

Zeitschrift



Lily and Emily at the Liverpool charity show.

February 2011

IN THIS ISSUE:

QLD Flood charity show
Golf wins Wheels COTY
VW Watercooled run
Lego Beetle

VW wins Dakar 2011
NRMA Motorfest
Australian LS Golf
Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2010-11.

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Motorsport Captains:	Cameron Hart cameronhart@ozemail.com.au Herb Gutmann	0407 003 359 (02) 9428 4099
VW Motorsport Committee:	Brian Walker David Carter	Rudy Frank Norm Robertson (JP) Jeff Dunn
General Committee:	Ron Kirby Wayne Murray Ray & Shirley Pleydon Ken Davis	Laurie & Gwen Murray Grace Rosch Belinda Harris Mike Said
Canberra Committee.	Chairman: Vice Chair: Secretary: Registrar:	Mark Palmer Bruce Walker Ian Laufer Ian Schafferius 0416 033 581 0400 119 220 0434 717 093

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

Correspondence.

Club VeeDub Sydney or Club VeeDub (Secretary)
PO Box 1135 14 Willoughby Cct
Parramatta NSW 2124 Grassmere NSW 2570
info@clubvw.org.au

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.

Views 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 are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

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

Please note that all coming events listed in the Zeitschrift Club Calendar, and on the Club VeeDub Sydney web page, are sanctioned by the Club and its Committee.

We thank our VW Nationals sponsors: 23 years.

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Canberra VW Centre	Volkommen Art
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ANNUAL
**SYDNEY
SUPER
SWAP**



**SUNDAY
20TH FEBRUARY
2011
FROM 6AM**

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opposite Richmond RAAF Base

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**THE CAR SHOW FOR ALL MAKES &
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**Tuggerah Supa Centa, Bryant Drive
Tuggerah**

**Sunday 27th February
2011**

**Entry Fee \$20.00 per car
(includes the driver & one passenger)**

Spectators Entry Fee Gold coin donation

Entrants set up from 7.00am to 9.00am

General public admission from 9.00am

The day

- ⊙ Over 35 trophies to be awarded!
- ⊙ Auction
- ⊙ Multiple prize raffle
- ⊙ Hot & cold food, drinks, coffee
- ⊙ Merchandise and variety traders
- ⊙ Lucky door prizes for entrants
- ⊙ Fantastic family event!

For more information contact

Ross Bailey: 0412 416 043

Angela Stanford 0408 439 865

Email: angela.stanford@bigpond.com.au

THIRLMERE FESTIVAL OF STEAM

Sunday 6th March 2011

The 2011 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

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

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

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

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



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2010 at Thirlmere, NSW, on **Sunday 6th March 2010**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will be in the block of land next to the church and in Oak Road near the oval, so the earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:30am.**

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

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

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



Keiran Ryan, Events Manager

www.thirlmerefestivalofsteam.com.au



Welcome another Legend into your family.

VW Nationals 2011

Join us for the 24th great year of Australia's original Volkswagen experience.

For more information contact David Birchall on (02) 9534-4825 or david@clubvw.org.au

Super Sprint

Saturday May 21

Wakefield Park Raceway
Braidwood Rd, Goulburn
NSW Australia

Show & Shine

Sunday May 22

Fairfield City Showgrounds
Smithfield Rd, Prairiewood
NSW Australia



Proudly supported by Volkswagen Group Australia.
Visit clubvw.org.au



Von dem Herrn Präsident.

Welcome to another issue of Zeitschrift. Steve has been busy working on his Superbug, so once again I will briefly fill in for him.

We had three events in January, normally a quiet month but not this year. The first was a visit to the American Muscle Car Club's gathering at Liverpool, which was organized to raise money for the Queensland floods. Our club made a donation of \$200 to the cause.

Aaron's Watercooled Run to Stanwell Park was our first club run, and from all accounts it was a very enjoyable day with a very good turnout. Thanks to Aaron and Matt for the day; there is a report with photos in this issue.

On Australia Day we participated in the NRMA Motorfest, which was mostly a very enjoyable day. We had troubles with the Australia Day Council officers, who would not let us put up our shade gazebos even though we had to be there all day in the sun on a 30 deg day. Read the report in this issue; we will be writing official complaint letters to the council and the NRMA. If this is not fixed for next year, I personally will no longer support this event.

In February there's the huge Sydney Swapmeet at Richmond. We have also been invited to the Show n Shine at Tuggerah; we haven't been to this one before but it sounds like a good day. Check out the flyer.

In March we have the Thirlmere Festival of Steam, a good family day out and lots of fun. There are a few VWs going to the Gunnedah Drags in March too, so check the calendar and phone Ian and Rose if you'd like to go.

The VW Nationals is coming around very quickly. Don't forget the Supersprint at Wakefield Park. We are looking for VW drivers, so it's not too late to get your CAMS licence sorted and your VW (old or new) prepared. We also need marshals and helpers on the day. Contact Herb, Norm or Steve on the Motorsport Committee if you have any queries.

As for Sunday, we need helpers to set up and pull down, parking, swap meet, club stand and general duties. Please give Dave a call if you'd like to help out. It's our biggest show of the year and can only go smoothly with your help.

We had a trivia quiz at last month's meeting, but this time I think we'll watch a VW movie on the big screen. See you at the Greyhound club on the 17th.

Phil Matthews



Kanberra Kapitelreport.

G'day all, February already and the year is moving quickly, so let's settle in to some upcoming events. On Saturday 26 February, we have our Captains Flat run - this will be a great new event and we have a number of people booked on it already. Will you be there? Details for booking

your place are on the flyer in the magazine. Time is running out, get in now and make your place.

The flyer for the Captains Flat run shows that we will be having our AGM there as well... we have had a change of plans and will have the AGM on our normal meeting night, Monday 28 Feb. Long reason for this but it will work better, we'd love to have members along for this. Come along and have your say on your club! AGM, Monday 28th Feb, not at Captains Flat.

On 27 March, we have the Wheels carshow, same format as past years, but we have a twist this year - sponsorship. Gerald Slaven VW will be joining us this year and will have some new models on display, we welcome them and look forward to seeing them on the day! More details on this carshow are in this the magazine and certainly will be reported next magazine...but mark the date now.

We are also hoping to have some members who would like to cruise to Boorowa on 12 March to attend the Show and Shine there, our host Steve would love to see some dubs on display with the other makes. If you are interested please make contact with the club so that we can include you in the trip.

Don't forget our big one for the year - German Autofest - is on 17 / 18 September, sure its a long way away currently, but it will creep up. Mark that calendar because we really want to see you there.

A quick mention to Stuart, one of our newer members, who attended the Summernats Historic Vehicle Display for the club. For the last couple of years, Summernats has promoted a 'family day' Sunday which includes a display of historic local vehicles. Each club is invited to bring cars for showing to the public as this helps with the family theme. Stuart carried the torch for the club this year, showing off his T3 ute to the masses. Well done Stuart! I've asked him for for a photo and and I'll forward it when I have it.

It will be a busy year, and we're looking forward to catching you all at the events.

Bruce Walker



Motorrennen.

Okay, you have polished your wheel nuts for the upcoming VW Nationals, and all is looking like a trophy winner.

So how about getting your CAMS official licence for Club VeeDub's Supersprint, held at Wakefield Park?

This requires attending 3 - yes, only 3 - signed-off days at any CAMS-sanctioned event.

Qualified Club VeeDub members will be attending events at Eastern Creek and Wakefield Park.

So what is stopping you getting your CAMS official licence?

What, you live in Canberra?! That gives you a head start with all those circles. It almost lends itself to Paragraph 33 of the CAMS handbook as a 'circuit'.

So what is stopping you putting in a few Saturdays or Sundays to get qualified with CAMS and becoming an active



Club Shop Clearance

Did you know that you can also pay for your membership, sponsorship, advertisements, etc on-line?

Nationals 2010 Merchandise (Members Price)

\$30 - 2010 Nationals Polo Shirt (\$25)

\$25 - Set of 4 cork colour coasters (\$20)

NEW club stickers available \$3.00
(Dual Layered Vinyl with web address included)

Official Club VeeDub Metal Name Badge (\$5)
(Minimum orders required before I can place an order at this price)

\$10 merchandise clearance sale - Members pay only \$5

Nats 09 & earlier Polos and Ts, limited sizes
Lucky dip? Tell me the sizes and I'll send you random shirts.

ALL Club Polos S/M/L/XL Only (at 1/1/11)
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All prices quoted do NOT include postage. Please specify if you require express or registered post.
Payments can ONLY be made via secure online facilities (A small fee applies)

motorsport member as a track official? Hey, it costs you zip. Plus you get a nice pair of overalls.

Interested? Then contact any member of the Motorsport Committee and they will assist you to get started at Wakefield park or Eastern Creek.

Eastern Creek:

26 Feb – NSW Road Racing Club

10 Apr – ARDC

16 Apr – Interclub

17 Apr – Porsche Club

1 May – Jaguar Drivers Club

8 May – BMW Drivers Club

Wakefield Park:

20 Feb – MX5 Car Club

5 Mar – Skylines Australia

12 Mar – Porsche Club

20 Mar – Interclub

Contact the Motorsport Committee for more information or if you have any questions.

Norm Robertson



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 19th & Sunday 20th:- Portland VW Drags 2011 at Portland Raceway, VIC. Pre-entry for racing is mandatory. Entries close 11th Feb. See www.vwma.net.au for info.

Sunday 20th:- Sydney Super Swap Meet at Hawkesbury Showground, Clarendon. Car parts and collectables, classic cars, hot rods, street machines. \$20 swappers, \$5 lookers.

Saturday 26th:- Canberra Chaper cruise to Captain's Flat. Bookings essential! Contact Bruce for more info.

Sunday 27th:- Central Coast Show'N'Shine at Tuggerah Supa Centa, Bryant Drive Tuggerah. \$20 entry per show car, gold coin for spectators. Entrants set up from 7:00am, general admission 9:00am. 35 trophies, auction and raffle, merchandise and trade stands, plenty of food and drink. Great family day, all VWs welcome!

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

March.

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

Klub Kalender.

February.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right

Sunday 6th:- Thirlmere Festival of Steam 2011 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. **Club VW convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure.** Arrive by 9:30, street parade at 1 pm.

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

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

Saturday 19th & Sunday 20th:- 1/8th mile Drag Racing at Gunnedah airport. Scrutineering 7-10am Saturday, racing on Sunday. \$100 entry, helmet required. There are several VWs competing - why not join them! Contact Ian and Rose on 0427 550203 for more info.

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

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

Sunday 10th:- Old Car Annual Show and Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry, \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds, Revesby, cnr River Rd and Milperra Rd, at 7:30am.**

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

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

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

May.

Sunday 1st:- Newcastle Veedub Pitstop Cruise. Meet at twin Shell servos at Wallsend at 9:30am, cruise to Beresford and to Ian's workshop at Unit 3/30 Shipley Dr, Rutherford. Free sausage sizzle and drinks. Then cruise to historic Morpeth for coffee. Phone Rose on 0427 550203 for info.

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.

Saturday 21st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Phone Herb Gutmann on (02) 9428 4099 for more info.

Sunday 22nd: VW NATIONALS 2011 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, entertainment all day.

Monday 23rd:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

June.

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

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

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus



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

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

August.

Saturday 20th & Sunday 21st:- 2011 VW Winter Break at Sawtell call 1800 729835 to book your cabin or campsite. You must tell them that you are with the VW people.

Marktplatz.

All ads should be emailed to: editor@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.

All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

Non-members please post us a cheque or money order for \$10.00, payable to: Club Veedub Sydney, c\-\n 14 Willoughby Cct, Grassmere NSW 2570.

New Ads.

For Sale:- Volkswagen T4 (1995 – 2001) series van parts and panels:

- * Trakkavelle carpet and interior panels – suit LWB only;
 - * Single passenger seat – front or cargo area
 - * Double passenger seat – rear (cargo area) only – with recliner/folding action;
 - * Side sliding door guide;
 - * Rear Protection bar;
 - * Rear bumper bar cover panel;
 - * Front bumper bar cover panel
 - * Mudguard panel – front driver side
 - * Mudguard panel – front passenger side;
 - * Front and rear lower control arms and torsion bars;
 - * Instrument cluster, headlight switch, power box;
 - * Front door – passenger – semi-complete;
 - * Front door – driver – semi-complete;
 - * Cargo door – van – lift back; window wiper assembly to suit lift back door (appears complete);
 - * Bonnet;
 - * Air conditioning compressor & Cabin heater-cooling unit;
 - * Roof lining – partial (front);
 - * Belt drive units engine support mount (alternator, a/c, p/s)
- Assorted other engine mounted parts.

Contact per email only (madonna.felinni@gmail.com) - leave contact details and list parts of interest. I'm happy to sell item by item but would really prefer to sell as job lot. These parts are advertised on www.allclassifieds.com.au under the group cars for sale (Volkswagen). Happy to talk to anyone interested. Pete Polkinghorne, Theodore ACT.

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For Sale:- Karmann Ghia fuel tank, to suit '60-'67 K.G. or Beetle. Good condition. \$100 ONO. Phone Max on (02) 9829 3811.

For Sale:- 1960 Split Screen Kombi. I purchased this vehicle new in mid-1960, and it was eventually unregistered in 1993. All aspects of this vehicle (mechanical, electrical, body panelling & structure) are in fairly good condition and vehicle has always been garaged. Good basis for restoration, and ideal for Kombi Enthusiast. Located in Brisbane. Asking \$25 000, contact John on 0402 592 700 or 07 3372 6241.

For Sale:- 1974 Kombi Camper. Unregistered, last registered 2005. Complete, ideal for restoration. Not much needed to get going. Stored undercover. \$1,500. Please contact Laurie (02) 4981 1779, Nelson Bay.

2nd Month Ads.

For Sale:- 1990 2.1 litre VW Syncro engine, new clutch, new water pump, serviced injectors, complete with aircon pump, power steer pump and exhaust system. Asking \$2500.00 ONO also other spares available, Starter motor \$120.00, ECU

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\$120.00, Plastic water junction \$150.00, Syncro tail shaft \$150.00, shortened and modified Subaru sump \$120.00. Please contact Ben on 02 9543 8450 after hours

For Sale:- Volkswagen parts for 1971 Type 3, Beetle and Kombi. Type 3 engine, bonnet, dash pad, twin carbs, steering wheel, standard wheels, also a set of 14" alloys with tyres and front suspension. Beetle parts chrome wheels 5 stud 14" and one set of steel 5 stud 14" wheels. Superbug IRS gearbox and guards, tow bar seats front and rear, bumper bar. Lots of Kombi parts, ring for details. Contact Sal on 0423 409718 or (02) 9920 3519.

For Sale:- 1969 Type 1 Beetle semi auto, vehicle located in Temora, make an offer. Contact Adam on 0448044806 for details.

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VW Polo wins Wheels Car of the Year award.

Volkswagen has claimed back-to-back Wheels Car of the Year awards, Australia's oldest and most prestigious COTY honour. Last year it was the Golf; this year the award goes to the new Polo.

The Polo has followed in the path of its bigger sibling abroad, too, by winning the European and World COTY titles. The Polo also followed the Golf by winning the other Australian awards by CarsGuide, DRIVE and the 'Best Cars' by NRMA/RACV.

This is the fourth Wheels COTY award for Volkswagen, following earlier wins for the Mk1 Passat (1974), the Mk1 Golf (1976), and the current Mk6 Golf (2009).

The Polo was up against a 21 strong field of competitors but overcame all with its quality and refinement, safety and technology to be awarded the 2010 Wheels Car of the Year.

With a string of awards under its belt, the Volkswagen Polo continues to redefine expectations for cars in the light car class. Wheels magazine editor, Bill Thomas, put it simply when he described the Polo as a great little car in his editorial.

"It's the depth of engineering skill applied to the Polo and the very obvious quality of the car that impresses most – if you were to pay it the right compliment, you'd say it feels like a scaled-down Golf. That means it brings new standards of refinement and comfort to the super-mini class.

"It feels like an expensive car at a good price rather than a cheap car built up with loads of extras: customers obviously come first for VW. Spacious, safe, efficient, easy to drive and easy to live with, the Polo is a great all-rounder and



a very worthy winner of Australia's most coveted motoring prize. Two Car of the Year victories in a row for Volkswagen reflect the skill of the engineers involved and the ambition of the company as a whole."

Volkswagen Group Australia managing director, Anke Koeckler, said "We were extremely pleased to have received this prestigious award last year, but to follow up again this year with the Polo is a great achievement.

"The Polo has clearly set the new benchmark for light cars and we are pleased to see that not only the Wheels team, but also the judges from CarsGuide, Drive and Australia's Best Cars agree."

Volkswagen launched the new Polo in May 2010 in Australia. Since its launch, it has seen incredible sales growth and demand continues to grow for the entire range.

VW's 2010 record.

As reported last month, Volkswagen Group Australia achieved an all-time sales record for Volkswagens in Australia, the highest-ever total since VWs were first sold here in 1954.

Overall sales in 2010 for the Volkswagen brand in Australia came to a total of 38,016 vehicles (32,542 Passenger Vehicles, 5,474 Commercial Vehicles). 1964's record of 31,419 total sales for Volkswagen stood for 46 years, but was finally beaten in 2010 and was in fact exceeded by a considerable margin – by some 6,597 vehicles.

Year-on-year figures also look promising with a total increase of 26.4% (2009 sales were 30,087).

Volkswagen Group Australia Managing Director, Anke Koeckler, is very pleased with the result. "2010's great sales result is a true reflection of a successful product range, as well as our great dealer network and head office staff. I am confident that 2011 will be another great year for the Volkswagen brand with some exciting new models to hit Australian shores."

On top of record total sales, Volkswagen also achieved record results for four key models.



The sixth generation Golf, having gone from strength to strength since its release in early 2009, achieved a new record high of 15,425 sales in 2010. This is the highest one-model VW sales figure since the VW 1200 sold 18,077 in 1965, and a 27% improvement on the 12,141 Golfs sold in 2009. The Golf, while clearly the most successful model in the range, was amply supported by the growth in sales of the Tiguan and new Polo.

The Tiguan achieved a new sales record of 6,216, 32% more than in 2009, while Polo sales increased by 127.6% - more than double - with a new all-time best result of 3,195. This points to a promising future for the new Polo, which only entered the market in April last year but has picked up all the major car awards since.

Volkswagen Commercial Vehicles also performed well in a challenging climate for the light commercial vehicle sector. The Caddy range achieved an all-time record with 2,243 vehicles sold in 2010 and is the clear market leader in the Australian light van segment. Sales should increase even further in 2011 as the Caddy has just been upgraded.

The iconic Transporter saw some solid growth with 1,804 units (2009 sales were 1,466), an increase of 23.1% year-on-year. The growth in sales highlights the success of the first quarter model update and the introduction of new engine variants.

Updated Caddy launched.

Volkswagen Australia has launched the new 2011 Volkswagen Caddy range, including the Caddy Life, Caddy Life Maxi, Caddy Van and Caddy Maxi Van.

Volkswagen says the model update makes the Caddy the first compact van/urban delivery vehicle to feature ESP as standard.



Also new to Caddy Life variants is the increased seating flexibility. Owners now have the ability remove both the second and third rows of seats, increasing cargo capacity to 3200 litres in the standard-wheelbase vehicle and to 3880 litres in the Maxi.

All Caddy models now also feature standard daytime running lights.

Visually, the new Caddy comes into line with practically every other Volkswagen available on the planet – sporting the brand's characteristic horizontal grille, dark-tinted headlights and simple, no-fuss interior.

The external dimensions are almost identical to the previous model. The short-wheelbase models are 1.82m tall, 4.41m long and 1.79m wide. The long-wheelbase is 1.84m tall (1.86m for the Caddy Maxi Life), 4.88m long and 1.79m wide.

All vehicles feature a 701mm wide/1084mm tall lateral sliding door and a 1185mm wide tailgate.

The engine options will come as no surprise to those familiar with the Volkswagen brand. Two 1.2-litre turbocharged, direct-injection petrol engines will be available in the Caddy Van and Caddy Maxi Van: one offering 63kW/160Nm and the other 77kW/175Nm. Combined cycle fuel consumption is 6.9 and 7.0 litres/100km respectively.

Two diesel engines will also be offered across the range. The first is a 1.6-litre TDI with 75kW and 250Nm of torque. Average fuel consumption across all model lines ranges from 5.7 to 5.9 litres/100km. A 2.0-litre TDI – with 103kW and a healthy 320Nm of torque – tops the range. Combined fuel consumption is between 6.3 and 6.5 litres/100km while CO2 emissions range from 166 to 171g/km.



Volkswagen's five-speed manual and six- and seven-speed DSG transmissions are all available depending on the vehicle and engine option selected.

Hill Start assist is standard across all models, although only the Caddy Maxi Life gets four airbags (driver/passenger front and side) standard. Front airbags are standard on all other models and side airbags are optional.

An audio system with CD/MP3/AUX connectivity is standard, while optionally available is a new audio/navigation system with a 6.5-inch touch screen, DVD player, voice control, SD card slot and a 30GB hard drive.

The new 2011 Volkswagen Caddy range is available now in Australia for the following manufacturer's list prices:

Caddy Van

TSI160 5-speed manual – \$21,990

TDI250 5-speed manual – \$26,650

TDI250 7-speed DSG – \$29,650

Caddy Maxi Van

TSI175 5-speed manual – \$24,990

TDI250 5-speed manual – \$27,990

TDI250 7-speed DSG – \$30,990

TDI320 6-speed DSG – \$32,990

Caddy Life

TDI250 5-speed manual – \$28,990

TDI250 7-speed DSG – \$31,900

Caddy Maxi Life

TDI250 7-speed DSG – \$39,990

TDI320 6-speed DSG – \$41,990

VW boss extended to 2016.

Volkswagen AG has extended the contract of its CEO and Management Board Chairman, Dr Martin Winterkorn, until the beginning of 2016. The brand's supervisory board voted unanimously to retain Winterkorn, who has held the role since 2007.

The decision will allow the 63-year-old to oversee the merger with Porsche AG and continue to push towards the



company's goal of becoming the world's largest vehicle manufacturer by 2018.

Since assuming the role, Volkswagen's preferred shares have more than doubled, and last year alone its stock gained 86 percent.

Under Winterkorn, Volkswagen's plans are ambitious but also well supported financially.

Volkswagen AG forecast sales of more than seven million vehicles for 2010, and is aiming to sell eight million by 2012 and 10 million by 2015.

Late last year it announced plans to invest 51.6 billion Euro (\$67.6 billion) in its automotive operations over the next five years – a timeframe that matches Winterkorn's contract extension.

Much of the investment and predicted growth is directed towards China – Volkswagen's largest market – where it plans to double production to three million vehicles by 2014.

US Passat debuts.

Volkswagen's New Mid-size Sedan (NMS), which will be called the Passat, has been unveiled on the eve of the Detroit Auto Show.

Set to be built in an all-new factory in Chattanooga, Tennessee, and designed specifically for the North American market, the new Passat aims to set benchmarks in efficiency, comfort and value when it goes on sale later this year with an estimated starting price of US\$20,000.



Despite the familiar name the new Passat differs significantly from its European counterpart. Every external panel is new, with a look drawing on the styling of the current seventh generation Passat yet featuring subtle changes to the window line, rear lights, bootlid and bumper as well as restyled doors and front wings. At 2,803 mm, the Passat's wheelbase has been extended by 91 mm, while overall length grows to 4,868 mm (a gain of 99 mm) and the width is increased by 13 mm to total 1,833 mm when compared to the European version.

The result is a car that aims to offer class-leading interior space with generous rear legroom and a boot measuring 529 litres. It will also be well equipped with an insulating acoustic film applied to the windscreen to reduce road and wind noise, air conditioning, cruise control, a CD stereo system and Bluetooth all being fitted as standard. In addition, ESP (Electronic Stabilisation Programme), ABS

with Brake Assist and a tyre pressure monitoring system will be fitted to every Passat.

Powering the new Passat sedan will be a choice of one diesel and two petrol engines. The 2.0-litre four-cylinder TDI Clean Diesel engine is fitted with an oxidation catalytic converter, a particulate filter and an SCR catalytic converter to allow it to adhere to emissions standards across all 50 US states, and making it one of the cleanest and most efficient diesel engines in the world. This engine can be specified with either a six-speed manual or DSG gearbox.

Predicted to be fitted to two thirds of all Passats sold in North America, the 2.5-litre, five-cylinder petrol engine produces 127 kW, allowing the car to accelerate to 100 km/h in 8.2 seconds. Paired with a six-speed manual gearbox as standard, this engine can also be specified with a six-speed automatic (torque converter) gearbox.

The range-topping engine will be a 3.6-litre V6 petrol unit developing 209 kW and 350 Nm of torque, with a six-speed DSG gearbox fitted as standard.

The new Passat will be launched in North America in August; there are no current plans to offer the car for sale in Europe, or other markets like Australia.

VW Up! Taxi.

A conceptual twist on a British institution has been unveiled in the form of the Volkswagen Taxi Concept – the latest evolution in a series of ‘World Taxis’ based on the underpinnings of the forthcoming UP! city car.

Designed to meet the challenges faced by vehicles in modern cities, with ever tighter restrictions on space and emissions, the Volkswagen Taxi Concept is powered by an electric motor fed by lithium-ion batteries. With a capacity of 45 kWh the batteries allow the electric motor to generate a maximum power output of 86 kW, translating to a theoretical top speed of 119 km/h.



The range of the Volkswagen Taxi Concept is estimated at 300 km between charges with an 80 per cent charge taking around one hour to complete.

The Concept, which measures 3,730 mm in length, 1,680 mm in width and 1,600 mm in height, is shorter than the current smallest Volkswagen, the Fox. However its long wheelbase and minimal front and rear overhangs allow it to have a spacious cabin with room for two adults to be seated in comfort plus an allocated area for luggage. At the front, the

driving environment is similarly spacious, an impression emphasised by the large glass area.

The theme running throughout the vehicle is simplicity, with an elegant, clutter-free look to the interior. The major functions of the vehicle including climate, entertainment and fare information are all grouped onto one touchscreen display mounted next to the driver. In the back a similar screen relays information to the passengers on their route and their immediate environment. Despite its modest size, the Volkswagen Taxi Concept feels luxurious, with use of cream leather and individual, as opposed to bench, seats.

The styling draws on that of the UP!, Space UP! and Space UP! Blue concept cars and features deliberately tongue-in-cheek details such as the silver Union Jack on the roof and the City of London's coat of arms resplendent on either side of the vehicle as well as on the dashboard.

Elegant daytime running lights mounted within the headlight units are joined by a distinctive ‘Taxi’ light on the roof. This has two settings – it glows green, indicating when it's free and red when it's not.

At the rear the light units are integrated into the 60:40 split tailgate, behind which are a pair of cubbies to house the belongings of the driver.

While the concept doesn't adhere to current legal requirements regulating taxis in London it does offer an insight into the possibility of a future small, efficient taxi that offers an alternative to conventional fuels.

VW Up! prices announced.

Volkswagen has announced the price of its new city car, the Volkswagen Up, which is set to make its debut at the Frankfurt Motor Show in September this year.

Said to be priced from 10,000 Euro (around \$A13,540), the Up will be available as a two-door four-seater at first and then later a five-door model will be introduced. It will be powered by a range of high-tech three-cylinder engines, both in petrol and diesel form.

Volkswagen development chief, Ulrich Hackenberg, was quoted as saying about the engine development:

“Improvements can now only be made in performance and economy, not in making the engines any smaller. Instead, the Up will make use of three-cylinder engines that will really advance the technology and make strong use of it.”



Reports also say that at around the time the five-door model makes its debut, an electric powertrain will also be on the options list, set for around 2013. The initial two-door versions will go on sale during the second half of 2011. Ulrich Hackenberg confirmed a production version was very close.

“The final prototype phase is currently taking place for the Up. So we will be able to start building near-production cars soon.”

New VW XL1 debuts in Qatar.

The oil-rich nation of Qatar was the perfect location for Volkswagen to launch the XL1 concept - a diesel-electric hybrid with a combined fuel consumption figure of just 0.9 L/100 km and a CO2 rating of only 24 g/km.



The XL1 is the latest iteration of the ‘1-litre car’ first premiered by Ferdinand Piech back in 2002. The proposal was for a production car that was practical for everyday use, with a fuel consumption of just 1 litre per 100 km. In 2009 we saw the redesigned Volkswagen L1, which took the idea a little further.

Where the latest XL1 differs from those two is in its seating arrangement. The earlier concepts featured inline seating for two, whereas the XL1 uses a more traditional layout to seat two abreast. Gull-wing doors make it easier to enter and exit the car.

The new Volkswagen XL1 attains a CO2 emissions value of 24 g/km, thanks to a combination of lightweight construction (monocoque and add-on parts made of carbon fibre), very low aerodynamic drag (Cd 0.186) and a plug-in hybrid system consisting of a 0.8-litre two cylinder TDI engine (35 kW), E-motor (20 kW), 7-speed dual-clutch transmission (DSG) and lithium-ion battery. The results: with fuel consumption of 0.9 L/100 km, the new Volkswagen XL1 only emits 24 g/km CO2.

Since it is designed as a plug-in hybrid, the battery can be charged from a conventional household electric outlet. Naturally, battery regeneration is also employed to recover energy while slowing down and store as much of it as possible in the battery for re-use. In this case, the electric motor acts as an electric generator.

The total range of the XL1 is around 550km from a 10 litre tank of diesel. In electric only mode the XL1 has a more modest range of 35km but with zero emissions.

The use of carbon fibre and other advanced construction methods helps keep the kerb weight of the XL1 to 795kg. Performance is quite reasonable for such an efficient vehicle; 0-100km/h is able to be reached in 11.9 seconds. Top speed is limited at 160km/h.

Further progress has been made by manufacturing body parts from carbon fibre reinforced polymer parts (CFRP), a technique used in Formula 1 car construction. Kerb weight of the XL1 is just 795 kg. Volkswagen has also successfully achieved significant reductions in production costs, an important step towards a viable limited production run of the XL1. Volkswagen has developed and patented a new system for CFRP production in what is known as the aRTM process (advanced Resin Transfer Moulding).

VW to use Porsche for future sports cars.

Volkswagen AG has decided which of its subsidiaries will be in charge of providing sports car platforms for all future models, including Audi, Lamborghini and Bentley.

Volkswagen Group boss Martin Winterkorn has decided that Porsche would be best up to the task of developing chassis layouts, specifically for all upcoming sports cars under the Volkswagen Group umbrella. Porsche will develop both front- and mid-engined designs, including the new Panamera ‘modular standard matrix’ platform that will be used on future Bentley models.



In addition, Audi will be responsible for the basis of all sedans such as the Audi A4 and A5, as well as the Q5, with the ‘modular longitudinal matrix’. Volkswagen will stick to its guns and continue to develop the smaller cars in the VW Group showroom. This ‘modular transverse matrix’ platform will be the basis of all Audi A3 and Volkswagen Golf-derived vehicles.

All this task assigning business comes as the company strives to increase integration between the divisions, cut production costs by as much as 20 percent and engineering costs by as much as 30 percent in the future.

Volkswagen wins Dakar 2011.

Volkswagen has won the famous Dakar Rally for the third time in succession (and fourth time overall). Standing alongside Nasser Al-Attiyah/Timo Gottschalk (Q/D) on the podium in Buenos Aires was Giniel de Villiers/Dirk von Zitzewitz (ZA/D) and Carlos Sainz/Lucas Cruz (E/E). In front of millions of enthusiastic spectators the new Race Touareg 3 scored a much-celebrated one-two-three finish in the desert classic through Argentina and Chile. As a result, Volkswagen remains unbeaten on the South American continent thanks to TDI power.



Volkswagen achieved its latest victory in the 33rd running of the motorsport marathon. Thanks to superior and exceptionally durable high-tech made in Wolfsburg, the three victorious driver/co-driver pairs from the previous three years mounted the winners' podium as first, second and third – an expression of a harmonious and strong driving squad that dominated the 2011 Dakar from the beginning.

Volkswagen won 12 of a possible 13 stage victories. Carlos Sainz realised a personal best with his stage victory on the way to Buenos Aires: Now with stage win number 24 he surpasses the 23 stage victories scored in the car class by current rival Frenchman Stéphane Peterhansel. One of the Volkswagens led the rally, with its many extremely hard stages, from start to finish.

The challenges: winding gravel roads, soft and deep desert sand in the unrelenting Atacama Desert, navigationally demanding sections through labyrinth-like canyons and washed-out river beds as well as spectacular river crossings. Mark Miller/Ralph Pitchford (USA/ZA) completed the solid Volkswagen team performance in sixth position. All four Race Touareg 3 that started finished the rally in leading positions and continued the success story of enviable reliability: Volkswagen has not recorded a single technically related retirement in cross country rallying in four years.

Volkswagen's TDI technology, which represents efficiency and reliability in millions of VW road cars, has revolutionised cross country rallying thanks to its powerful and compact design. The four 232 kW Race Touareg 3s spooled-off the 9,600-kilometre overall distance with clockwork precision – and in the process always perfectly prepared for the forthcoming rally day by a closely-knit team and prepared tactically astute by Volkswagen Motorsport



Director Kris Nissen. In addition to the service crew on location, the employees in Wolfsburg and Hanover undertook careful preparatory work beforehand – indispensable for the Dakar win. The technological basis was converted by Sainz/Cruz into seven, Al-Attiyah/Gottschalk into four and de Villiers/von Zitzewitz into one stage victory.

The third generation Race Touareg equipped with a 2.5 litre TDI engine and permanent four-wheel drive completed its Dakar premiere successfully from the beginning. The power unit's in-line 5-cylinder, bi-turbo design guarantees compact dimensions and low overall weight when compared to its direct competition, and proved to be the best overall package for the third time in succession by suiting both the WRC-like tracks and the extreme dune crossings. The TDI engine in the Race Touareg 3 is one of the most powerful and, at the same time, most efficient diesel power units in motorsport.



On extremely hot stages, where ambient temperatures neared 60 degrees Celsius, the new cooling concept paid dividends for the extreme prototype from Wolfsburg. Thanks to improved air flow and an optimised radiator the Race Touareg 3 shrugged off the boiling heat in Chile's Atacama Desert and the extreme conditions in the notorious dunes in the Sierras Pampeanas around Fiambalá in Argentina. Reliability combined with speed – on every terrain Volkswagen demonstrated its technical expertise during the 2011 Dakar.

One-Two in 2009, One-Two-Three in 2010, One-Two-Three in 2011 – Volkswagen continues an irresistible winning streak in the Dakar Rally. In January 2009, Giniel de Villiers/Dirk von Zitzewitz recorded the brand's first Dakar

victory since the prototype project started in 2004, followed by their team mates Mark Miller/Ralph Pitchford (USA/ZA). It was the second Volkswagen win in motorsport's toughest test after Freddy Kottulinsky/Gerd Löffelmann (S/D) had won in a production based Volkswagen Iltis way back in 1980. In 2010, the first one/two/three followed with Carlos Sainz/Lucas Cruz (E/E) claiming victory from their Volkswagen teammates Nasser Al-Attiyah/Timo Gottschalk and Mark Miller/Ralph Pitchford (USA/ZA) in the closest ever Dakar finish in history.

In 2011 Nasser Al-Attiyah becomes the first Arab in the desert classic's history to be presented with the big Dakar trophy. The Qatari won in his sixth Dakar competition, his second for Volkswagen, for the first time. His navigator Timo Gottschalk is only the fourth co-driver, after Gerd Löffelmann, Andreas Schulz and Dirk von Zitzewitz, to bring the Dakar victory to Germany – a premiere for the vehicle technology engineer living in Rheinsberg, Brandenburg.



Kris Nissen (Volkswagen Motorsport Director):
“The third successive ‘Dakar’ victory for Volkswagen is a historic performance which was achieved thanks to perfect teamwork, exceptional driving and navigational skills and more specifically thanks to superior technology. I’m incredibly proud of the entire team, both the employees who made this win possible and also the team with its superhuman efforts here on location. It was without a shadow of doubt the toughest ‘Dakar’ that we have ever contested, and also probably the best organised. My compliments therefore also go to the organiser A.S.O. I think we proved that the Race Touareg 3 is currently the world’s most reliable and strongest cross country rally vehicle. This is the result of years of hard work. Congratulations to Nasser Al-Attiyah and Timo Gottschalk who have worked outstandingly and obviously also to the other Volkswagen pairs who made this one-two-three finish possible.”

#302 – Nasser Al-Attiyah (Q), 1st position overall

“My first ‘Dakar’ win. I’m absolutely delighted to have been the first Arab to win the world’s toughest desert rally. These feelings are incredibly difficult to express in words. I reached my greatest goal thanks to the world’s best cross country rally car and the best team in this sport. I’m delighted for the entire squad which slaved around the clock for three weeks for this victory. In Timo Gottschalk I have an exceptional co-driver at my side, who played an immense role in this victory. Today we’ll party like there’s no tomorrow.”



#302 – Timo Gottschalk (D), co-driver

“Victory in the ‘Dakar’ – I can still hardly believe it. Over last few days we built up a comfortable advantage and things looked really good for us in the previous stages. Nevertheless, everybody ignored any thoughts of victory, because anything can happen in this rally even within sight of the finish. I’m proud and happy about the win. It was the hardest ‘Dakar’ which I have ever contested. We’ve now spent two weeks at the absolute physical limit. The organiser kept its promise of wanting to stage the toughest Dakar Rally ever. To have won exactly this one is an incredibly good feeling.”

#308 – Giniel de Villiers (ZA), 2nd position overall

“The Dakar Rally is an extremely long race during which a great deal can happen. At the beginning we tried to drive cautiously and tactically. Because you only have a chance of getting a good result if you reach the finish. This approach brought us second place and I’m delighted about the result. A podium finish in the Dakar Rally is always something special. Something we can personally be proud of. The team can be proud of making first, second and third positions possible.”

#300 – Carlos Sainz (E), 3rd position overall

“All in all I’m more than satisfied with 2011 Dakar Rally. I think that my co-driver Lucas Cruz and I did a good job and therefore were rightfully fighting for victory for a long time. Unfortunately two bad days and several mistakes cost us any chance of overall victory. But this is the Dakar Rally: You always have to be alert. I’m delighted for the entire Volkswagen team, which truly deserves this one-two-three finish, and to have contributed to it. Everybody worked hard for this win.”

#304 – Mark Miller (USA), 6th position overall

“This ‘Dakar’ was a wonderful event, with many interesting stages that demanded everything from man and machine. Unfortunately we lost so much time already on the second stage that we were out of the battle for overall victory. Our role was then to support our team mates – a task we were happy to do. When you work an entire year as team for victory, it goes without saying that you support one another to reach the targets. We did exactly this with energy and vigour on the eleventh stage to help Carlos Sainz onto the podium.”

Canberra Congrats!

The Canberra Chapter would like to congratulate Megan and Aidan on their recent marriage.

Megan is a very committed local dubber and we are in the process of bringing Aidan around to the marque. The wedding cars were 2 blue Kombis and the event went extremely well. Three cheers for the happy couple!



Shannons Wheels Carshow

Sunday 27 March 2011

Lawns of Old Parliament House, Canberra

Over 1000 cars and other vehicles present

Club VeeDub will be on show again this year and would love to see as many members as possible. Bring your car down and show it to the public, no matter what condition.

This year the Club VeeDub display will be sponsored by **Gerald Slaven Volkswagen, Belconnen**. Come and check out the new model cars and get some detail on their features.

Bring a driptray! All cars to have one, no matter what engine condition.

More details next magazine.

Canberra Wheels.

Wheels carshow is on this year again (27 Mar 2011), on the lawns of Old Parliament House. Each year, over 1000 cars and vehicles go on display, making a great day out for the public.

Club VeeDub will be on show again this year, we'd love to get the members there and would appreciate your car there too! Doesn't have to be a trophy car. Don't forget your driptray!

Free BBQ sausage sizzle for members with their club shirt on. This year we will be sponsored by Gerald Slaven VW in Belconnen, they will have cars on show and you can have a look over the new models.

The show will have dozens of other car clubs present, its a great day to wander around and see some excellent vehicles. More to come next magazine.



Club VeeDub - Canberra Chapter

Members' Captains Flat Cruise, Overnight Stay

When: Saturday, 26 February 2011

Depart at 2.30pm sharp from Russell carpark, usual location

Cost: \$70 per head

Includes: dinner, overnight accommodation in Captains Flat Hotel,
a ghostly talk by our host Greg & continental breakfast

Bookings Essential!

Accommodation (2 people per room) is limited and firm bookings must be made.

Club members who don't wish to stay for dinner or overnight can enquire with details.

Minimum numbers must be met on the day & late withdrawals will hinder this,

so please check your calendar and make a firm booking.

Enquiries and bookings to Bruce at: raafkombi@dodo.com.au



www.canberravw.com



Lego Model 10187.

Guess what I got for Christmas !



Well after reading the Club magazine and seeing Lily had received two model kits from Santa, I just had to brag about my Christmas present.

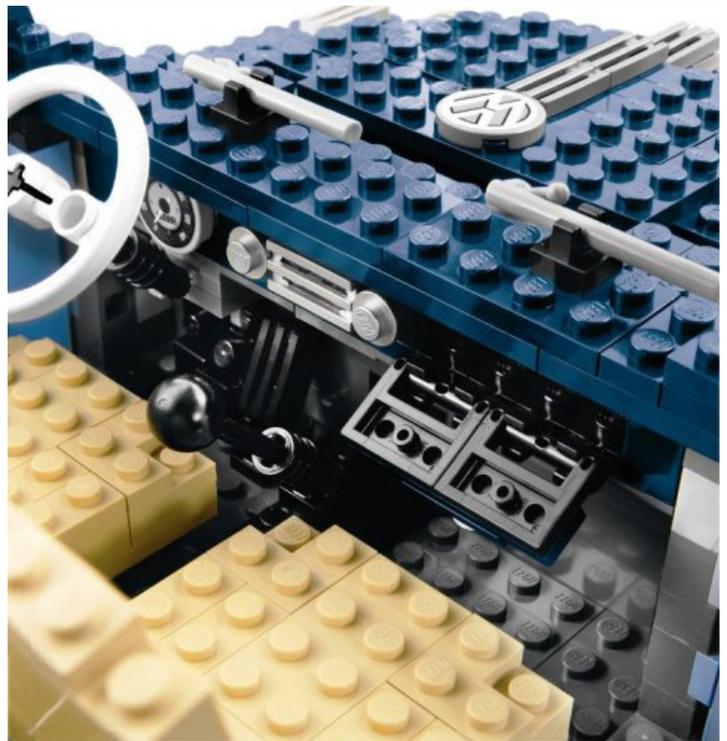
My wonderful daughter Elise knows how much of a old and New Beetle fan I am and after we spotted this on a recent overseas trip she knew it was just the gift for me. Unfortunately it's too large box to bring home on the plane, so it was purchased on-line from USA.

It arrived in one piece or should I say, in 1,626 pieces in one large box and on the box it said Suitable for 16+ years, so I guess that includes me.

To measure 41cm long and 18cm high upon completion, with doors, boot and bonnet that all open. It is the European 1960 model - Charlotte - with left hand drive.

Licensed by Volkswagen and it took some time for this process, from exploring different models of vehicles, presenting them at a fan event in Germany, building design on computer and refining to achieve 100% authenticity before approval was given by VW. All this done by big adult kids of course.

Inside the box was an outstanding 24 bags of big & small pieces, larger pieces, wheels and tyres, a steering wheel and much more. Some 183 different size, shape & coloured parts of which one of the smallest parts had one of the largest number of pieces 80. The box says 'Contains Small Parts' and



they were not kidding. All this to occupy me for many hours/ days during the Christmas holiday period.

Thank goodness it came with an instruction book (with pictures and in English) of some 56 pages and, then a second one the same size, which I thought was just a product catalogue. Pieces of Lego from one end of the dining table to the other and sorting them is taken forever. A Do Not Disturb sign put up so I could focus, concentrate and most importantly not lose any pieces...or could they be eaten by Billy the dog.



So the mammoth effort began; where do I start? Just like the real thing I guess, building a vehicle from the bottom up, and so the rear exhaust tailpipes were the first to be made. Then the floor pan, axles, the tunnel & front wheel arches – up to page 37 in the instructions. Then the tiny radio, foot pedals, gear lever, seats and these all move like the real thing.

The engine is next, looks just like the real thing, but for the oil leaks, and with a tiny moving fan belt would you believe.

Wheel arches, all the lights, doors, body & bumpers were assembled whilst painstakingly searching for that elusive

tiny part, it had to be somewhere! Rear vision mirrors, number plates, driving lights, wipers even a spare wheel and all has to be assembled in the correct order one piece at a time. All showing great detail typical of a VW Beetle despite this being a round circular car made from mainly square pieces. The design is a tribute to Lego and to VW.

Nearly complete, only the roof to go and finish the front end. Many hours later and still going not so strong, but the end is near. The pieces are running out, the phoenix has risen and we can have our dining room table back to eat from. Oh no, it appears a few parts are missing so have to make do, now doesn't this sound like assembling a real one!

Door handles, blinkers, the spanner, master cylinder, bumper bars, tyres, wheels and even hubcaps have to be individually assembled piece by piece.

Finished It rolls along, slowly & smoothly just like the real thing.

24 parts leftover of the 1,626 but still looks & goes well, just like the real thing!

Paul Cheetham





VW Watercooled run. Sunday 23 Jan.

The first club event of the year was the VW Watercooled Summer Cruise, organised by Aaron and Matt and some of guys at the vwwatercooled forum. This is a good gad and seems to get bigger every year.

The VWs met at 10am at Uncle Leo's Caltex servo at the Liverpool crossroads. We often start VW runs from there, but in hindsight not the best place for a run that headed north back to Casula and the Heathcote Rd.

After a chat and a look at all the cars, it was time to head off. Aaron could not take part in the cruise as he was organising the gazebos and the BBQs at the destination. So it was fantastic of Matt to step in and co-ordinate the cruise, with some help from Brenton and his brother.

The VWs had to depart Uncle Leo's, then turn right across 3 junctions and then merge the other way back onto the motorway. Turning right was dependent on traffic lights, so it made keeping a group formation difficult. The cars began

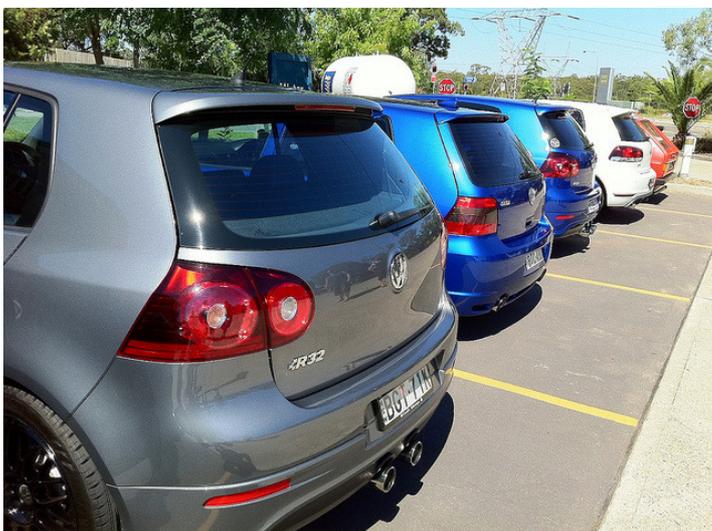
leaving at 10:30, with latecomers told to ring Matt for directions. No mucking around.

So the cars headed back into Casula, and turned right onto the motorway, then exited again at Heathcote Rd. There is a little park called Meeham Park on the left just after the motorway exit, heading south, and Matt pulled the convoy over to meet up with some latecomers and others who didn't go to Uncle Leo's.



After a short break the VWs pulled out and headed south on Heathcote Rd. This is a nice stretch of road but the cops like to patrol it for speedsters. The VWs continued ahead past the Menai turnoff, down across Woronora weir and up to the Princes Hwy at Engadine. A left turn and a short drive back towards Sutherland and there was the turnoff to the National Park at Loftus.

Some other latecomers, and some VWs from the Shire and the north, were waiting at Loftus Oval. They were guided by JayJay and met up with the main convoy at 11:15am. All the VWs then headed for the enjoyable drive through the National Park, a joy in both classic air-coolers and new watercooled VWs.



Club VeeDub. Aus Liebe zum Automobilklub.



A few VWs spotted a number of highway patrol cars driving through the Park, some with lights and sirens, but no VW drivers were pulled over.

A big thanks to Car Care Products who supplied the marquees for the event, as on a hot sunny day you needed all the shade you can get! Also a huge thanks to Peter (Highlander) who came down early with Aaron to drag all the stuff out and get it set up. Couldn't have done it without him. Thank you to Aaron, Matt and everyone who made the day possible.



A fantastic turn out of people this year, with a great mix of some earlier water-cooled VWs like Mk1 and Mk2 Golfs, as well as some of the latest and greatest Golfs and Polos. There were also some classic air-coolers along.

Aaron said that by the sounds of it the drive down was fun (such a shame to miss it, but I suppose someone has to set



it all up). On arrival the BBQ was cranked, cold drinks handed out and a good time had by all.



NRMA Motorfest. Wed 26 January.

On Australia Day, 26 January (a Wednesday public holiday), our club once again participated in the NRMA Motorfest. This is the display of vintage and classic cars in Macquarie St, College St and St James in the city. Our club has been supporting this event for more than 20 years.

Our club was assigned St James Rd, our usual spot, together with the other VW clubs such as the Classic and Vintage, and Flat Four. Ray Black has been instrumental in organising this every year – thanks Ray.



The VWs had to be at the marshalling point, the Domain Parking Station, at 7:15am but most of us were a little earlier. I had Lily and Brian in the Kombi with me and we arrived at 6:45am. The marshals tried to direct us into the cramped, crumbling 1950s concrete carpark, but I remembered almost scraping off my camper roof on the low 1.9-metre ceiling last year, and refused to enter. Instead we grabbed the sample bag from the marshal and drove around onto St John Young Cres and an outdoor parking spot near the exit. We were soon joined by other Kombis that were too tall for the carpark; hopefully the organisers will make allowance next year.

After a breakfast sausage roll and a coffee, we were scheduled to depart at 8:15 in group 8, but the earlier groups were running a little late. We waited for some vintage English Fords, then the Cadillacs and some Minis before the VWs were finally lined up at the exit gates. The Beetles, Type 3s and Golfs from inside met up with the Kombis waiting outside, and at 8:30 we drove in a line up the Cahill expressway to the Macquarie St exit and our place at St James Rd. We were marshalled into position, right across from Hyde Park. Ray was already there with his Kübelwagen.

We set ourselves up, put up our VW shade gazebo and set up our folding chairs, table and piles of membership brochures for passers-by. Ray told us that he had already been told to take down his gazebo by someone from the Australia Day council. We tut-tutted and thought that we'd leave ours up until told otherwise. It was forecast to be over 30 degrees that day.

Sure enough, it wasn't long before a woman in an 'Australia Day' shirt approached me and said, "Who is the owner of this gazebo?" "I am," I replied. "Well I'm sorry, but it's got to be taken down," she said.



I stood up. "On whose authority?" I asked. "The Australia Day Council," she said. "Well we are here under the auspices of the NRMA," I said, "and I have their written invitation and instructions. There is no instruction that shade marquees are not allowed." "This is an Australia Day Council rule, as they are unsafe."

"Rubbish", I said. "It's a proper gazebo built by OzTrail and available from all camping supply stores. It has tie ropes, and as you can see it has been securely fastened."

"It doesn't matter, it's still got to come down – now!" she insisted.

"Listen," I said, "we have been coming here and supporting this event for more than twenty years. You were still in primary school when we started. Don't tell me what we can and can't do. Both the NRMA and the police are fine with gazebos, as they have been for more than 20 years. I don't recognise your authority. In any case, it's going to be over 30 degrees today and we have to be here until 5pm. What do you expect us to do about the sun?"

"Put on plenty of sunscreen," she said. "If that gazebo doesn't come down now, I will have the marshals remove it."

"If you or anyone else touches my property, I will have you arrested," I counted angrily. At this point she decided not to argue further; she must have realised she had exceeded her authority. She moved away as Lily watched with wide eyes; she had never heard her Dad in a shouting argument with a stranger before.



Fortunately Queen Square, just 25 metres up the hill, had a large plane tree that offered shade. Ray and Shirley moved their chairs up there, as did Steve and Meredith. Ray Black and his club member were already under the tree. This

was a reasonable alternative for us, although we could not watch our cars and talk to interested passers by without going into the sun. Brian helped me as I packed up the gazebo and stowed it in the Kombi.

Lily and I went for a walk to see the sights in Hyde Park. We noted that the prefab toilet block was off-limits to the public this year; only 'Australia Day Council' officials were allowed in. The public, and all the car owners, had to make do with smelly and filthy plastic portaloos. Kids, in particular, found these uncomfortable and there was nowhere to properly wash Lily's hands.

The rest of the day was enjoyable but very hot, and I passed the day in a foul mood. The incident with the little Hitlers of the council had spoilt an otherwise good day. We gave away over 100 club brochures and talked to many prospective members.

At 4:30pm, when the police first offered to open the exits to allow early leavers to depart, we grabbed the chance and quickly packed up. It was a short wait to join the traffic at Elizabeth St and off home.



Ray Black, as one of the major organisers and co-ordinators of the VW display, was equally annoyed at the shabby treatment of the car displayers and the mindless removal of shade gazebos on a hot day. He was quick to write an official letter of complaint to the organisers – his text appears below. I am in the process of writing similar letters on behalf of Club Veedub.

My feeling is that if the NRMA cannot work with the council for next year and have shade gazebos (properly installed) allowed in future, then we should no longer support this event.

Phil Matthews

Ms. Kari Phil,
City Event Coordinator,
CEED, Level 4 Bligh House, Sydney 2000.

Motorfest 2011

I am making a formal complaint regarding the Australia Day Council's unfortunate dictatorial manner in instructing our car club – and other car clubs – to take down our portable gazebos. Our club has had a gazebo on site for at least ten Motorfests without any problems.

The reason we were given was one of public safety – in case of blowing over. This sounds all very reasonable except for a few important facts:

1). We were informed it was a privilege extended to us to be invited to display our cars at Motorfest. I replied it was the other way around, the Australia Day Council should be thankful car clubs bother to come otherwise there would be no Motorfest.

2). As the day promised to be at least 30 degrees plus, where could we have some shade? Also, the weather forecast had the possibility of rain so how could we have some rain protection? The answer bordered on the idiotic: Carry an umbrella or get some sun and rain protection under the trees.

3). Is there some hypocrisy here when the state government encourages us to "Slip, slap, slop" and to stay out of the sun in the heat of the day? Some of our members had small children there that only highlighted the fact the Council had no positive, practical answer for this.

4). The hypocrisy continues. Two days later at the Opera in the Park there were numbers of gazebos erected by patrons. How come?

The man who was responsible for the Lady Southern Cross aircraft put up his gazebo and was promptly told to take it down. As that exhibit was in an open paved area he ended up badly sunburned at the end of the day.

With dog shows run by Dogs NSW, every exhibitor has a gazebo. If it's a hard surface each one is secured by sandbags. Could the Australia Day Council adopt a similar view and think of the needs of the exhibitors and not just themselves?

On that last point, the toilet arrangements were appalling. Previous years there were demountable toilet / washrooms that worked very well. This year there were portaloos that became more disgusting and grossly unhygienic as the day wore on.

I noticed the Australia Day Council had their demountable washrooms secured safely behind high barriers and patrolled by a security guard in case a Motorfest exhibitor wandered in. I hope you enjoyed that privilege not extended to any of us.

If the Australia Day Council does not come up with a civilised solution to all of this, our club - and others I understand - will review participating in future Motorfests. If other organisers have solved this problem why not you?

By contrast, the Police and the NRMA Marshals were all very friendly and helpful as they always are and we thank them for that. The Australia Day Council could learn a lot from them on public relations and how to interact positively with exhibitors.

I look forward to your reply with I hope, some positive answers.

Sincerely,

Ray Black,
Cc. Tony Stuart, Group Chief Executive Officer, NRMA.





QLD Flood charity car show. Saturday 22 Jan.

The people of south-east Queensland have recently suffered the devastation of the worst floods since 1974. Areas in and around Toowoomba, Gatton, Ipswich and Brisbane experienced extensive property damage, and even loss of life.

The American Muscle Car Club of Australia, in conjunction with the CMC, recently put on a car show in Sydney to help raise money for the flood victims. It was very short notice; we only got the letter at the meeting last month and it was the Saturday straight after, only two days later. Our club voted to donate \$200 to the cause.



The event was held at Harry's Café de Wheels at Liverpool, which at the mega-centre right beside the McDonalds and the Krispy Kreme on Orange Grove Rd, starting at 5:30pm. Lily suggested we go to Krispy Kreme first (of course!) then have a wander around.

It was a hot day so we left home mid-afternoon and I took Lily to the Whitlam Centre pool for a swim first. As we drove back along the Hume, then onto Orange Grove Rd, we noticed a few nice Mustangs and hot rods heading in the same direction. We pulled into the centre and there was already a good turnout of classic cars there.

I bought Lily some doughnuts and a drink, and we parked the Kombi close to the entrance. We immediately met up with fellow member Kev and his wife, and Lily was pleased to see their daughter Emily too.



Firstly we went over to the AMCC officials and introduced ourselves. We gave them our club's donation cheque, and they were stoked to get such support from the Volkswagen club. They promised to send our club an official letter and award certificate by way of thanks.

We wandered about and immediately saw Peter's bright red billet Bug – the only VW there apart from our Kombi. The girls had their photo taken – see this month's cover.

We then had a wander up and down the lines of shiny American classic cars. I pointed out a few models to Lily – she had never seen an Edsel before, but she recognized some Chevys, Mustangs and hot rods from various movies she'd seen, especially some old Mercurys that looked like they were from Grease. She thought the Corvettes looked like Ferraris, which I guess is fair enough.

We didn't stay long but it was an enjoyable event and one with a very good cause.



Australian LS Golf.

The brilliant new VW Golf debuted in Germany in 1974, but here in Australia we had to wait until 1976 before it was released. Not imported, but locally assembled in the VW AG-owned Motor Producers Ltd factory in Clayton, Melbourne. The Superbug L had been discontinued in late 1975, and the first Golf CKD packs were imported from Germany ready to replace it on the Melbourne assembly line. A run of pre-production prototypes was built in December 1975, and production assembly was begun in the new year. By March 1976 the Golf was ready for Australian release. It was available only in two and four-door mid-range 'LS' specification – the Euro economy L, the luxury GLS, and the hot GTI, were not offered in Australia. There were many differences between the Aussie LS Golf and its German cousins.

By the time the Australian Golf was rolling off the line in 1976 (alongside the 1600 Beetle, Passat and Transporter), the Clayton factory had already been sold to Nissan of Japan. Nissan agreed to continue to assemble Volkswagens at Clayton, alongside their own Datsun models of the time. There were considerable delays, problems and difficulties, and the local model suffered numerous quality control issues. It took months for cars to reach dealers. There were also problems with dealer service training; they had been used to servicing and repairing air-cooled VWs for 20 years. Prices for new cars – and their spare parts and service – rose quickly and alarmingly. Volkswagen Australia pulled out of all VW local assembly early the following year, and from then on – to the present day – all VWs have been fully imported.



But what were these Australian-made, Japanese-controlled VW Golfs like?

My experience with the LS Golf began on viewing the car, the sensation of the 1976 Melbourne Motor Show, in March 1976. Thoroughly impressed, I decided that now was the time to trade in my trusty 1970 model TLE Fastback. After ordering the 5-door car in April, I then had a frustrating five and a half months wait until 30th September. The salesman was very sorry, but the price had gone up incredibly – over \$1,500! I sold the car in July 1979, so with this experience I would like to indicate my impressions and some things to look for if buying this locally-produced model.

ENGINE

Fabulous, but unfortunately NEVER ran well, mainly due to ADR27 pollution gear. Hunting during idle, anywhere between complete cut out to 2000 rpm. When acceleration was most needed the engine would consistently stumble, cough, splutter; would eventually recover, but resulted in many anxious driving situations.

During warranty the suggested factory ignition points wiring modification and new carburettor diaphragm and push rod were fitted. The carb flange was re-surfaced and timing fiddles carried out. After many inconvenient days booked into the dealer's workshop I was forced to accept this condition as normal.



What to do? Easy, replace the carby with a Weber 28/36 DCD downdraught (nothing bigger will fit unless you buy a Dellorto side draught) and a Passat TS manifold. My Weber gave me 9.5 L/100 km around town and around 8 L in the country with much better performance; in fact I could clock the speedo (i.e. over 180 km/h).

The main reason for replacing the original Solex carby was the auto choke. It NEVER worked - the car would stall when cold and it would run at 2000rpm all the time when warm (15 L/100 km!) Three dealers couldn't fix it - all one could do was replace it for \$60 and it was no better. The moral is: If the choke is working, don't touch it, if it isn't throw away the Solex. I use NGK spark plugs and the engine runs smoother than on Bosch or Champion.

After ten months the radiator was full of thick brown sludge. The cooling system was flushed and re-filled together with corrosion inhibitor. There was excessive vibration and resonance from engine and exhaust on acceleration and back off. A modified acceleration cable was fitted, giving a slight improvement in smoothness.

The sump is very exposed. I put a hole in mine near Townsville so I got it reinforced. There was a VW accessory sump guard of dubious rigidity and there are no proper anchoring points to attach it. By the way, a new sump (a piece of stamped steel) cost \$50 from your VW dealer.

Exhaust system broke twice on bend over rear suspension beam. Replaced by non-VW part from dealer which had too shallow bend and banged on beam when rear seat used. Rubber exhaust hangers constantly break. Exhaust bracket to engine cracked, re-welded.

BRAKES

Should pull up straight away, of course. Standard pads squeal all the time and blacken the wheels within two weeks.

Front brake pads lasted 31,700 km. Look for quality aftermarket pads.

I replaced three new stop light switches.

SUSPENSION

Ride improves over 80 km/h. Shockers fade by 40,000 km. I replaced mine with four Konis – cheaper than VW's and much better - flatter cornering and better ride but I'm sure you could find even better shockers than the Konis. Bigger anti-roll bars certainly cut the roll but I'm not sure they improve the handling.

SEATS

Seating position is excellent. Front seats (and steering wheel) are comfortable. Check the seat locking mechanism for the front seats; if it is reluctant, a dose of oil will fix it.



The back seat rattled like anything. Why? Because when it was assembled the factory worker screwed the two back retaining clips into the wrong position (near enough was good enough).

The edges of my rear seat split when almost new. The splits were expertly plastic welded by the dealer's contractor. Shortly later splits appear on rear seat, caused by seat conversion movement. Annoying rattle between rear seat securing clips and pins on seat. I wrapped insulation tape around all these pins.

Uncomfortable in rear. Rear of front seats have lateral steel frames which are not protected from rear seat passengers. Front seats are excellent with good lateral support.

Seat folding routine is awkward and the seat takes up a surprising amount of room when folded forward. Luckily it can be removed in about 2 minutes, but don't lose the clips, it took us two weeks to get two new ones.

Luggage capacity is small with the seats up, and accommodation poor with it down. Why not a split rear seat? (fitted to the Mk2 Golf imported in 1990 – Ed)

DASH

Well set out, but cheap – repeat, CHEAP.

The Australian LS Golf dashes are all cracked (new ones cost \$150 in the 1970s) but the imported ones are much sturdier. All LS Golfs rattle and the dash is main offender. The glovebox rattles too, and so do metal things inside it, as it is unpadded plastic. It is absolutely tiny, and there is very

little room for storage space in the car unless you buy Kamei door pockets.

My headlight rocker switch on right hand side fell completely inside the dash. The plastic snap-in clips had snapped out, a similar characteristic to the plastic fascia panel around the ventilation and heater slide control levers. The air vents beneath the windscreen project untidily above the dash and appear to be the wrong part number for the dash fitting. You can buy special metal clips to snap them into place.

By this time the dashboard cracks in this area were enlarging day by day. To see the complete dash assembly vibrate and physically move on rough roads is a unique experience!

“Nothing can be done after warranty, or alternatively glue nice vinyl sheet over dashboard top.” Quote, VW service department. Similarly, Stiff Cheese!

There is absolutely nowhere to mount a normally standard design size of radio. Hang the front of the radio onto the woeful dash fascia and design a bracket to hang on the metal loop under top of dash. A real patience tester, because all this area under the dash is completely inaccessible.

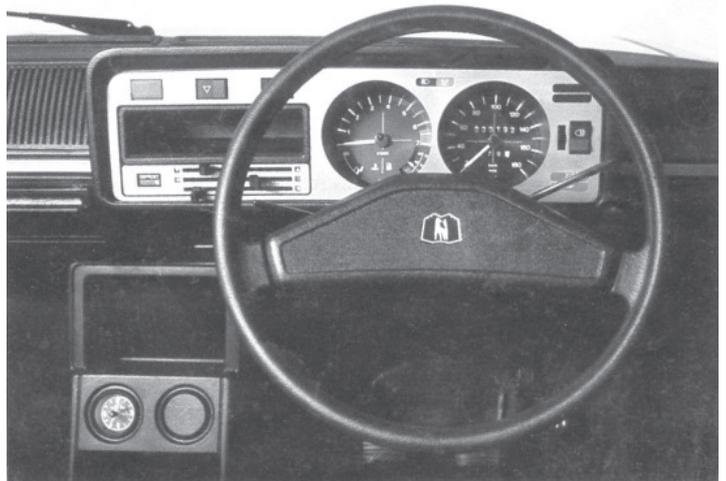
Instruments including speedo and tacho are easy to read and generally well laid out.

BODY

If looking at a three door, note that the rear windows do not open (see note Ventilation). Wind and dust sealing are good but if the back hatch rattles - watch out (look to see if the hinges are mounted onto the right place - mine weren't).

Driver's side rear side shelf securing self-tapper screws vibrate out. Obvious reason these were left loose is that upon tightening the shelf cracks and shatters to numerous pieces. Buy new shelves but pull off old carpet strips and re-glue to new shelves, as this is not supplied.

The plastic tailgate strips that hold the luggage flap are fragile and snap regularly but are fairly inexpensive. The exterior mirror (drivers side supplied only) is far too small. Passenger side mirror is necessary to overcome back quarter panel blind spot.



The engine bay is an untidy mess of electrical wiring and plumbing. Cables rub through on bracket at base of carburettor that holds the accelerator cable, so I sleeved the cables to protect against wear through. Battery acid eats through the plastic sheath around the bonnet release cable. This cable is also stretched like a violin string across the edge

of the battery. Clips to hold window surround trims are loose and eventually fall off.

Bumpers are very thin and fragile. Hardly any protection, but decorate OK. Design insufficiency hidden (as is the current case of rule) by plastic ends which snap onto extremities of bumpers.

Rear tailgate area leaked water into boot. After many hose squirts and much time, a gap between a body weld on the sloping pillar was found. The rear window is covered with road dirt and water mist from the wheels immediately it begins to rain, or a dusty road is negotiated. The solution is to fit a rear window wiper and washer. A factory kit is available but is very time consuming and frustrating job. It is also a necessity. This involves removing and refitting the aforementioned radio. A job in itself.

If fitting a driver's side weather shield available from dealers, cover the clips next to the sliding window with plastic sleeving as window scratches are affected by raising and lowering window.

The windscreen is not laminated, but it soon will be when you get a replacement when the stock toughened one breaks (unless you stay in your garage). Fortunately they are very easy to replace, less than 10 minutes for the job.

Fuel cap is non-locking; locking petrol caps are available as an accessory but should be standard.

Accelerator pedal is far too short and is badly positioned. I fitted a flat Beetle pedal to extend and this was far more comfortable. Front mud flaps (not standard) are necessary as front wheels protrude from the body and will supply many stone chips to the bodywork. Rear mud flaps (standard fitting) are too low and drag on the ground when persons are seated in the rear. The resulting noise causes them some alarm. This problem is eventually overcome on reversing, as the flaps will get caught underneath the rear wheels and tear completely off the body.

Retractor seat belt on drivers side lost its recoil tension when new, but was not replaced under warranty as this involves replacing the complete seat belt assembly (not just the retractor). Because of safety regulations as well, the cost each (in July 1977) was \$65.

Australian chin spoilers were \$12 each new, but were very fragile. They do work, but I broke 12 (!) of them just by turning into driveways. There are German-made Kamei spoilers for about \$150 that are much stronger – they would work out cheaper in the long run.

VENTILATION

What ventilation. Hopeless. The only saving grace is the opening flipper windows which on the LS break off regularly as they are glued to the hinges (in fact they break off as regularly as you put them on...) Vent window tension adjustment is a clever idea – it can be adjusted through hole in sealing rubber with an Allen key. The problem is that the tensioner is a plastic clamp which does not supply enough grip, and the vent windows are automatically closed by wind pressure above 50 km/h. Very irritating during warm weather.

The heater is good and quickly fills the car with stale burning rubber smell. The windows wind all the way down on the five doors, but all the windows rattle in their runners and take about 100 winds to get anywhere. The car gets rather warm in summer, as the glass area is larger than on a Beetle.

ELECTRICS

Could be temperamental but usually work well, and just as well - just look at the wiring. If you are going to use driving lights it is advisable to get a 55-Amp alternator as our 35-Amp blew the first time we used our Super Oscars and it cost lots to fix. I am using a Bosch exchange alternator from a Holden (ugh) which fitted straight on after about 3 minutes filing.

Fuses are inside but under the dash in a big black hole where they are out of sight, out of mind. But you ought to try changing one at night.

My relay unit for the flashers failed and I replaced it with a similar module from a Passat.

Accessibility to front and rear lights is good. Plastic clips on back cover tail lights break off on first removal to replace bulbs.



LS models came with Australian Bosch headlights that were absolutely dismal. You can do three things: 1. Put in H4 halogen globes (20% better); 2. Remove the little shields inside the lights (10% better); 3. Replace them completely. I have done this, and have a set of Marchal 7" headlamps (\$60, the same as the standard Bosch) that are 200% better. However, if you buy Marchal or Cibie you need to buy new mounting plates as the Bosch and Hella ones are unique (of course). I bought second-hand Holden ones.

Battery lasted two years and four months.

TYRES & WHEELS

Uniroyal Steel Cat 180s extremely hard riding and noisy but wear well (61,500 km when car sold and good tread remained, alternated with spare wheel). I don't recommend them as mine leaked and suffered radial run-out at 110 km/h. I bought Pirelli CN36 – they are, in three words, Brilliant, Magnificent, and Compulsory. They last longer, too.

13" wheels are too small; they drop completely into potholes that Beetle 15" wheels would ride over without a drama. Any ridge, or bump in the road surface results in a terrific thump from the front end of the vehicle. With off bitumen driving the car will fail to give the traction required to mount even the smallest slope you may wish to negotiate.

Oh! for a Beetle...

In the modern style, the spare wheel is located below all your boot luggage and groceries if it is needed.

CABLES

They deserve special mention in Golfs. Always drive with a spare clutch cable (\$10.00). Unfortunately they tend to

rip a huge piece out of the firewall where they pass through and all of a sudden no clutch (Towing required). Of course it always happens before Easter or Christmas etc. A firewall reinforcing plate is available as a service part from your VW dealer.



OTHERWISE

One good feature is that you can't lock the driver's door except with the key, so you can't lock them in.

Excellent vision all around. The rear window gets very little airflow. The protector strips pop off after a while. Silver trim around the windows on the LS seems to buckle easily and shrink. The wipers are very good. Flashing the high beams leaves them on unless you flash again, so look for the little blue light when you turn the lights on for the first time.

This article is not a vent for my disappointment in this under-developed, overly-expensive Australian-assembled vehicle. It is simply a summary of my personal experiences with the car.

On the credit side, it has long touring legs, is a lot of fun to drive (a rare experience with recent oh-so-boring cars), and has very good performance including braking, acceleration and fuel economy.

But the LS Golf's many faults must have come as a shock to long-time Volkswagen owners, used to the very high quality and legendary reliability of the air-cooled models. It was simply not possible for the Australian factory, and its Australian suppliers, to match German quality in the short development time available. Also, with the factory now owned by Nissan, the Japanese company was reluctant to spend time and resources improving the quality of the Volkswagens they were assembling. VW Australia's decision to end local assembly, and move to full German imports from 1977, can be easily understood.

Most of the Australian LS faults were designed and manufactured out in the replacement German-built GLS model, which replaced the Australian LS in 1977 when local assembly ceased. There was a huge improvement in general finish and engine smoothness in the Wolfsburg-built GLS, and the local quality control problems were eliminated.

The only downside was that the German GLS was much more expensive - \$5,540 in 1977 compared with \$4,820 for a Toyota Corolla SE, \$4,520 for a Datsun 180B, or \$4,400 for a Holden Gemini. By 1979 the petrol Golf had been priced off the local market, while the diesel Golf (introduced in 1978) survived until 1981. There would be no more Golfs imported into Australia until 1990.

Michael Block and Ken Crook

Speed limits for Autobahns?

PFAFFENHAUSEN, Germany — Ask Marc Bongers about the wisdom of introducing a speed limit on the German autobahn, and he answers by impatiently revving the 435 kW engine of a specially Ruf-modified Porsche 911.

With a stretch of empty road ahead, Mr. Bongers floored the accelerator, and within seconds the speedometer registered 286 kilometers per hour - something that is still legal here. That, by way of comparison, is about the speed of a commercial jet taking off.

Few things are closer to the German heart than the freedom to drive like Michael Schumacher, the fabled Formula One champion. Germans regard driving on the autobahn at face-peeling speeds as close to an inalienable right.



But Germany's love of speed is colliding with its fears about global warming, as it becomes clear that its high-velocity drivers are spewing tons of carbon dioxide into the air. Recently, the European Union's environment commissioner, Stavros Dimas of Greece, set off a national debate in Germany by suggesting that the government introduce a general speed limit on the autobahn.

To be sure, at least half of the 12,000 km of autobahn already have either permanent or temporary speed limits. But the autobahn's anything-goes stretches are the world's fastest public roads.

"Speed limits are useful for many reasons, and are the order of the day in most of the EU's 27 member states and the United States," Mr. Dimas said in an interview with the mass-market German newspaper Bild. "Strangely enough, it is only in Germany where they are controversial."

Well, yes. His mild words were met with heated indignation from politicians and automotive groups here. Some acted as if Brussels were demanding that Germany outlaw beer and bratwurst.

"This is a trivialization of the climate problem," declared the German environment minister, Sigmar Gabriel. The German Association of the Automotive industry said Germans needed "no coaching" from other Europeans on how to protect the environment in their own country.

Even Chancellor Angela Merkel, who has put climate change at the top of her agenda as current president, of the

European Union and the Group of 8 industrial nations, opposes a uniform speed limit.

Critics brandish statistics that show a speed limit of 120 km/h would reduce Germany's overall carbon dioxide emissions by a few million metric tons a year, less than 0.5 percent. Better, they say, to focus on building more efficient power plants and houses.

Yet, as environmental groups and a few lonely politicians point out, a few million metric tons of carbon dioxide is still a considerable savings. Unlike other measures - clean coal plants or hybrid cars, for example - a speed limit could be imposed tomorrow and at relatively little cost.

"Our politicians like to say that Germany should not have to do more than other European countries on climate change, but in this area, we are doing less," said Josef Göppel, one of the few conservative members of Parliament who favor a limit.

For years, speed limit advocates tried to argue their case on safety grounds. The autobahn, though, is statistically safer than highways in many countries, even if its crashes are singularly horrific. Saving the planet, it turns out, may be more persuasive than saving lives.

"Given the pride of Germans about being No. 1 in protecting the environment, this could lead to a breakthrough," said Peter Schneider, a writer who limits himself to 145 km/h on the autobahn.



Yet driving fast, Mr. Schneider said, is an addiction that crosses social and political boundaries.

"I have friends who are left-leaning intellectuals, and they're proud to tell me they can get to Hamburg from Berlin in two hours," he said. (That requires maintaining an average of at least 140 km/h).

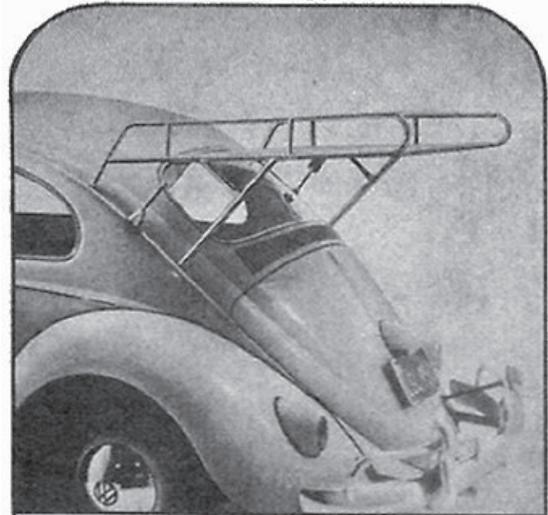
Germany also has a powerful economic incentive to resist a speed limit. It builds some of the world's fastest cars, and the autobahn is a valuable showcase and marketing tool for the industry. A tour operator even organizes driving tours of the highway for Chinese visitors.

Car connoisseurs from around the world flock to Pfaffenhausen, a small town where the local company, Ruf Automobil, makes cars with big power. Mr. Bongers, the sales manager, said people who bought these custom-modified Porsches often took them on the autobahn. For most, it is the only place they can legally test their new toys' top speed.

"It's a kind of freedom," said Mr. Bongers, 40, who once pushed his own Porsche 911 to over 300 km/h to prove he had the nerve to do it. "Speed is relative on the autobahn."

Alois Ruf, a courtly, nattily dressed man who took over the family business from his father in 1974, said he did not know enough about the science to judge whether a speed limit would significantly reduce carbon dioxide emissions. But he does know what he thinks about speed limits.

"This is a dream we are selling to the world," Mr. Ruf said. "It's a tradition I think we have to defend."



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Engine Paint.

In the several years since it was published, my article on painting VW engines has probably produced more mail than any of the other two hundred or so other articles.

That tells me I didn't do a very good job.

The basic reason for painting your engine to begin with is to protect it from rust and corrosion. But since all paints serve as insulators to some degree, you want to pick a paint that, ideally, will help your engine run as cool as possible.

Within the range of temperatures we're concerned with, which is basically the maximum range of our oil temperatures – say 200 degrees C as the max - a thin coat of flat-black paint will enhance the heat-flow from surfaces which are in contact with the oil. That means, the valve covers, push-rod tubes, cylinders, generator tower, crankcase (*) and sump-plate.

The (*) has to do with aluminium vs magnesium alloy. Paint doesn't like to stick to aluminium unless the surface has been chemically etched. Since this isn't practical with the Type IV crankcase, I don't recommend that it be painted, which is why I specifically mentioned 'magnesium-alloy' when talking about painting crankcases. Magnesium is much more chemically reactive than aluminium - it is, in effect, 'self-etching' (unless passivated) - and gains far more benefit from the corrosion-protective qualities of a layer of paint than does aluminium. So paint your early-style crankcase but don't worry about it if you have a Type IV.

(I feel bound to mention that there are such things as self-etching paint intended specifically for aluminium. Most of these are formulated for the aviation industry, are difficult to find except from aviation-oriented suppliers and are expensive. I think such things are beyond the scope of articles directed toward the general population of Volkswagen owners.)

The physics of this heat-flow enhancement can get a little hairy. Key factors are that the black surface must be thin - having to do with the wavelength of the heat-energy being transmitted - and must be intimately bonded to the heated surface, the metal to which the paint is applied, and that the paint not contain clay, metallic particles or other substances that act as insulators. In plain language, do not use the so-called 'high-temperature' paints, firstly because we aren't dealing with high temperatures, and finally because such paints act as insulators.

With regard to the aluminium heads, which I also do not recommend be painted, the problem has more to do with the temperatures encountered near the exhaust stacks, which is so high it will destroy all common forms of flat-black paint. There are ways to blacken aluminium and thereby enhance its thermal radiation properties - you can see examples of this on many motorcycles - but the process is beyond the means of the typical Volkswagen owner.

Then we get to the 'All Black Engine' confusion.

I trod upon many a toe when I said that folks who chromed their engines hadn't a clue. That particular thread got its start with regard to the benefits (meaning trophies to be won at car-shows) of polishing the crankcase.

A polished crankcase, along with chrome valve covers, push-rod tubes, generator tower and sump-plate cause a VW engine to run so hot you wouldn't believe it - the thing literally melts down. Of course, if you live in Lapland, this



may be exactly what you want, which is why Volkswagen offered chrome valve covers and push-rod tubes and sump-plates and split bearings - all as part of their 'high-latitude' package, intended to keep their air-cooled twirler warm and working in a sub-zero climate.

See the problem here? If Volkswagen themselves offered such things - and there were part-numbers that would yield-up marvellously well-chromed parts - then obviously the things had to be good for the engine, right? Speaking from my perspective in sunny southern Cal, I said "No!" loud and clear. Yet there were those pesky VW part-numbers... Conventional Wisdom wins again.

The truth is, with regard to any part of your engine not in contact with hot oil, you may paint it - or chrome it - any colour you wish. In the case of your tin-ware and fan shroud, the finish - paint, chrome or what-have-you - is there only to protect the metal. These metal parts are not a factor in the transfer of heat via radiation. The metal is there to contain the envelope of cooling air. I realize the metal will get hot through both conduction and radiation absorption but the quantity of that heat is minuscule when compared to that being radiated by those parts of the engine in contact with the oil. Indeed, this perception of heat is subjective. When the engine is running and the car is moving, the shrouding and tin-ware is usually only slightly warmer than the ambient air temperature. It is only when the vehicle is brought to a halt and the engine shut off that any significant quantity of heat can be absorbed by the tin-ware. The subjective part is the fact that you cannot put your hand on the tin-ware when roaring down the highway at 100 km/h - but you can when the vehicle has stopped, by which time the tin-ware feels hot to the touch. And Conventional Wisdom wins again.

Want to polish your crankcase? Chrome your valve covers? Go right ahead. But don't plan on driving the vehicle.

Finally, those pesky heat-exchangers. The shrouding of your heat-exchangers - the metal canister surrounding the cast

aluminium heat-exchanger inside - contacts the exhaust system at only one or two points. While the shrouding does get hot through absorption of the heat being radiated by the cast-aluminium heat exchanger, the relatively loose fit of the canister to the exhaust pipe ensures there will always be some amount of air-flow through the heat-exchanger, meaning it seldom gets hot enough to cause the breakdown of regular (as opposed to high-temperature) paint. That means you can paint your heat-exchangers any colour you wish. The paint will burn-off in a small area immediately adjacent to the exhaust pipe, but the remainder of the metal will be protected. And you very definitely need to protect your heat exchangers with a coat of paint, otherwise they will rust out in only a couple of years. The heat exchangers on my '67 Bug came with the car - original equipment. They keep trying to rust, and I keep painting them. I'm sure the rust will eventually win but I think me and the heat exchangers are putting up a hell of a good fight :-)

The heat-exchangers on the Type 4 are a different case, one in which I haven't enough experience to recommend how they should be finished. In my original post on painting your engine I stressed the primary purpose was to protect the metal, to ensure your engine would last as long as possible. The enhanced heat-flow derived from using the proper paint is a freebie but one that should not be scorned through the use of paints or finishes that might reduce the ability of the engine to cool itself.

So what kind of paint should I use on the crankcase?

Over the years I've used a variety of different oil-based paints. With the exception of flat black primer, most stood up fairly well. Oil-based paint is usually okay up to about 200 degrees Celsius, and since the crankcase is never hotter than your maximum oil temp, that gives you a wide margin of safety.

My favourite is Rustoleum Flat Black, although other good quality brands will work too. You want the flat-black because it has a better heat-transfer index than glossy. If all you can find is Gloss Black, simply cut it about 1:4 with unleaded petrol (!) or naphtha. That causes the paint to dry dull instead of glossy.

Avoid 'high temperature' paints at all costs. Such paints get their high-temp properties from clay or metallic salts, both of which make excellent insulators.



VW Case Savers.

Case savers are threaded steel inserts installed in the VW crankcase to prevent the head studs from shearing their threads and pulling out. American rebuilders of VW engines have been using them since the late 1950's. Volkswagen began installing them in their cases in 1973.

I have seen four different types of case savers intended for after-market installation. The ones I use are threaded 14 x 1.75mm (exterior), thru-threaded on the interior for either 8mm or 10mm studs. Variations include those that are closed at the bottom, and those having different exterior threads, but 14 x 1.75mm seems to be the most common. The earliest ones I used had an SAE exterior thread.



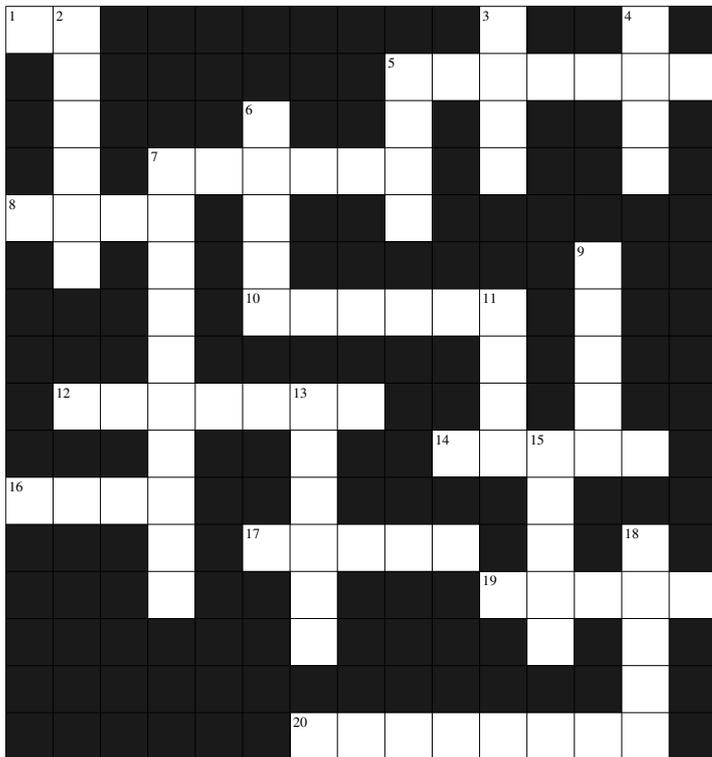
Case savers are installed as a matter of course by most overhaul shops. If building a large displacement engine using an early crankcase, you will want to select a case saver that will not interfere with opening the spigot bores for larger cylinders, nor get in the way of relieving the case for stroker cranks.

Installation is a straight forward drilling & tapping job. Special tooling is used to support the left case half (i.e., the one with the main bearing studs). Tapping is done with a Tap-matic sensitive feed or by hand. The case-savers are normally installed with high strength, hi-temp Loc-tite and allowed to cure before any crank relief work or machining the spigot bores. To thread the case savers into the case I modified a couple of old spark plugs, fitting them with 8mm and 10mm stud-ends to serve as installation tools. (If no one is watching, I run them in with an air tool.)

When properly done, installation of case savers is a one-time job that eliminates the possibility of pulled studs. Since case savers are nothing more than threaded sleeves, anyone with a lathe can make them. Although seldom advertised, case savers are available from VW after-market suppliers such as Bug Pack, J-Bugs, or Scat, and most good VW shops sell them. Cost is a couple of dollars each; you'll need sixteen.

Case savers, often listed as 'stud inserts,' are superior to Heli-coils due to their larger contact area and are used in aircraft engines where maximum strength is needed.

Bob Hoover



Club Veedub Crossword.

Across

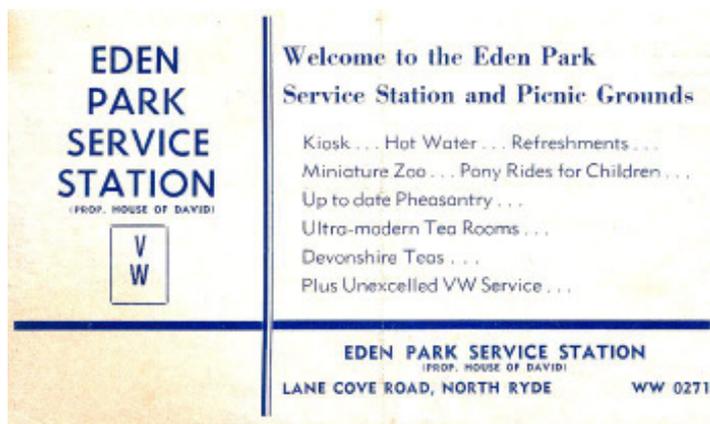
1. The coming VW micro-sized sedan, to debut at the Frankfurt Show this year
5. The Australian-made Golf LS was made in this Melbourne suburb
7. The VW Polo has just won the Car of the Year from this car magazine
8. The latest concept vehicle based on the VW Up!
10. The Japanese company that bought the Australian VW factory in 1976
12. The famous German sports car company, now owned by Volkswagen
14. VW's compact delivery van, just updated with the current VW nose
16. The famous Danish toy company that makes a huge range of building block kits
17. Air cooled VW engines should ideally be painted flat ...?
19. The middle-eastern country where VW debuted their new XL1 ultra-economy car
20. The German name for Motorway, Freeway, Turnpike...

Down

2. This is the name VW of America has chosen for their new mid-size sedan
3. The Watercooled Run took a drive through the Royal National ...?
4. With 15,000 sales last year, this is VW's biggest selling model in the current range
5. To prevent pulled studs, you can fit ...? savers
6. She is the Club Canberra Chapter member who just got married

7. The boss of Volkswagen AG is Martin ...?
9. This was the natural disaster that struck south-east Queensland in January
11. They organised the Motorfest in Sydney on Australia Day
13. The Australia Day Council officers like to behave like ...?
15. Volkswagen has just won this famous off-road race for the fourth time
18. He was the organiser of the VW watercooled run in January

Last month's crossword.



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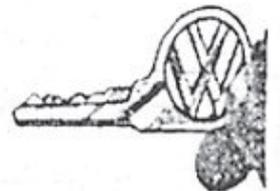
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matta Road. UJ 4284.

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