTI sold here), albeit with a low-spec 8V engine.

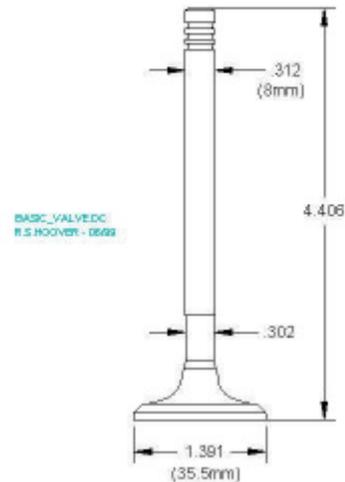


The Golf 3 appeared here in 1994, this time in 2.0-litre GL spec and the amazing VR6 sports version. The Golf 4 followed in 1998, with a much wider choice of versions. By the time the Golf 5 appeared in 2004, today's Volkswagen Group Australia had been established and the Golf was a mainstream model in the local market.

Today the Golf is by far VW Australia's biggest selling model, selling over 20,000 a year. Other models such as the Jetta, Beetle, Scirocco, Caddy and Tiguan are also directly based on the Golf. Over 30 million Golfs have been made around the world, and over 220,000 sold in Australia since 1976. The Golf is due to pass the Australian Beetle total of 260,055 in the next couple of years.



VW Intake Valve, most Type I engines, 1967 and later.



## It's the little things.

I once watched a fellow assemble a VW engine. It took him twenty-two minutes. Then he did another. Took him about the same. Then he started on a third and shoved it across the metal-surfaced work-bench in exactly twenty minutes. He was sweating pretty good. It was a hot day in Los Angeles and he was working in a metal-roofed building, along with three other assemblers. A woman was doing the parts-pulling: making up a tray with exactly one engine's-worth of parts. She was keeping all three of them supplied. there were a couple of other guys there, tearing down junk engines, checking the parts for condition. Not by spec but by eye.

The engines got a new set of jugs and a new set of bearings. Everything else was taken from the trays of parts kept filled by tearing down the junked engines. The baskets of junked parts went into the washer and a couple of guys on the other side of the shop were doing heads, which is why I was there. I needed some cheap heads. But after watching them split the valve guide boss by driving in new guides with a chatter gun, I wandered back out the door and drove home.

I don't know exactly how long it takes me to assemble an engine. Probably not very long. But then I usually take it apart again. I generally put an engine together five or six times before I'm satisfied. Of course, before arriving at the point where I can do any assembling at all, I've had to ensure the parts mate properly; that the bearings are a good match to the rods. Doing heads, I can spend all day to produce a set of heads that tells me they're ready to run.

Then too, I assemble my engines using only hand tools. The Mexicans working in the shop were all using pneumatic tools. Just installing the heads, I can spend an hour flipping the engine from one side to the other, rotating the crank with my hand each time I increased the torque, taking maybe five steps to arrive at the final value. I've got a hunch I'm no longer strong enough to turn the crankshaft by hand; I'll probably have to use a wrench.

The reason for flipping the engine from side to side -- working on first one bank then the other, is to equalize the stresses in the crankcase. Or at least, that's what I was told by the German mechanic who showed me how to do it. The engine is in a fixture, hanging off the edge of the bench. It's easy to flip it back and forth.

Up at the top of the page you'll see a picture of some

valves. They're both new; never been run. The one on the right displays a small lip on the underside of the angle. The valve on the left has had the lip removed. The reason for removing the lip is because the lip can reduce the flow through the valve by as much as half.

No one ever believes that. You have to set-up a head on the flow-bench, get things air-tight and pull some numbers for that chamber. Then you do it all over again using a stock head fitted with new, stock valves, and repeat the same 'input numbers' - that is, showing the air density and temperature hasn't changed and the 3-hp electric motor is turning the same rpm. Then you watch the 'juice-tube,' and record the numbers.

If you want to see what's going on you'll have to substitute a clear glass tube for the black sewer pipe which forms the mythical 'cylinder wall' because the blower is actually a sucker, located outside of the shop. By sucking air down through a four-inch diameter hole in the top of the work bench, you can determine a 'measure of merit' for heads and manifolds and stuff like that. I've never bothered to quantify the numbers. I'm not interested in x - cubic feet vs y - cubic feet, I only want to know what's happening when I make a change. Is it better or worse? Most times it's worse :-)

...because VW had some pretty sharp engineers.

But sometimes things are better, especially when you're fiddling with valves, opening up the combustion chamber; and things like that.

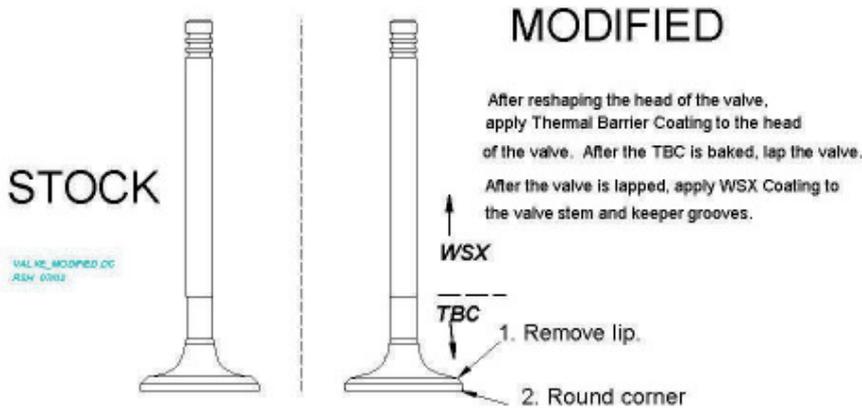
Getting rid of the lip is better. Surprisingly so. In fact, it's so much better that you do it four or five times, using both inlet and exhaust valves. That is, large valves as well as small ones. And you grab a full-trick head that you know flows like Niagra and pop its valves and insert the ones you've smoothed.

With the Pyrex barrel in place of the black sewer pipe, and a metal mirror propped up, and a flashlight and a smoke wand, you get to SEE what's happening, which is pretty neat.

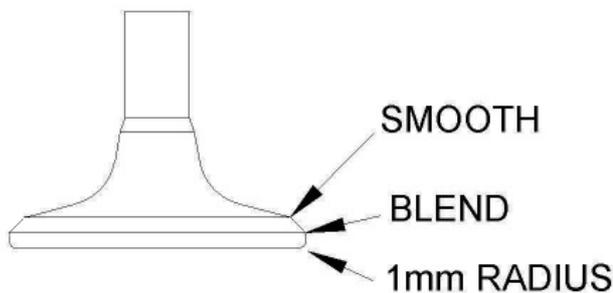
Ever shoot rapids? You can tell where there's rocks and ledges under the water because the water will sort of stand-up where it flows over the rock. That little-bitty lip is doing the same sort of thing. It's causing the smoke from you wand to stand up. And when it does, it causes the air above it to stand up and so on. In effect, that little-bitty lip is reducing the EFFECTIVE size of the opening by about half!

Change the rate of flow and the numbers change, so

## HVX MODS



## (LARGER VIEW)



that you only see the maximum effect when you're trying to get the maximum flow; that is, with the blower running full blast.

Then comes the fiddling around. And about the first thing you discover is that someone has already discovered this, because you can buy specially contoured valves that don't have the lip. The late Bill Fisher, in his excellent book on How to Hotrod VW Engines has a nice drawing of a valve showing the lip has been removed.

But now I know why they do it.

I grind off the lip. Chuck the valve into the lathe using a copper bushing, then feed a fine grind stone into it, back and forth, changing the angle after ever few passes, about five or six passes at each angle is all it takes. Then I polish them up with a hard wheel. Most of the gain will appear in the intake valves but I do it to the exhaust valves as well. Another of those 'unimportant' details that so many 'experts' insist aren't needed.

Open up the combustion chamber to accept a bigger cylinder, you should move the wall of the combustion chamber back away from the edge of the valve. You do that, your bigger chamber will fill faster and more uniformly. Anything that disrupts the in-flow of the fuel-air mix contributes to stratification of the charge because of the enormous difference between the mass of air when compare to the mass of vaporized fuel. When you ignite the compressed mixture you want that mixture to be as homogeneous as possible so it will burn at the same rate. And you want those conditions to be as perfectly matched across all four jugs as you can make it, because the homogeneous

mix results in a homogeneous burn which results in homogeneous pressure in each of your cylinders.

All unimportant, of course :-). Too much trouble or something. Schlock shops cranking out three engines per hour, making LOTS of money selling those junk engines to youngsters.

When we start using MONEY as our measure of merit, we've lost the fight.

## Crankcase work.

The alloy used in the VW crankcase has proven to be susceptible to age-hardening and the cracks which follow. It took about thirty years (!) for that fact to become evident but tests went back and confirmed that the crankcase, which is a magnesium-aluminium alloy, became more brittle with age. So in 1971 Volkswagen changed the alloy, increasing the ratio of aluminium. Which helped. But after 36 years that's the best they can say; the age-hardening is not as bad as it was with the earlier alloy. The 'new' alloy, which is at least 35 years old as I write this, still shows a propensity to become more brittle with age. As for cracking, the jury is still out.

Which isn't a problem with a professionally built engine. Because you always start with a new crankcase, which are still available from Mexico and Brazil.

The best part of the joke is that a new crankcase usually turns out to cost less in the long run than trying to re-work an old crankcase.

Why? Well, there's a lot of reasons, some people put more emphasis on one than another, which can get you into a race to see who can type the fastest :-). But most of the problems stem from the design of the VW engine, in that it only has three main bearings. There's a fourth bearing on the crankshaft but it was only added to off-set the asymmetrical load of the generator and fan, and should be addressed more as an accessory item than an engine item. Engine bearings are the three which support the crankshaft and have two connecting rods between each of them. The thrust bearing is located on the flanges of the #1 main bearing, immediately adjacent to the flywheel. The #2 main bearing is in the centre of the crankcase and unlike most flat fours, it has the same bearing area as the other two. (Corvaire or Subaru provide good examples of how flat engines are usually designed.) The #3 main is adjacent to the last pair of con-rods. Then comes the cam gear and a scroll-gear for driving the distributor, then another bearing, this one only 40 mm in diameter where all of the others are 55 mm.

One of the reasons a new crankcase usually costs less is because the youngest used crankcase is so old. Old crankcase, the centre-main has been pounded out by the asymmetrical load of the 'boxer' design. That asymmetry appears in the bearing shells for the centre-main as well as in the web supporting the shells. Bottom line is that a used engine with 20 or more years of service is going to require an align-bore.

Align-boring is a basic chore in automotive machining, and VW provides a range of over/under sized bearings, plus the thrust flanges. One rainy afternoon I worked out how many bearing-sizes they offered: 127, although not all from Volkswagen. They put the limit for over-size main bearings at

half a millimetre -0.50 mm for the OD of the inserts. They did the same with their crankshafts, putting the limit for under-sizes at half a mil, meaning you could have a centre-main that spec'd plus 50 for the OD and minus 50 for the ID, plus you could have two ranges for your thrust flange. And since you have STD-STD as your starting size you're already up to a dozen sizes and you haven't even seen what some of the after-market bearing-makers will sell you: Oversizes as large as one and a half millimetres!! And ditto for under-sizes on your crankshafts!

No reputable builder will use that sort of stuff of course. But the kid will have no trouble finding someone who will. Of course, you gotta ask yourself if that Someone is a competent automotive machinist? Because in most cases the answer is 'no.' It's a shade-tree mechanic with some kind with a portable cutter-bar who will argue that his dune-buggies run just as good as all those other dune-buggies... mebbe even better, with his chin sticking out to about... here.

So let's leave the align-boring aside for a minute. In fact, let's assume your engine doesn't even need align-bore. (Miracles have happened, you know. :-)

So now what you need is to open up the spigot-bores for the cast iron cylinder barrels. You got four jugs so you'll need to open up four new holes. Ideally, you'll do it on a milling machine using a cutter that's been 'proofed' on earlier work to show that it cuts a true circle with square sides, meaning the sides of the hole are perpendicular to the deck of the crankcase... which may need to be re-cut due to 30 years of shuffling by the cast iron jugs. Such shuffling is normal, by the way. It's an artefact of the thermal coefficient of cast iron as compared to non-ferrous metals such as the aluminium in the heads and the magnesium in the crankcase. Every time you start the engine it under-goes a 'heat-cycle.' It is those heat cycles that cause the relative motion between the barrels and the crankcase. And between the heads and the barrels. And of course, after enough of those heat-cycles the tension in the head-stays (most kids call them 'studs') tends to relax, which is why Volkswagen tells you to re-set the torque of the head-stays periodically. And which damn few VW owners ever do.

But there you are, want to over-bore the spigot-holes for a new set of jugs. First thing you want to do is to be sure the fellow doing the machining takes the trouble to measure your set of jugs, rather than the last set that came through the shop. Or the set that came through two months ago. Or whatever. Because when you shop by price for over-size jugs, you'll generally end up with a piece-rate product, imported from a country where the size of a machinist's pay-check is determined by how many sets of barrels he was able to crank out this week.

Now, checking on the machinist in this way is a bit of a trick because you should have already blueprinted your new set of jugs. What you want is a hole that's 0.005" (0.125 mm) over. No more and no less. At least, not for 92mm Kolbenschmidt barrels. Why? Well, in the first case... getting the spigot bores too big means your 'shuffle-rate' is going to go right through the roof: Your jugs are going to be doing the fandango when what you want them to do is a slow waltz. In fact, about the only thing worse than a spigot-bore that's too large is one that is too small, because that one is going to start grabbing at your piston in a process called 'scuffing.' That is, the aluminium piston inside of your cast-iron barrel is going to expand faster than the barrel... we already know that

because of the difference in their coefficient of expansion. (Remember, the spigot bore is also going to be expanding.) If you didn't provide enough allowance, it's going to limit the barrel's 'growth' relative to the piston inside of it and that's going to cause the piston to rub against the wall of the cylinder. And you don't want that to happen.

So what if you've got something other than Kolbenschmidt jugs? Well, you gotta find out their recommended spigot bore allowance and use that, since they know their product best; they know the spec for their cast-iron. But since there's only about nine different makers of after-market VW jugs - and the odds are you'll only run into two or three of them, you should be able to work it out. That means, pulling 'Machinery's Handbook' off the shelf and looking up the range of thermal coefficients for finned, cast iron barrels and coming up with a figure. Typically it will tell you use so many thousandths of an inch per inch of bore. So you run the numbers, round it up, do a few tests and there you are. For that particular jug. (In fact, your machinist should be the one doing all this. And if he knows his onions he'll already have the right figures for whatever brand of jugs you have. The thing you really want to watch for is the fellow who thinks One Size Fits All. Because it don't. Except for dune-buggies :-) (Hint: Ask to see his copy of 'Machinery's Handbook.' Most shade-tree types have never even heard of it.)

So there you are, all set to cut your new spigot bores. And while one half of the crankcase will lay flush to the table of the milling machine, the other case-half is home to a number of studs and will not lay flat. So the experienced VW machinist will have made up an Accessory Table to hold that side of the crankcase the required distance above the real table of the milling machine. The accessory table will of course be true to the milling machine, meaning it will be true to the crankcase, which means the holes will at least be perpendicular to the deck of the crankcase. As for bore diameter, we've already addressed that. But like Machinery's Handbook, most shade-tree types not only don't have a milling machine, if they do, they don't have the required accessory table for working on VW crankcases.

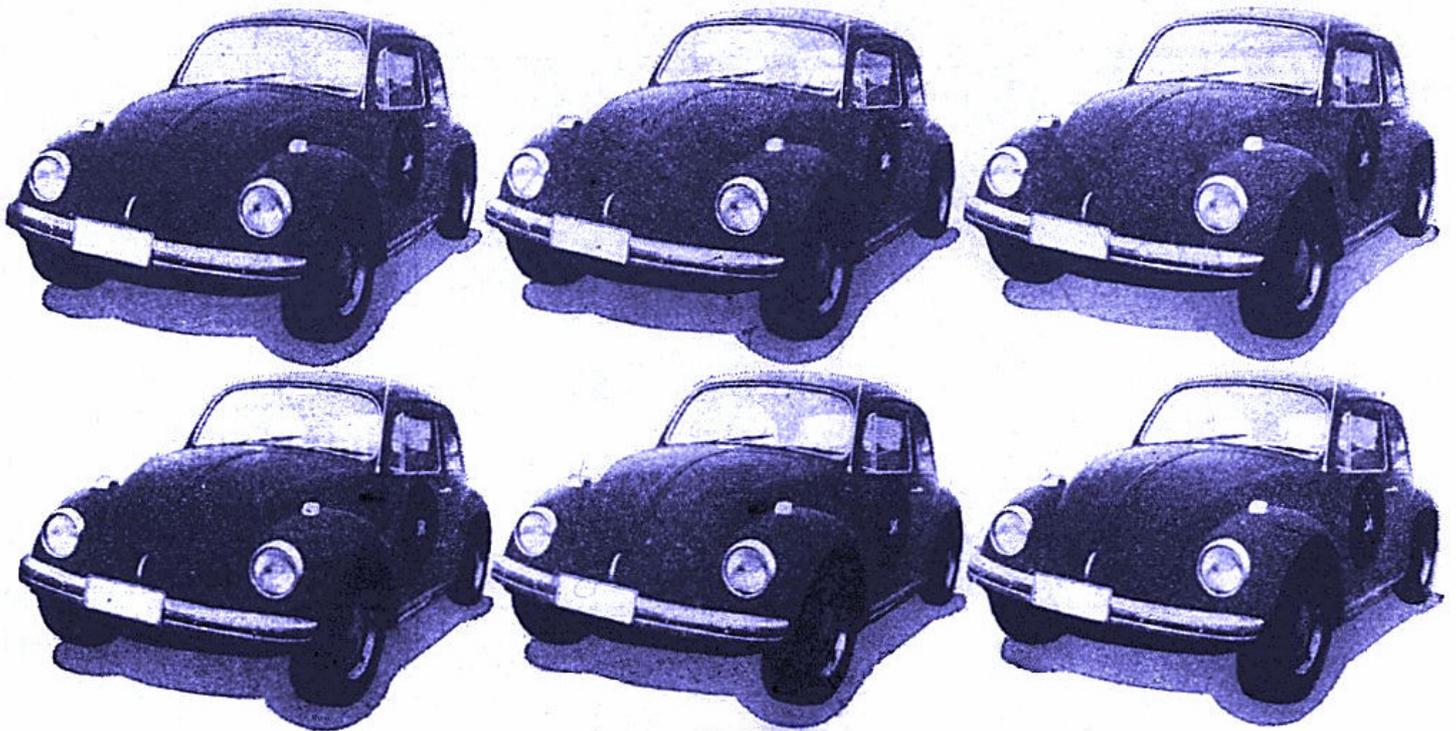
Now comes an interesting test of competence. After cutting you four new holes for your four new barrels the machinist will pull all or some of the plugs sealing the oil galleries in the crankcase. This is because some of those galleries have dead-ends or 90 degree 'corners' that become swarf-traps. If you don't get all of the swarf out of the castings, they'll end up in your bearings and cost you an engine. Or your life. So part of the expense is pulling those plugs so you can get in there with your bore-brushes and what-not and clean the crankcase. The machinist's work is limited to pulling the plugs, threading the holes to accept socket-head pipe plugs, and providing you with a suitable set of plugs to match the holes. The cleaning is left up to the Customer. And if any of this comes as a surprise, you need to look at some other engines, such as those from Continental. Or General Motors. Look for the pipe plugs. Because they are a standard feature on a properly built engine.

Now, having read the above, you've got to ask yourself exactly where you planned to realize any savings by starting with a used crankcase?

Bob Hoover

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The ones you've seen around. Find the key and win!  
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