

Zeitschrift



The Volkswagen Bulli concept vehicle.

June 2011

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Rose's Pit Stop Cruise
40 years of VW Superbug
Lanock Motors demolished**

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Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



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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

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: 24 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
Blacktown Mechanical Repairs	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd

20 years and over.

North Rocky & Import Parts	Wolfsburg Motors St Peters
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15 years and over.

Aust VW Performance Ctre	Mick Motors
Dr Moshia the VW King	VW Performance Centre
Indian Automotive	Wayne Penrose Engineering

10 years and over.

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Harding Performance	Trakka Campers
Mobile Model Cars	Unicap Pty Ltd
NRMA Insurance	Wurth Fasteners Australia

5 years and over.

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Black Needle Motor Trimming	Kombi Rescue
Bug-A-Bug	Les Barlin VW Automotive
BWA Auto	Vollkommen Art
Camden GTI Performance	VW Classic Sutherland
Canberra VW Centre	VWMA
Classic Vee Dub	Westside Mufflers
Custom Bugs n Buses	Wolfsburg Automotive (VIC)
Custom Off Road	

FISH & CHIPS Run for charity.

**Sunday
26 June**

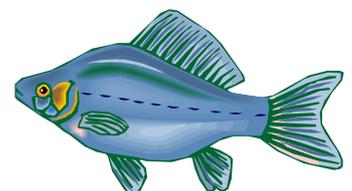


- To the Gerringong Bowling Club, in aid of the Mathew Talbot Lodge
- Please donate a clean warm item of clothing for the homeless
- 10:00am meet at the Nan Tien Buddhist Temple coffee shop, 180 Berkley Rd. Berkley (off the Princes Hwy)
- 11:00am leave for Geringong Bowling Club for lunch
- Peer-judged trophies for Best Air-cooled and Best Water-cooled Volkswagens
- Lucky door prizes

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

Enquires Norm Robertson (02) 625 05

nrobertson 6@optusnet.com.au



All VW owners and their kids are invited to the

WINTER DINNER AND VW MOVIE NIGHT

Friday 22nd July

Hubertus Country Club

205 Adams Rd, Luddenham (UBD 224 A15)

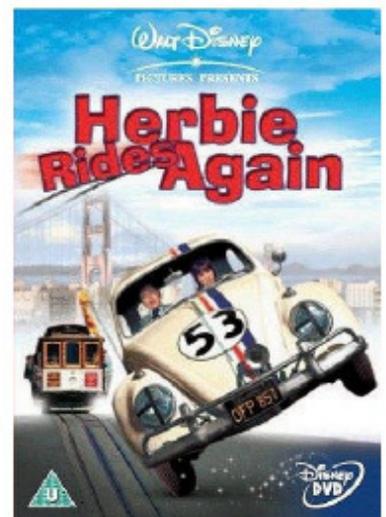
Entry and movies are free!

- 6:00pm - Dinner in the Club's 'Lake View' room (VW club only). Quality German food in relaxed and informal surrounds. German beer on tap. Main meals - Pork Knuckle or Schnitzel from ~ \$25, Kids' meals ~\$12. Bookings essential for dinner - phone Raymond on 040 820 7228 to reserve your space.



- 7:30pm - Movies on the giant screen in the 'Lake View' room. Entry is free! Tonight we present some of the greatest of the classic 1950s MGM cartoons, featuring Tom and Jerry. Kids and grown-ups alike will love them!

- Then we'll have an interval for drinks and coffee, followed by a full presentation of the original Walt Disney's Herbie Rides Again (1974).



**DON'T MISS THIS FABULOUS NIGHT OF FAMILY VW
ENTERTAINMENT !**



AUCTIONS · EVENTS · INSURANCE



2010 SHANNONS EASTERN CREEK CLASSIC 20 and 21 AUGUST 2011 EASTERN CREEK INTERNATIONAL RACEWAY

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

SATURDAY: FREE ENTRY & PARKING.
TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY
CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM

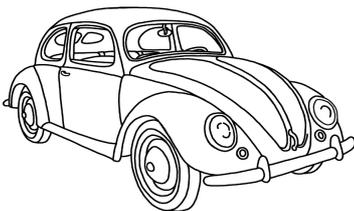
SUNDAY: 1,900+ MEMBER VEHICLES ON DISPLAY AND ON PARADE
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT
MILITARY & COMMERCIAL VEHICLES ON DISPLAY
HISTORIC RACING CAR DISPLAY
TRADE DISPLAYS IN PIT GARAGES ALL DAY
BOOKS AND MODELS ON SALE - ideal for Father's day

Special Displays for :-

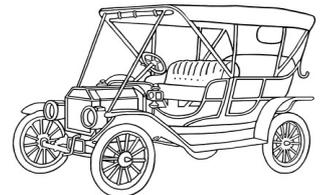
- 100 years of the CHEVROLET
- 0 years of the RENAULT Car Club
- 50 years of the E-TYPE JAGUAR
- 50 years of the VOLVO P-1800
- 50 years of the VW TYPE 3
- 40 years of the VW SUPERBUG

**IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,
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**PUBLIC ENTRY \$15 (incl. GST)
KIDS FREE - 12 years & under
PARKING FREE
BUS RIDES - DONATIONS welcome**



Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
Phone David Birchall on 0415 957030 to book your VW in the display and the entry tickets.



VW Winter Break 20th - 21st August 2011



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Friday night meet and greet at the Community Hall.

Saturday 8:30am sharp, leave park to go to the go-kart track.

Saturday 9:00-11:00am—Go-kart racing at Raleigh

Saturday afternoon - Bellingen markets, lunch, rainforest walks

Sunday—Coffs Harbour markets, Park car display.

So call 1-800-729-835 to book a cabin or campsite. You must tell them that you are with the VW people.

Campsites have not been booked. You need to book these ASAP as well. I have asked that all the VW campers are put together. Please remind them about this when you book.

**Enquiries contact:
Ray Vanderkly (02) 6658 4422 ah
Steve Carter 0439 133 354**

This year the **Bug Off Cancer! Drive** will be done in conjunction with the Winter Break drive to Sawtell on 20 August 2011.

It is not a condition to raise funds to go on the drive, but if you are planning on going on the drive and want to raise funds for a good cause, then this would be a good time to do it. There is no minimum amount to raise. It's not a competition. Any amount raised is better than none. There are no entry fees. Those who are interested in being a part of the Bug Off Cancer! Drive fundriaser team, you can go to:

<http://www.everydayhero.com.au/bugoffcancer>

and register your interest. I will then confirm you as a team member and you can begin to organise to raise funds for cancer research. Those who want to sponsor you can do so by going to the above website, click on your name and register their sponsorship of you. The funds donated will be against your name, and go toward the team total.

If you're not able to go on the drive, and want to donate, you can by going to the above website, nominate a team member and donate to anyone of them or just to the team.

After the Sawtell sector, I will be continuing north to Caloundra, across to Charleville, then on to Bourke, Cobar and back to Sydney. If there are any other VW owners who would like to participate in any part of the drive, please drop me a line and we can put you in as part of the Bug Off Cancer! drive team.

Should you wish to follow the drive, you can follow on Facebook. Just search for bugoffcancer. If you want to know more about Australian Cancer Research Foundation you can go to <http://www.acrf.com.au> - Norm Elias



Von dem Herrn Präsident.

Well, another Nationals has come and gone. It makes me feel old to think that I, along with other committee members, was at the first one in 1988 at the Hawkesbury Agricultural College.

It was another great weekend packed with VW activities. The Supersprint at Wakefield Park was well attended by competitors and spectators. I had to be a spectator this year, and hopefully next year my son and I can run both our Beetles. The show day at Fairfield had the debut of many new cars to the scene and some familiar ones, all were immaculately presented.

I would like to thank all the members who helped make the Supersprint and the show day such a success. Thanks to all our sponsors on the day, without which there would be no show and also the entrants on both the days.

You may have noticed a fellow with a big video camera in his face at both days; he's an old friend of mine and his name is Phil Mass. Phil is member of the Porsche club of NSW, but his daily ride is a Type 3 Notch. He's renowned for his Porsche club documentaries and he came to the VW Nationals to document the event for us. Later in the year after some editing he will show the documentary at small cinema at the Edge complex in Katoomba. Keep an eye out in the club calendar for this.

This year's show seemed bigger to me which is good sign with some people finding things a little tough financially lately. The swapmeet was definitely the biggest ever, and I haven't seen that many trader stands either.

Special thanks to our car show judges. Their job is thankless, but it's a great way to see every car in the show. We kept the judges in club this year. I think they did an excellent job and we were luckily able to allocate the judges so that they weren't judging their own cars' categories.

This year the swappers were able to spill out into a previously unused area next to the trotting track, and luckily the weather was fantastic.

Once again thanks to all members who helped out at Wakefield, on the night before show, during the show day, and again packing up on Sunday night after the show it's great to see so many helpers.

My son David prepared a multimedia presentation of all the winning VWs to coincide with the trophy presentation, but we couldn't show it. Last year Phil's 50" TV was too small (!) so this year we tried our big 2.5-metre screen and projector. But the bright daylight, even under cover, made it impossible to see anything. I think we'll go back to using a big TV next year. In the meantime, we'll show David's presentation at the meeting on Thursday 16th at the Greyhound Club.

We'll also use the meeting as a forum for ideas on the Nationals – what you liked and disliked, and ideas for how we can make the show even better next year. So if you have some great ideas, please come along on 16th.

Don't forget to support our show sponsors this year. They're all listed on the back page of each month's magazine. These people help us out, so if you're looking for something for your car go along and see them.

See you soon,

Steve Carter



Kanberra Kapitelreport.

A chilly 'Hi' from Canberra, but just because its cold doesn't mean we aren't doing VW things. If you are thinking it's time to become more active in the club, why not come along to some of the events and see what we're up to?

Firstly, well done to the organisers of the Nationals. I didn't get there but from the reports and photos it looks to have been another great year. I am sure this magazine will have heaps of great info from the event. Did you get there? Any keen Dubber in the area should make sure they get to the Nationals as often as possible. Three cheers to the Sydney crew for a great event. Our Chapter ran a convoy to the show and in general it went well, top job to those locals who made the trip. A few minor issues occurred but all was well.

In May we had a BBQ catch-up at the Canberra VW Centre (Belconnen), with a big turnout and lots of great conversation. Peter had a few of his cars on display and a top afternoon was had by all.

We have also had a 'Dyno Day' in conjunction with the Porsche club, where locals were given the chance to put their car on-test and evaluate its mechanical prowess. I am told that the test is able to assist with pinpointing possible issues in the engine and hopefully this can help to tune the car to its utmost efficiency. Despite having a number of positions available, we didn't get a lot of takers from the club, but well done to those members who did make it.

By the time this magazine goes to print, we will have had our Go-Kart evening with the Porsche club (Wednesday 08 June). Positions needed to be booked and again I believe we are low on VW numbers. I understand that issues can come on weeknight activities but it does make it hard to arrange events (especially joint events with other clubs) when attendance is low. Feel free to let us know about events you'd like to see, issues with timings and such - we want to run events that everyone can come to.

Coming up is the club AGM in Sydney (July), and then an event in August at Beetle Exchange - watch the magazine for details. Don't forget - September is German Autofest, our biggest event for the year and something not to miss. It's held 17 and 18 September, beside Lake Burley Griffin in town. A flyer is in the magazine and we'd love to see everyone there. Two points to remember - you need a drip tray, and there are entry fees for every VW going on show. More info next month.

Enough from me, well done to the organisers of our recent events (Iven, Mark and Simon), and certainly two thumbs up for the people that brought the Nationals to you.

Bruce Walker



Klub Kalender.

June.

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

Sunday 19th:- Flat Four Cruise to the Dam. It's on again! Meet at the Plough and Harrow Park, Elizabeth Drive Cecil Hills, at 11am. Cruise leaves at 11:30 for a scenic drive to Warragamba and a sausage sizzle. \$10 per VW entry, People's Choice trophies. Phone Murray on 0403 441640.

Sunday 19th:- Mid-winter Wander Cruise. Meet at Stockland shopping centre Glendale (Newcastle), up near Kmart at 9am. Cruise the Hunter valley, finishing at Pokolbin. All Classic Cars welcome! Call the NRVC Club Captain on 0410 349 077 for more info.

Sunday 26th:- Norm's Fish and Chips Run. VW family cruise to Geringong Bowling Club for lunch. All proceeds to charity. Meet at the Nan Tien Buddhist Temple coffee shop at 10:00am. Or meet Shirley and Ray at Leumeah McDonalds at 8:30am. Bring some clean warm clothes for charity. Phone Norm on (02) 4625 7057 for more info.

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

July.

Sunday 3rd:- Bugs and Buses by the Bay, at Croudace Bay (Belmont) on the sunny shores of beautiful Lake Macquarie. All Volkswagens are welcome - Bugs, Buses, Buggies and all other types (modern too). BBQs and shelters. Bring a picnic basket! Kids playground and skate park. Contact Ian and Rose (0427 550203) for more info.

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

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

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

Friday 22nd:- Winter Dinner and Movie Night at the Huberus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons, a coffee intermission, then Herbie Rides Again (1974) on the big movie screen. A great family night out! Contact Raymond on 0408 8207228 for more info.

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

August.

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

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

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

Sunday 21st:- Shannons Eastern Creek Classic 2011 at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-deck bus rides, trade stands, historic race cars, parade lap of the track. Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. Type 3s and Superbugs featured. Contact Dave Birchall on 0415 957030 to reserve your spot.

Friday 19th to Sunday 21st:- 2011 VW Winter Break at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the Caravan Park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome.

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

September.

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

Wanted:
**VW Kombi Pickups wanted, to
join me at the famous Deniliquin
Ute Muster this year
Friday 30th September to
1st October 2011.**



**Event info & tickets at:
www.deniutemuster.com.au
Interested people please contact
me at wlyarrum@hotmail.com
- signed Wayne Murray**

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

Sunday 11th:- VW Motorkhana at Nirimba College TAFE, Schofields. A round of the NSW State Championship, run by Club VeeDub. Beginners/First-timers welcome - Volkswagen drivers wanted! Phone Cameron Hart on 0407 003359 for more information.

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

Sunday 18th:- Burwood Spring Festival Car Show, Burwood Park. Car show is part of the street festival with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry), but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.n.shine@bigpond.com

Saturday 17th and Sunday 18th:- Canberra Autofest VW weekend. Saturday afternoon and sausage sizzle. Sunday is German Autofest car show on the National Library lawns.

Food and drink available, kids car show and activities. Contact Bruce on 0400 119220 for more info.

Monday 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

Sunday 2nd:- German Oktoberfest 2011 at the Hubertus Social Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom pah pah band. Market stalls, kids' rides! Club Veedub has a Volkswagen display in a prime position. You are also welcome to camp over on Saturday night, should you wish. Einen wunderbaren Tag! For all info phone Raymond on 0408 207228. Prosit!

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

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

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

Sunday 30th:- Southern Highlands Motorfest 2011 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of cars, commercials, heavy vehicles and bikes. Informal show n shine event with trophies awarded for all categories. Combined with the annual Chevalier Country Fair and a full day's program of wood chopping. Lots of food, stalls, rides and games. \$10 entry. Let's see lots of Volkswagens this year! **Club VeeDub Convoy meets at Uncle Leo's, Liverpool Crossroads, at 7:15am for 7:30 departure.**



Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.



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/-
14 Willoughby Cct, Grassmere NSW 2570.

New Ads.

For Sale:- 1975 Volkswagen Super Beetle L Model in good condition available. This car would suit restorer/enthusiast who would enjoy restoring the car to its original condition. There is some rust, but it is still completely roadworthy and mechanically sound with another 7 months rego (December 2011). The car has been fitted with an immobiliser, radio/cd player and cigarette lighter. It has been in the family for 8 years but we now need something more modern. For Sale \$4200 negotiable. Please call Jake to arrange inspection on 0402 420 946 - car garaged in Waterloo NSW 2017.

For Sale:- 1971 VW Superbug 1600. This car has had 3 owners in its 40 year lifespan. I have owned the vehicle for the last 17 years and have maintained regular servicing during this time. In 2007 the engine was overhauled by a VW specialist in Newcastle NSW and was fitted with a brand new bonnet in 2009. The car has been incredibly reliable and still starts first time every day. Car is at Pymble (Sydney). Will accept first realistic offer. Contact Dominic on 0488 238 161 or email DJWilkinson@riverview.nsw.edu.au

For Sale:- 1971 Beetle – UK Import. 1.2-litre, 12 volt. Rust and some scratches, needs bodywork to get back on road but mechanically sound. Unregistered but garaged since 2007.

Trades and services directory.

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Work done in London VW garage includes new running boards, heated rear window, inertia reel seatbelts and high backed front seats to comply with Australian import regulations (still authentic VW). Offers over \$2500, Cash only please. Phone Peter 0447 877 104.

For Sale:- VW Passat 1997, good condition, power windows, power door locks, air con, power steering, power mirrors. Stereo. Reliable. Alloys. \$2200 ONO. Phone 0450 063521.

For Sale:- Volkswagen Beetle 1969, rego expires March 2012, \$4,900. Phone 0400 174174.

For Sale: VW Crafter 3.5-tonne LWB, large van, 2007 model. High roof, Manual, as new. Rego until Nov 2011, full service history, power options, turbo diesel engine. Make great truck for VW business. \$33,985. Phone 0416 226660.

For Sale:- VW Golf, 2008 model, rego expires March 2012. Great condition GT Sport model, 6-speed manual, turbo diesel engine. Bluetooth, iPod factory fitted. Towbar fitted. Full service history, \$27,760. Phone 0411299588.

Trades and services directory.

Trades and services directory.

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Established 1992

For Sale:- Volkswagen Kombi, 1974, 3-speed automatic, good condition, rego expires Nov 2011. Tow bar, roof racks, pop-top camper with sink, cupboards, rock n roll bed, new upholstery. \$12,000 ONO. Call Craig on 0433 810912.

2nd Month Ads.

For Sale:- Green 1961 Beetle (special), with white flash on the side. 1600 motor with Lukey extractors. Converted to 12-volt. Comes with tow bar, Leyland Premier radio and upgraded dash. Has wooden sports steering wheel and KEEL mag wheels. Never been in a car accident or unregistered. Have owned and cared for car for 35 years. 6 months registration. \$6000 or near offer. Registration KRS-232 (NSW). Call John Stuart on 0407 408692.

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Updated Passat released.

With over 15 million examples sold, the Volkswagen Passat is one of the most successful automobiles in the world. It is the third best-selling Volkswagen of all time, behind only the Golf and the original Beetle. The name 'Passat' means 'trade wind'; it was the first VW to be named after winds, as were the later Golf (Gulf Stream), Jetta (jet stream), Vento, Bora and Scirocco.

Now there is a new 'B7' Passat, the seventh generation since 1973. Apart from the roof and glasshouse, every panel was redesigned. The styling of the bestseller was completely re-interpreted, and its front is more impressive than ever.



The Passat has always mirrored the course of technological progress, and this applies unreservedly to the seventh Passat, which will launch simultaneously as a sedan and wagon. The overall range of technological innovations now implemented in the Passat 118TSI and Passat Highline variants has reached a scale previously found only in luxury class cars.

An innovative feature is the fatigue detection system on the Passat. The system is a standard feature across the range. The Passat also has an optional City Emergency Braking function (City EB). The assistance system is part of the further refined optional ACC adaptive cruise control plus Front Assist. The City EB function, active below a speed of 30 km/h, also reacts to stationary vehicles; if necessary, it automatically initiates a braking manoeuvre, thereby contributing to avoidance of an impending front-end collision; or at least minimising the resulting damage.

The Passat 'sees' parking spaces parallel and perpendicular to the road, and upon request it can automatically steer the car into the space with centimetre precision (Park Assist 2).

The technologies, and the further improved workmanship and material quality differentiates the Passat from its competitors more than ever. This quality is perceptible in the interior with its high-end materials, new seats and door trims and ambience lighting. An especially elegant effect is produced by the modified centre console and redesigned accents in the instruments that are visually appealing and pleasing to the touch.

The new Passat is extremely quiet. The reason: Insulating materials specifically integrated in the dashboard



area and doors filter out exterior and engine noises. In addition, a new acoustic film is embedded in the front windscreen, which blocks out additional noise.

Progress has been made in the area of safety as well. The previous model already attained 5 stars in ANCAP crash testing. Further advances include features such as seatbelt fastening detection for the rear seats and head restraints that now also adjust horizontally on the front seats. The new head restraints for driver and front passenger reduce the risk of whiplash injury in a traffic accident.

The new Passat sets standards when it comes to sustainability. All three engines are more fuel efficient – by up to 12 percent! Technologies such as the Start/Stop system also ensure the best fuel economy for the TDI diesel engine. It is worth noting that each model is a safe, comfortable and powerful touring vehicle. They are very low emitting, fuel efficient and blessed with extremely long driving ranges.

The New Passat – Pricing (Manufacturer's list)

- Passat 118TSI 7-Speed DSG – \$38,990
- Passat 125TDI Highline 6-Speed DSG – \$43,990
- Passat V6 FSI Highline 6-Speed DSG – \$55,990
- Passat 118TSI Wagon 7-Speed DSG – \$40,990
- Passat 125TDI Highline Wagon 6-Speed DSG – \$45,990
- Passat V6 FSI Highline Wagon 6-Speed DSG – \$57,990

Scirocco R for Australia!

Great news for fans of the Volkswagen Scirocco. It has been confirmed that the range-topping R version will launch in Australia early next year. Ahead of its local launch, the Scirocco R will be on display at this year's Australian International Motor Show in Melbourne (1-10 July).



Proving that you have to give a little to get a little, Volkswagen will make space in its Australian product range by removing the three-door Golf R from its line up. While pricing details are yet to be confirmed, we can probably expect the front-wheel drive only Scirocco R to slot in under the \$50K bracket. Currently the Golf R 3dr is priced from \$48,490.

The Scirocco R uses the same 2.0 litre turbocharged motor found in the Golf R. It's worth noting that the Scirocco R is more than 100kg lighter than the Golf R and its handling is said to offer a few more thrills as a result. In Euro markets the Scirocco R is rated at 195kW, but it is anticipated our warm climate and poorer fuel will see that spec reduced to 188kW, as is the case with the Golf R and Audi S3.

Availability of the all-wheel drive Golf R 5dr will remain unaffected by the introduction of the curvaceous Scirocco.

We do wonder, however, three years after the Scirocco first launched overseas, if it's all a bit too late? Volkswagen has set up a web portal allowing people to register their interest in the Scirocco R. Go to <http://volkswagenaustralia.com.au/scirocco> and fill in the details.

Beetle R on the cards.

Now that the next Beetle has been unveiled, the parade of special editions and variants can begin. Hoorah! VW tells us the first such Beetle offshoot will be a convertible model, which is set to arrive next year, likely as a 2013 model. Expect the droptop version to continue to use a fabric roof and be offered with similar, if not identical, engine options to the coupe.



A Volkswagen insider also said that a Beetle R has already been confirmed for the U.S. market. No word on engine, but it's estimated it will get the higher-output 198 kW turbocharged 2.0-litre from the Golf R and Scirocco R (Note – Australian-spec Golf Rs are detuned to 188 kW). However it won't borrow the Golf R's all-wheel-drive system, as we were told that it will definitely be front-wheel drive. It will therefore be the same as the Scirocco R.

The car's prospects are brighter than the last special-model high-power Beetle's, but that's not hard. The Euro-only VR6-powered New Beetle RSi was a tremendous flop, although its exorbitant price may also have contributed to its unpopularity. Until the Beetle R arrives at an unknown date in the future, enthusiasts will have to be sated by Beetles with the 155 kW Golf GTI engine.

VW's rally plans.

Autosport magazine brings word that Volkswagen are set to announce their intention to enter the World Rally Championship in 2012. It is understood Volkswagen had hoped to launch their new program ahead of Rally Portugal, however, final sign off was not achieved in time. It is now expected VW will confirm their WRC entry prior to Rally d'Italia on Thursday 5 May.



The idea of the German company entering the world series surfaced at the announcement of the 1600cc regulations last year. These new regulations have already been put in place for the 2011 season.

Following the path set by MINI and Prodrive, Volkswagen will run a reduced program in 2012 before tackling the full WRC calendar in 2013. Indeed, earlier this year, it was Prodrive chairman Davie Richards who gave us the biggest hint yet that VW were serious about WRC.

It's unknown what car Volkswagen will use to enter the series, if it chooses to enter at all. Early reports said Volkswagen was developing a Scirocco WRC car, while later reports claimed a Volkswagen Polo WRC car is under development. With Ford and Citroen having downsized to the Fiesta and DS3 respectively, it's most likely VW would go for the Polo. It will be the first time Volkswagen has ever entered into the series, although Audi won the championship several times in the early 1980s with the legendary quattros. Today's WRC cars are not nearly as fast as the 'unlimited', fatally fast Group B cars of the 1980s.

As for drivers of the supposed new car, reports say Sebastien Loeb was asked to join Volkswagen but has since turned down the offer. Petter Solberg, 2003 WRC champion, and Nasser Al-Attiyah, reigning Dakar title holder, are two names being considered for a place behind the wheel.

One rally driver who has apparently had a lot to do with the Volkswagen WRC car development is Volkswagen's Dakar Rally champion, and former WRC legend, Carlos Sainz. It is unlikely the WRC retiree will re-enter the series though, as he is now 49 years of age and has not competed in the WRC since 2005.

New Beetle most popular girl's car.

This probably comes as little surprise, but the Volkswagen New Beetle was the vehicle with the highest

proportion of female buyers in the US in 2010, according to research by industry analyst TrueCar.

In total, 60.6 percent of Americans who purchased the car with the flower vase last year were women, putting it ahead of the Nissan Rogue (56.3 percent) and the Volkswagen Eos (55.3 percent) as the vehicle with the lowest percentage of male buyers.

Other vehicles inside the top 20 for women included the Honda CR-V, Toyota Yaris, Mazda CX-7, Subaru Forester and Chrysler PT Cruiser.

Meanwhile, the Porsche 911 was the vehicle with the highest proportion of male buyers in the US, with 87.9 percent of purchasers bubbling over with testosterone.

The GMC Sierra (87.4 percent) and the Chevrolet Corvette (86.7 percent) were close behind, and the research reinforced the knowledge that there were some obvious correlations between gender and vehicle preference.

“The study shows that women car buyers are more cost conscious and purchased fuel efficient vehicles while male buyers were completely the opposite, purchasing vehicles that were either a high-priced, high-performance vehicle, or big and brawny, like a large truck,” Mr Toprak said.

From a brand perspective, MINI had the highest proportion of female buyers in 2010 with 47.9 percent (and subsequently the lowest proportion of male buyers). Kia, Honda, Nissan and Subaru were also among the most popular brands for women to purchase.

The men took the role of writing the cheques for Ferraris, with 93.6 percent purchased by males in the US last year. Lotus, Lamborghini, Maybach and Rolls-Royce also topped the list, with men making up more than nine out of ten of those to sign above the dotted line.

The study was based on more than eight million new purchases in the US in 2010.

Wolves avoid relegation.

The Fußball-Bundesliga, Germany’s professional football league, has just finished the 2010-11 season. Our team, the VfL Wolfsburg ‘Wolves’, had a very ordinary season and finished in 15th place. They just managed to avoid being relegated back to the second division competition.

2010-11 was the 48th season of the Bundesliga. It is contested by 18 German soccer teams, and is the world’s number one football league in terms of average attendance (over 41,800 fans per match on average). This is more than the English Premier League! Only India’s IPL 20Twenty cricket tournament, and the American NFL gridiron season, have higher attendances.

Our team, VfL Wolfsburg, was formed in 1945 but was an amateur regional team until the 1990s. VfL stands for ‘Verein für Leibesübungen’, which means ‘Club for Exercises.’ After winning through to the Bundesliga second division in 1992, they were reorganised into a professional team, fully owned by the Volkswagen company. They won through to the top division of the Bundesliga in 1997.

Most years the Wolves finished mid-to-low table, and narrowly avoided relegation back to the second division on several occasions. The Wolves finished in 5th place in 2007-

08, their best-ever year to that point, then they remarkably won the competition in 2008-09, Wolfsburg’s first-ever premiership. It was a record-breaking premiership, with the Wolves setting the record for the most consecutive wins (10) and the only side to have had two players score more than 20 goals in a season.

In 2009-10, however, the Wolves slipped back to tenth place and a number of management staff were sacked, including their coach Armin Veh. Their star striker Edin Džeko was transferred to Manchester City for 32 million Euro, the 6th highest fee in English Premier League history and the highest ever for a former Bundesliga player.

Sadly, Wolfsburg’s 2010-11 season was even worse. English coach Phil McClaren was appointed, the first ever Brit to coach a Bundesliga side, but he was sacked in February and replaced by German 1990 World Cup winner Pierre Littbarski. Unfortunately the Wolves still lost four of their next five matches.



In the 18-team Bundesliga, the bottom two sides are automatically relegated back to the second-division, and the top two second-division sides are promoted in their place. Also, the 3rd-bottom Bundesliga side must play a two-match home-away playoff against the third-placed second-division team, with the winner playing in the Bundesliga the next season. Thus, the 17th and 18th teams are relegated, with the 16th having to fight it out to stay.

In the season just ended, the Wolves finished in 15th place, just avoiding any relegation issues and staying safely in the Bundesliga for next season. The Wolves played 34 matches, won 9, drew 11 and lost 14. They scored 43 goals for, and 48 against, for a difference of -5. They finished on 38 points, just 2 ahead of Borussia Mönchengladbach in 16th who now have to play for their place against VfL Bochum (which will be finished by the time you read this). The bottom two teams were Eintracht Frankfurt and FC St Pauli, who slip back into the second division. They will be replaced by Hertha Berlin and FC Augsburg next year.

The Bundesliga champions for 2010-11 were Borussia Dortmund, winning their seventh Bundesliga title, followed by Bayer Leverkusen and Bayern Munich. These three clubs automatically qualify for the UEFA Champions League next year.

In the meantime, VfL Wolfsburg have reappointed their 2008-09 premiership winning coach, Felix Magath, for the next two seasons after he was sacked by Schalke 04. Hopefully this will bring VfL Wolfsburg more success in 2011-12, which begins in August.

Go the Wolves!



Rose's Pitstop Cruise. Sunday 1 May.

It was a lovely Sunday morning, just the right sort of weather for a VW cruise.

We were very happy with the large number of Veedubbers that turned up at the start at Wallsend shopping centre. It was really great to see a lot of new faces. This was our new starting point due to having too many VWs last year, and the old starting place by the road was too dangerous!



We had time for a chat and to grab a coffee, and then it was time to head off and pick up the others at the next stop at the end of the highway at Beresford to join up with the Veedub convoy.



Someone did a count and there was 47 VWs cruising up the highway. What a great sight to see! It's always funny to see people in other cars pointing and doing the old punch buggy.

The BBQ at the workshop was great. At one time the line was right across the car park and everyone seemed to enjoy the hot food. It sure smelled great!



We had a young bloke guest judge, and Baden from Old Bar picked 3 VWs to be awarded prizes – Best VW, Best Kombi and Best Beetle.

Afterwards we all headed over to Morpeth for a look at the shops and markets, and another coffee.

Thanks to Autopro @ Maitland, Valvoline, Vintage Veedub and Production Automotive. Everybody was given a free gift for coming along! A great day was had by all.

Ian and Rose





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VW Nationals 2011 trophy winners.

As usual, there were some wonderful Volkswagens entered in the car show this year. The air-cooleds were appraised by the appointed judges, and the water-cooleds by a new 'peer judging' system. The competition was very tight and all entrants can be very proud of their Volkswagens – well done everyone.



David Carter did prepare a multimedia photo montage of all the winning VWs for the big screen, but unfortunately the projector wasn't powerful enough to work in such a brightly-lit area. We will return to using a large plasma or LCD TV next year. We will show his presentation at the club meeting on Thursday 16th June at the Greyhound Club.

Congratulations to all the trophy winners at VW Nationals 2011 – hope to see you all again next year. Thanks also to the volunteer judges, to Craig Ben and Ollie for the photos, and to Vlad Rakic and Bob Hickman for their computer number crunching.

Beetle up to 1957 - Standard

1st: Paul Matwijiw
2nd: Peter Woolf-Jones

Beetle up to 1957 - Modified

1st: Mick Hrapic
2nd: Michael Ryan

Beetle 1958 to 1967 - Standard

1st: Darren Heath
2nd: Carlos Bonini

Beetle 1958 to 1967 - Modified

1st: Kristy Smith
2nd: Allan Hobson

Beetle 1968 onwards - Standard

1st: Ken & Wendy Davis
2nd: Bob Rothery

Beetle 1968 onwards - Modified

1st: Peter Huckstep
2nd: Mark Greenwood

Kombi T1 - up to 1967 - Standard

1st: Geoff Thomas
2nd: Gregory Maros

Kombi T1 - up to 1967 - Modified

1st: Chris Rolfe
2nd: Michael Ryan

Kombi T2 - 1968 to 1979 - Standard

1st: Nick Watkins
2nd: Chris Peisley

Kombi T2 - 1968 to 1979 - Modified

1st: Wayne Murray
2nd: Laurie Murray

Transporter T3 - 1981 to 1992 - All

1st: Joanne Lander
2nd: Stephen Butler

Type 3 and Type 4 All Years Standard

1st: Ray Rofe
2nd: Paul Dziubinski

Type 3 and Type 4 All Years Modified

1st: Meredith Kay
2nd: Wayne Lacey

Karmann Ghia - All Years - Standard

1st: Zoe Ryan
2nd: Haydn Muller

Karmann Ghia - All Years - Modified

1st: Anthony Anastas
2nd: Ben Ford

Factory Karmann Cabriolet - All Years - All

1st: Wayne Penrose
2nd: Steve Kay

Factory Off-Road - Aircooled - All

1st: John Kelcik
2nd: Geoff Waller

Non-factory Off-Road - Aircooled - All

1st: Shane Hobson
2nd: Fatin Mourad



VW - Powered Trike - All

1st: Phil Dixon
2nd: Manuel Batista

Aussie Convertibles and Kit Cars - All

1st: Anthony Ranger
2nd: Darren Todd

Best Engineered / Race - Aircooled - All

1st: Dave Stoker

Rat class - All Years - All

1st: Chad Cavendish

Polo - All

1st: Van Sparkman
2nd: Lora Vukman

Golf 1 - 1976 to 1983

1st: Dominic Sorbara
2nd: Peter Davies

Golf 2 - 1984 to 1992

1st: Brenton Patterson
2nd: Nick Charley



Golf 3 - 1993 to 1997

1st: Chris Trentham
2nd: Glynn Sprigg

Golf 4 - 1998 to 2003

1st: Tommy Suksiang
2nd: David De Mako

Golf 5 - 2004 to 2008

1st: Rondy Chan
2nd: Craig Whynms

Golf 6 - 2009 onwards

1st: Sam Wood
2nd: Mark Lerche

VW Convertible - (Golf Cabrio, Eos) - All

1st: Ed Dieppe
2nd: Megan Cowley



Sports Coupe (Scirocco, Corrado, Audi TT) - All

1st: Matthew White
2nd: Mark Hammond

VW Sedan (Bora, Jetta, Passat, Vento) - All

1st: Dylan Taylor
2nd: Alex Camuglia

Audi - All Years

1st: Pierre Thorand
2nd: Alex Griffith

SEAT - All Years

1st: Phillip Brown

Skoda - All Years

1st: Vincent Tse

VW Commercials (T4-T5 Transporter/Crafter)

1st: Aaron Hawker
2nd: Adam Law

Best Engineered / Race Watercooled Vehicle

1st: Bruce Woodward

Peoples choice - Aircooled

1st: Graham Ingram

Peoples choice - Watercooled

1st: Sam Wood

Volkswagen Group Australia Car of the Day

1st: Michael Ryan





VW Nationals Supersprint.

We met, we organized, we deliberated, we pontificated, we promoted and then we made it happen, again ! I'm speaking of course about your motor sport committee's third running of the V.W. Nationals Supersprint at Wakefield park near Goulburn

Judging by comments made to the officials present after the event, I believe we had the program running fairly smoothly. Competitors got their required number of runs plus a few extras; the crash rescue guys had a few minor incidents to attend to; the ambulance guy had an uneventful day (fortunately) and the rest of the officials seemed quite content with the days proceedings and the glorious weather which made it all so much more enjoyable as well.



To all of you who participated in one way or another - a very big Thanks! A special thanks to Chris Fraser, who took on all the paperwork with CAMS and looked after all the entrants. The event would not have been possible with you, thanks Chris!

55 Cars were entered and 48 received a race time. Of those, 34 were Volkswagen powered or a derivative thereof; in other words more than half the field. Well done !

Rudi missed out by a mere 0.6584 seconds from being the quickest car out there, just beaten by the B.M.W. of Ben Seehusen. Imagine what sort of VW Rudi could put together and how quick it would be, if he had the dollars that Ben has put into that Beamer.

Spare a thought also for another enthusiastic club member, John Ladamatos, who was so much looking forward to compete this year in his VW. Unfortunately while putting the final touches to his racer the night before, he discovered a nasty rattle emanating from his engine and reluctantly had to pull the pin. Racing can be oh so cruel !

The McKinley Clan also gave their cars a workout as they have done every year and I have never seen them without a smile, they just love having a run.



Despite all the bravado before the event Dave Birchall still managed to get beaten by Rose Merrett. Better luck next year Dave ! And what of Boris Orazem and George Geshos? There was almost as much smoke exiting at the rear of their car as their was from that Holden VL Turbo of Ryan Martin whose car dumped a heap of oil down the back straight. At least they made it past the lunch break this year! Last but not least, Mr. Muller made his presence felt again, and once again he also experienced difficulties with his car (the brilliant ex-Bathurst 1600 Golf GTI). Why is it so ?

Never mind, there's always next year, where we all get to do it again and let's hope for many more years to come.

Our next meeting at the Greyhound Club on Thursday 16th will be a bit of a 'post mortem', so we will be looking for suggestions and ideas to make next year's event even better. If you'd like to add your input, please come along and have your say.



Yours in Sporting,

Herbie Gutmann



VW Nationals
WAKEFIELD PARK RACEWAY
Sprints
QUALIFYING COMBINED S1 S2 S3

Qualifying

Issue 1
Page # 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Qualify...Lap	Gap
1	153	Ben Seehusen	Ben Seehusen	BMW E36 M3 V8		4D	S1 1:05.9184*	
2	96	Rudi Frank	Rudi Frank	VW Beetle 1973		4D	S2 1:06.5768	0:00.6584
3	154	David Seehusen	David Seehusen	BMW E36 M3		4D	S3 1:06.6357	0:00.7173
4	1	Paul Loiucano	Paul Loiucano	Mitsubishi Evo		SVB	S1 1:07.1159	0:01.1975
5	78	Daniel Reynolds	Daniel Reynolds	Formula V		SVA	S2 1:08.1098	0:02.1914
6	99	David Isaacs	David Isaacs	Mitsubishi Evo 5		SVB	S2 1:09.7425	0:03.8241
7	31	Alex Holzl	Alex Holzl	Nissan Skyline		3D	S1 1:10.1929	0:04.2745
8	27	Samueal Wood	Samueal Wood	VW Golf GTI		2D	S2 1:11.6027	0:05.6843
9	2	Dominic Connolly	Dominic Connolly	Cobra		SVB	S1 1:12.1327	0:06.2143
10	82	Arno Breutmann	Arno Breutmann	VW Golf		3D	S2 1:12.7052	0:06.7868
11	111	Adam Aylward	Adam Aylward	Passat R36		2D	S2 1:13.0491	0:07.1307
12	199	Andrew Cassie	Andrew Cassie	Golf R		SVA	S3 1:13.0501	0:07.1317
13	106	Jak Rizzo	Jak Rizzo	VW Beetle 1971		SVB	S2 1:13.3726	0:07.4542
14	131	Troy Traeger	Troy Traeger	VW Beetle 1971		3B	S1 1:13.7404	0:07.8220
15	86	Joseph Nathan	Joseph Nathan	Toyota Sprinter		3C	S3 1:14.1469	0:08.2285
16	74	Nathan Hearn	Nathan Hearn	VW Beetle 1974		3C	S2 1:15.1733	0:09.2549
17	205	Mitchell Pyne	Mitchell Pyne	Nissan Skyline		3D	S2 1:15.4192	0:09.5008
18	177	Stephen Muller	Stephen Muller	Golf		SVA	S2 1:15.5484	0:09.6300
19	311	Nathan Arts	Nathan Arts	Jasman 7		5B	S2 1:15.6038	0:09.6854
20	67	Bruce Woodward	Bruce Woodward	VW Golf		3A	S2 1:15.6695	0:09.7511
21	14	Ryan Martin	Ryan Martin	Holden VL Turbo		2D	S2 1:15.8880	0:09.9696
22	8	Greg Mackie	Greg Mackie	VW Beetle 1959		3B	S1 1:16.3015	0:10.3831
23	11	Jamie Clapham	Jamie Clapham	VW Beetle 1973		4D	S2 1:16.4027	0:10.4843
24	22	Craig Hughes	Craig Hughes	HughesVWMA		5A	S2 1:16.7439	0:10.8255
25	18	Rod Penrose	Rod Penrose	VW Beetle 1975		3C	S2 1:16.8064	0:10.8880
26	90	Andrew Matthews	Andrew Matthews	Mitsubishi Lancer		3B	S2 1:17.1402	0:11.2218
27	33	George Geshos	George Geshos	VW Beetle 1968		4B	S1 1:17.6426	0:11.7242
28	777	Mathew White	Mathew White	VW SIROCCO		3D	S3 1:18.1463	0:12.2279
29	871	Julian Jone	Julian Jone	No Car. By foot		SVA	S2 1:18.4728	0:12.5544
30	87	Mikki Piirlaid	Mikki Piirlaid	Porsche 356		3B	S2 1:18.7056	0:12.7872
31	7	Hugh McKinley	Hugh McKinley	VW Beetle		SVA	S2 1:18.9291	0:13.0107
32	41	Greg McKinley	Greg McKinley	SEAT Ibiza Gti		3B	S3 1:19.0301	0:13.1117
33	133	Boris Orazem	Boris Orazem	VW Beetle 1968		4B	S1 1:19.2224	0:13.3040
34	881	Andrew Kemp	Andrew Kemp	VW Golf VR6		2C	S1 1:20.1408	0:14.2224
35	113	Mick Arts	Mick Arts	Jasman 7		5B	S2 1:20.5747	0:14.6563
36	71	Craig Cameron	Craig Cameron	Cracam Mille		SVA	S2 1:20.7414	0:14.8230
37	77	Steven Natoli	Steven Natoli	Superbug		SVA	S3 1:21.0692	0:15.1508
38	613	Ian Seckold	Ian Seckold	Mitsubishi Cordia		2D	S2 1:22.7039	0:16.7855
39	114	Paul McLinden	Paul McLinden	VW Buggy		SVA	S2 1:22.8550	0:16.9366
40	47	Andrew Todd	Andrew Todd	VW Buggy		SVB	S1 1:23.2052	0:17.2868
41	17	Rose Merrett	Rose Merrett	VW Beetle 1970		SVA	S2 1:24.2722	0:18.3538
42	0	Tim Eldred	Tim Eldred	VW Beetle 1964		3B	S3 1:25.1511	0:19.2327
43	5	Michael Costa	Michael Costa	Golf Mk1		SVA	S3 1:25.8135	0:19.8951
44	3	Raymond Mackie	Raymond Mackie	VW Beetle		3D	S2 1:26.8925	0:20.9741
45	171	Steve Megna	Steve Megna	Mazda Astina		SVA	S2 1:28.6353	0:22.7169
46	54	David Birchall	David Birchall	VW Beetle 1965		3C	S2 1:28.8788	0:22.9604
47	46	Tim Macqueen	Tim Macqueen	VW Beetle 1963		3A	S3 1:30.4758	0:24.5574
48	88	Shaun Anderson	Shaun Anderson	VW Beetle 1967		2A	S3 1:34.2055	0:28.2871
	6	Sezer Solyali	Sezer Solyali	VW Buggy		SVA		

Fastest Lap Av.Speed Is 120kph

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

50 years of the Volkswagen Type 3.

Note: This article was written for the CMC, which will include it in the show programme for the Shannons Eastern Creek Classic on Sunday 21st August. If you own a Type 3, please consider showing it on the day! Contact Dave Birchall on 0415 957030 to book your spot and your free entry ticket.

Rumours of a 'larger' Volkswagen sedan began circulating in Europe in the late 1950s. The giant 'home' factory at Wolfsburg was already flat out making 1200 Beetles, as were VW's other factories in Europe, South America, Mexico, South Africa – and even Australia, and production could not keep up with demand. Yet it was felt that VW's range was missing the 'icing on the cake' – a larger, more up-market car to complement the popular Beetle.

VW boss Heinz Nordhoff first hinted that Volkswagen was indeed working on a new, larger sedan, at the Geneva Motor Show in 1960. A few months later VW's head of exports, Manuel Hinke, released the first details of the new car ('larger body, larger engine, still rear mounted and still air-cooled') to the US press. VW boss Nordhoff confirmed that a new big car was in the works, which German magazine *Der Spiegel* called the 'wink from Hinke'. The first photos of the new car were published in newspapers in early 1961, and German magazine 'Auto Motor und Sport' tested a prototype in May 1961.



The new model was officially launched at the Frankfurt Motor Show in September 1961. It was called the 'VW 1500', but internally it was known as the 'Volkswagen Type 3', being the third VW design 'family' after the Beetle (Type 1) and the Kombi/Transporter (Type 2).

Mechanically it used the same backbone chassis and floor-pan layout as the Beetle, although the Type 3's floor was wider and squarer at the front, similar to that of the Karmann Ghia. The suspension was still torsion bar at the front, but redesigned so that each torsion bar crossed over and ran the full width of the front, not halfway as in the Beetle, which gave an improved ride. The rear used Beetle-style torsion bars and swing axles, but with a wider track and larger drum brakes. The Beetle 4-speed transmission was used, while a 3-speed fully automatic was later offered as an option.

The Type 3's body was indeed larger and roomier than the Beetle's, even though the cars shared the same 2400 mm wheelbase. The look was modern and completely up-to-date,



with no old-fashioned Beetle-style mudguards or running boards. A two-door sedan body (later called the 'Notchback') and a two-door station wagon ('Squareback') were released in 1961, and these were joined by a sporty 'Fastback' body style in 1965. Only two-door bodies were ever offered; there was no four-door Type 3.

The engine of the Type 3 was its most distinguishing feature. It was still an air-cooled flat four in the VW tradition, but the new motor was 1493cc thanks to a new 69 mm long-stroke forged crankshaft, and larger 83 mm bore cylinders. Engine output was restricted to just 34 kW (45 DIN hp, 50 bhp SAE) at 3800 rpm in the interests of reliability and long life, just like the Beetle.

Volkswagen redesigned the cooling system for the Type 3. Rather than using the Beetle's large upright fan shroud and fan belt, the Type 3's fan was attached directly to end of the crankshaft. The oil cooler, carburettor and generator were also rearranged. A side-draft Solex 32 PHN carburettor was used, instead of the downdraft carb used on the Beetle. VW in Wolfsburg, together with the Porsche design bureau in Stuttgart, put much development work on the cooling system of the very flat 'suitcase' engine. The Type 3's fan was actually smaller than the Beetle's, but it supplied more air.



The much flatter engine allowed the Type 3 Sedan and Fastback to have two boots – one in the front, and another in the rear above the engine. The engine was accessed by a removable tray under the boot floor. The Squareback wagon was able to have a completely flat rear loading area, something that would have been impossible with a Beetle-style fan arrangement.

The Type 3 range was introduced to Australia in early 1963, firstly by importing complete cars but soon by

assembling CKD kits in VW's Melbourne factory. The 'VW 1500' went on sale from £1,100 at a time when the 1200 Beetle Deluxe was £850.

The range was improved over the years. The '1500S' sedan of 1965 was fitted with twin Solex downdraft carburetors and increased compression, and it produced 40 kW (54 DIN hp), enough for a top speed of 135 km/h. In 1966 it was replaced by the exclusive VW 1600TS Fastback, with bigger 85.5 mm cylinders to give 1588 cc, and a top speed of 140 km/h. This special model was not built in Australia but was imported complete from Germany. It remains the fastest air-cooled VW ever sold in Australia.



The 1965 VW 1600TL, made in Germany (but not sold here), was the first-ever Volkswagen model with front disc brakes. In late 1967 the Type 3 models built for the US market became the first production cars in the world to be fitted with electronic fuel injection, designed by Bosch.

For 1970 the Type 3 range was restyled, with a longer more bulbous nose, square turn signals and larger taillights. This enabled the range to meet the latest US safety regulations. All models now came with 1600cc engines. Australian-built models had a unique 'Type 3' badge on the front mudguards, something the German-built cars didn't have.



The Type 3 range lived on until July 1973 in Germany, and late 1973 in Australia. It was replaced by the new water-cooled, front-drive Passat range. Interestingly, even today the Passat's VIN model code begins with a '3'.

Due to the Type 3 range being built in Australia and enjoying good sales in the 1960s, together with Australia's relatively warm and dry climate, more Volkswagen Type 3s survive today in Australia than any other country.

Phil Matthews

40 years of the Volkswagen Superbug.

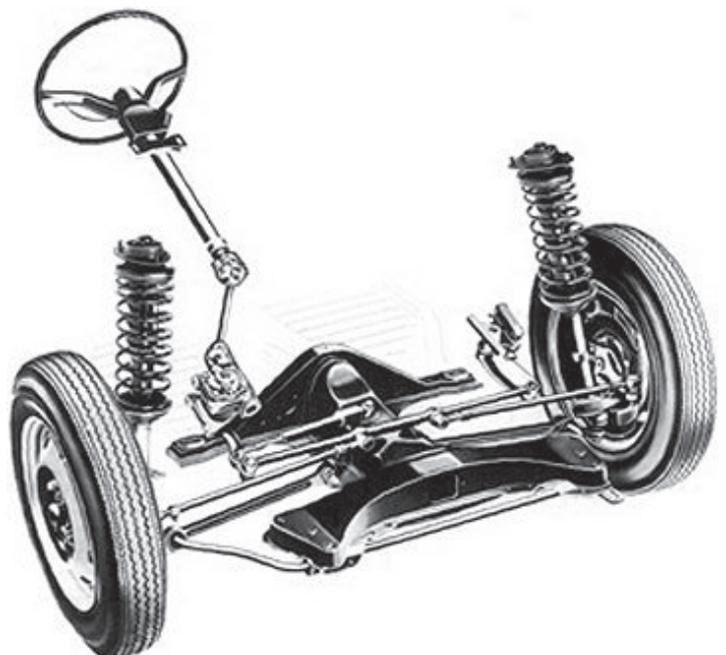
Note: This article was also written for the CMC, which will include it in the show programme for the Shannons Eastern Creek Classic on Sunday 21st August. If you own a Superbug, please consider showing it on the day! Contact Dave Birchall on 0415 957030 to book your spot and your free entry ticket.

They say that all Volkswagen Beetles look the same. The average person probably can't tell a 1955 from a 1960, or a 1965, or even a 1970 model (but we can!). Yes they do look very similar on the outside, but on the inside there have been thousands of changes, redesigns and improvements over the years. The last Beetles of the mid-1970s share almost no common parts with the early '50s cars.

Most of the changes were to meet the ever more strict US safety and emissions laws; the United States was VW's largest export market in the air-cooled era. Improvements like sealed beam headlights, larger taillights, dual-circuit brakes, safety steering columns, seat belts, better seat mountings and squishy dash knobs were all US-law changes, while other improvements like 12-volts and front disc brakes were also well received in the late 1960s. Australian-built Beetles didn't see all of these improvements at the same time as Europe/US; we had to wait until the '1968 Revolution' model to catch up. Still, the Australian 1962½ model was the first Australian-made car to have seat belt mounting points as standard.

Gradual improvements are all very well, but by 1970 VW Germany realized that the ancient Beetle needed a major redesign to keep up with the ever-tightening US laws. The result, which first appeared in Germany in September 1970 as a 1971 model (and in March 1971 in Australia) was the VW Superbug.

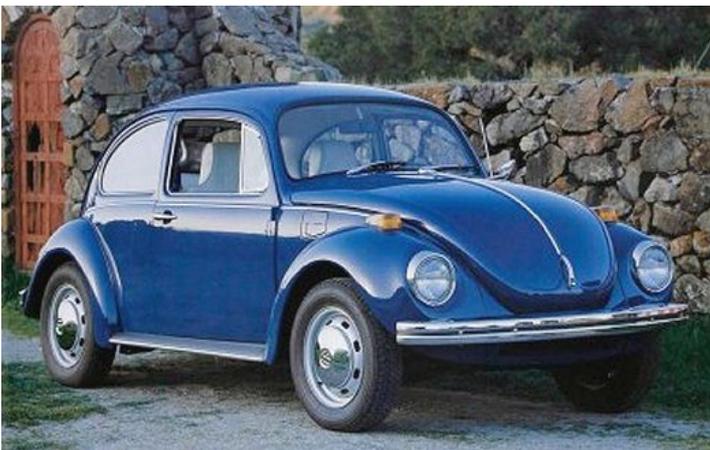
From the windscreen forward it was completely new. The old torsion bar front suspension was gone, replaced with a new MacPherson strut front axle with wishbones and stabilizer bar. The front track was 65 mm wider and the





wheelbase was 20 mm longer than before. The front boot was almost twice as large, up from 140 to 260 litres, and the spare tyre now sat completely flat underneath the boot floor. The fuel tank was increased to 41.5 litres. The new front suspension gave the Superbug much improved handling over the old Beetle, as well as a shorter turning circle. The bonnet was longer and more curved, giving the Superbug a distinctive bulgy nose. The front mudguards were also reshaped to match the new front.

The rear was also improved by replacing the old swing-axles with the Porsche-style semi-trailing links with double-joint axles from the Semi-Automatic Beetle; no other economy car of the time used such an expensive and sophisticated rear axle. Nowadays some people call this the 'IRS' rear end, but that is not correct – ALL Volkswagens, even the old swing-axle models, have independent rear suspension. It is correctly called the 'double-joint' rear end.



European Superbugs came with a 32 kW (44 DIN hp) 1300cc engine as standard, and for Europe VW named the new car the 'VW 1302' (as it was an extension of the VW 1300 model). They could not use '1301', as Peugeot had dibs on model names ending in '01'. VW also built a version of the Superbug with a larger 37 kW (50 DIN hp) 1600cc engine, which in Europe was called the '1302S'. Neither of these names were used for non-Europe export markets, however.

For the USA the car was 1600cc only and named the Volkswagen Super Beetle. For Australia, where it was assembled in Melbourne from German CKD kits with some

local content, it was called the 'Superbug S'. Also powered only by the 1600cc twin port engine (60-bhp SAE), it was released for sale in March 1971, priced at \$2,390. The old torsion-bar swing axle 1300cc Beetle was still available as an alternative, and was \$300 cheaper. Even so, more Australian buyers chose the Superbug.

In 1972 there was an Australian production run of just 1,500 'Commemorative Edition' Superbugs, to celebrate the Beetle passing the Ford Model T's production record of just over 15 million units. These cars had red wall tyres, special carpets and a glovebox medallion. All Australian Superbugs now came with a VW Diagnosis socket in the engine compartment, although the computer diagnostic machines that plugged into it were never installed in Australian VW dealers.

In 1973 the Superbug was redesigned with a new wraparound panoramic windscreen, some 42% bigger than before, positioned further forward. This was another change to meet new US safety laws. There was also a completely new dashboard with separate speedo binnacle, foam padded and covered in leatherette. All switches were now safety rocker switches, not the old 'pull outs'. The heating and ventilation system was improved. At the rear the new round 'elephants foot' taillights were much bigger and required reshaped rear mudguards.



In Europe this new model was called the VW 1303, 1303A or 1303LS, but again these names were not used outside of Europe. The Americans still knew it as the Super Beetle. In Australia it was called the 'Superbug L', and was priced from \$2,940. The old torsion bar 1300 was still going too, and was now \$2,700.

The Superbug's last year was 1975. The final major improvement it received was rack and pinion steering, replacing the old cam and roller design, which gave a noticeable improvement in handling. The Superbug also joined VW's new Passat range in having Negative Steering Roll Radius on the front suspension – this gave safe and predictable handling in an emergency. The last Superbugs can be recognized by having the front blinkers in the bumper bar, rather than on top of the mudguards as before.

Australian assembly of the Superbug ended in November 1975, as it had already been discontinued in Europe a few months earlier and the CKD kits were no longer available. VW Australia had already discontinued the cheaper 1300 Beetle, and its place on the Clayton assembly lines was already being readied for the Golf. For 1976, the Melbourne factory made a 'bitsa' – they used the 1300 body and



floorpan, with the Superbug's 1600 engine, gearbox and rear suspension, and front disc brakes. This unique Australian '1976' Beetle was the last – it ended for good in July 1976. By this time VW's Melbourne factory had already been sold to Nissan, and from 1977 all Australian VWs (Golfs, Passats and Commercials) would be fully imported.

VW in Germany sold Cabriolet versions of the Superbug, made by the famous Karmann works in Osnabrück, but these were never sold in Australia. A Karmann Superbug cabriolet became the final German-made Beetle of all, in March 1980.

Phil Matthews

Volkswagen and Fender.

Volkswagen of America Inc. has announced it has joined forces with the famous Fender Musical Instruments Corp. to bring the raw emotion of a live music performance to the driving experience. No, you won't get a fabulous Fender Telecaster or Stratocaster electric guitar when you buy a US VW. The company's partnership with Fender will equip selected 2012 US-spec models with the all-new Fender Premium Audio System.



"The best seat in the house has always been behind the wheel of a Volkswagen," said Jonathan Browning, President and CEO, Volkswagen of America. "Our two iconic companies - one with a passion for driving, one with a passion for music - are joining forces to bring the raw emotion of live music to the driving experience."

"By partnering with Volkswagen on the Fender Premium Audio System, we are creating a unique partnership with a truly innovative company allowing us to deliver a product that is as unique, expressive and dynamic as the customers who use it," said Mark Van Vleet, Senior Vice President, Business Affairs for Fender.



The new Jetta GLI will be the first Volkswagen model in US dealerships this spring featuring the all-new Fender Premium Audio System, developed exclusively for the Volkswagen brand. It will be available in all other Jettas later, and will be available in the new 2012 midsize sedan (to be called the Passat), and redesigned 2012 Mk2 Beetle in the fall. Now drivers can have Volkswagen's superior German engineering matched with the highest quality sound.

The Fender Premium Audio System in Volkswagen was born of collaboration between two brands known for precision in engineering and passion for innovation. To develop the best possible audio system for Volkswagen, Fender formed a partnership with Panasonic that combined Fender's 64 years of expertise in sound and sound amplification with Panasonic's 68 years of experience with mobile audio systems.

The Fender Premium Audio System in 2012 Volkswagen models is embedded in the vehicle design. Three years of research, development and tuning in a new, state-of-the-art sound lab, resulted in a nine-speaker system that delivers uncompromised clarity, regardless of volume, with a unique sound that Americans will love.

The system features proprietary Panasonic speaker technology. The system covers the cabin with directional sound from front door speakers that generate imaging beyond the capabilities of traditional speaker designs. It cuts through the noise and other distractions with front dual voice coil speakers, with extended range for all musical genres.

The design features lower inter-modulation distortion and smooth mid-range response to eliminate harshness. It is harmonically complex, with extended range tweeters and properly voiced 16cm speakers revealing original instrumentation timbre and harmonic richness.



The Volkswagen Bulli concept.

The Volkswagen Type 2, like no other car, stands for the spirit of freedom. It debuted over 60 years ago in 1950 with a contagiously simple design. Its internal Volkswagen code name was 'T1' (for Transporter 1). The Germans called it the Bulli; the British called it the Microbus. The Americans knew it as the VW Station Wagon, and the VW Bus; the South Africans call it the Volksie Bus. To Australians it's always been the Kombi. It was made in Europe, Africa, North and South America, and Australia. It was the world's first van to be appreciated by a fan base which spans the globe. The 'T2' followed in 1968; the 'T3' in 1979, the 'T4' in 1991 and the 'T5' in 2003. Over ten million Volkswagen Transporters, of all generations, have now been made.

Now Volkswagen is reinterpreting the compact original form of this automotive legend and sending it into the future – in the form of a concept vehicle for a new generation Bulli! It is spacious like it was in 1950, it is as inspirational as ever, and it has clean styling like never before.

In this vehicle, Volkswagen is finishing what it started in 2001. Ten years ago, following the introduction of the retro New Beetle, a similar vision of a new 'Bulli' led to a concept vehicle known as the Microbus. Designed for the US market, it got a great reaction but proved too large and expensive for production. But some visions need to mature before they yield something new. Now, the time is right for this vision. The concept was sharpened, and the necessary, sustainable technologies are now at hand. Much more compact and affordable than the earlier concept vehicle, it is now being shown in Geneva. The new Bulli – powered by an electric motor and fitted with six seats and infotainment control via an Apple iPad.

This concept has the potential to establish a new, fifth brand of Volkswagen people carrier, next to the Caddy, Touran, Sharan and Caravelle (or six, if you also count the large Crafter Hanover Bus). The Bulli could even become an icon like the T1 Deluxe Microbus ('Samba') that still trades at

extremely high prices today – one of those few vehicles that simply do not fade with time.

Thanks to highly advanced drive technologies, the Bulli being shown in Geneva is what is referred to as a 'zero emissions vehicle,' because the concept is electrically powered. Zero emissions at the tailpipe. The Bulli's electric motor outputs 85 kW of power and an impressive 270 Nm of torque; by comparison a 1977 2-litre air-cooled Kombi engine produced 51 kW and 127 Nm.

As is usual with this type of electric drive, its maximum forces are generated from standstill. The silent motor is supplied with energy from a lithium-ion battery with a maximum storage capacity

of 40 kWh. This electrifying combination enables driving ranges of up to 300 km – a high value for an electric car. When the Bulli's battery is charged at an 'electric refuelling station' specially designed for electric vehicles, the charging process takes less than one hour.

The new Bulli accelerates from 0 to 100 km/h in 11.5 seconds, and its top speed is 140 km/h (electronically limited). Its range and driving performance not only make the compact vehicle ideal for short distances; but also ideal for most commuters and recreational activities with zero tailpipe emissions.



Naturally, the concept can also incorporate Volkswagen's extremely efficient petrol and diesel direct injection engines as alternative drives; engines with 1.0 or 1.4 litre displacement, and turbo or twin-charge, that are fuel efficient yet strong. Ideal for anyone who wants to cover maximum distances with minimal fuel consumption.

The Bulli concept vehicle follows in the footsteps of the original bus and demonstrates the concept of maximum space utilisation with the characteristic 'V' nose with VW logo at the front end and the cleanest of proportions. In the process, the concept vehicle's design follows the maxims of the new Volkswagen design DNA. The team led by Walter de Silva, Head of Volkswagen Group Design, and Klaus

Bischoff, Head of Design of the Volkswagen brand, developed the 'design DNA' for the modern era based on styling principles of the bestselling Beetle, Golf I and T1.

The new edition of the Bulli is 3.99 metres long, 1.75 metres wide and 1.70 metres tall. The old T1 was somewhat longer and taller, but narrower. With a wheelbase of 2.62 metres, the Bulli utilises the overall length very well. Also striking here are the Bulli's relatively large track widths (1.50 m front and rear) in relation to body width.



Like the Samba bus before it, the Bulli also has two-tone paint – in this case white and red. The 'V' on the bonnet is kept white. The bonnet does house the engine: instead of rear-wheel drive with a boxer engine, as on the Samba, the Bulli has an electric motor located forward of the front axle and front-wheel drive. Here it is a compact integral drive whose primary components are an E-motor, high-voltage pulse inverter and DC/DC converter for the 12-Volt electrical system.

In keeping with the Volkswagen design DNA, there is a horizontal layout of the narrow dual headlights with L-shaped LED daytime running lights and turn indicators implemented as LEDs arranged in an inverted L shape at each outer corner. LEDs not only exhibit tremendous luminous power and long life; due to their low energy consumption they are ideal for the electrically powered Bulli of 2011. Located between the headlights in the bonnet is, as always, the VW logo. On the level beneath, one finds – once again arranged in a horizontal line – the air intakes for the passenger compartment and for battery cooling or for cooling the alternative conventional drives.

Finally, the seamlessly integrated front bumper completes the design. Laterally, it exhibits a large round fog light on each side, another air intake in the middle, and a front spoiler in black below. This line matches the lines of the side sills.

The Bulli's two-tone paint also distinguishes the sides. Treated in white is the entire area above what is known as the character line. Originating in the wings is a white stripe that runs to the distinctive D-pillars; above them, the entire roof section is painted in this colour. The continuous line of windows creates an especially striking contrast between the white sections. Here the visually slender black pillars executed in the style of the 2001 Microbus concept are visually striking. Painted in red are the door mirror housings protruding from the line of windows.

Beneath the character line is the red body area. Design elements such as the distinctive wheel housings, the

additional shape modulation in the door surfaces above the side sills and the headlights that wrap around to the sides with minimal seams are details that would not have been possible to manufacture in this form and precision on a T1. Concealed in the sandwiched floor behind the sills is the 1,450 kg Bulli's lithium-ion battery. The white door handles are practical, opening in the direction of pull. The 18-inch alloy wheels are especially attractive. At their centres are stylised chrome hubcaps – another tribute to the bus of years past. Shorter than ever are the overhangs at the front and rear.

The Volkswagen design DNA with its horizontal lines also dominates the rear of the new Bulli. Viewed from the bottom upwards, above the body-coloured bumper (including black, stylised diffuser) there is the tailgate that extends across the entire width of the vehicle. In the tailgate, the narrow LED rear lights continue a theme from the Microbus concept of 2001, and since refined on the new series of 'Up!' vehicles that will debut in production soon. At the centre, but smaller than at the front end, is another VW symbol. When all six seating locations are fully occupied, there is a 370 litre bootspace behind the tailgate.

Like the body design, the interior is also marked by a level of clarity whose consistent application can only be found at Volkswagen. The passenger compartment – immersed in light during the day thanks to its panoramic sunroof – also harbours some surprises.

Like the T1 in times past, the new Bulli is also equipped with a single bench seat in front (there is no 'walk-through' as with the T2-T5). The van offers space for three in the rear as well. Due to the more compact, affordable size, VW is using just one rear seat row, rather than the two used on the T1-T5 Microbuses.

An infotainment highlight is a removable iPad in the centre console that serves as a multifunctional touch-screen. Along with Internet-based iPad applications and the media centre, it also handles control of such functions as Bluetooth hands-free telephone and a navigation system. Integrated right on the iPad mount are controls for the climate control system and the centrally located hazard warning switch.



Typical Volkswagen: all cockpit details are clearly organised and designed to be intuitive. Running laterally across the entire width is a line with air vents. In front of the driver, there is a speedometer in the shape of a semicircle. A colour multifunction display, also semi-circular in shape, can be used to view and control (via multifunctional keys in the steering wheel and on it) the navigation system, telephone,



trip computer and media centre – the entire unit of speedometer and multifunction display also communicates with the iPad. The key word here is sound: a system produced by legendary guitar and amplifier manufacturer Fender (USA) ensures that the music sounds as though it were being performed live. Some famous Fender Stratocaster guitarists include Buddy Holly, Hank B Marvin, Eric Clapton, Dick Dale, Jeff Beck, Dave Gilmore, Ritchie Blackmore, Mark Knopfler and Robert Cray. At Woodstock in 1969, a pop event tied in history to the VW Bus, Jimi Hendrix played ‘The Star-Spangled on a Fender Stratocaster guitar.

What is not found in the Bulli is a tachometer (unnecessary with an electric motor), or a conventional gear shift or gear selection lever (also unnecessary with an electric motor). The latter is replaced by a rotary switch to the right of the driver, which is used to activate forward and reverse gears. A pushbutton in the same switch is used to start and stop the motor. Another rotary switch to the left of the driver is used to control the lighting functions.



The outer and middle seat positions of the front bench seat can be folded down (2/3 split); the rear beach seat, meanwhile, can be completely stowed. When the rear bench seat is stowed, cargo capacity increases to 1,600 litres. In addition – and here the new Bulli is reminiscent of its legendary ancestor – the seat system can be transformed into a large reclining surface with just a few manual movements. This turns the compact MPV into a compact camper – the ultimate companion for a weekend trip.

At least as important for many users, however, is that the seating system should not only be versatile but also offer maximum comfort. The seat position is comfortably high and

is equally relaxing. As an added benefit, it offers an optimised view forward as well. And that is how it was in the T1 too. Contributing to peace of mind aboard today’s vehicle is the fact that the new era Bulli is equipped with all conceivable safety features. And that is the crucial difference: the car has essentially been reinvented since the days of the first T1 - aka the Bulli - aka the Kombi – aka the Microbus.

Driving the Caddy Camper.

Who doesn’t occasionally share the dream of a working holiday to exotic, far-flung destinations? Well, that dream was partially realised for an all-too-brief moment in time, when in 2008 we were privileged to spend a little over a week behind the wheel of Volkswagen’s compact people-mover, the Caddy ‘Life’. And not just any Life, mind you, but in this instance a rather special version, aptly named the ‘Camper’.



Let’s look very briefly at the regular Caddy Life, before we vacate the office in pursuit of our dream. The Life is based on Volkswagen’s deservedly popular Caddy van. The Caddy already offers more driving pleasure and versatility than most other vehicles in its class. The Life adds some key passenger car features such as additional rear seats and sliding doors, with a swag of comfort and safety items needed to transport up to seven adults (if the optional, and easily removable, 3rd row of seats is specified). The Caddy’s compact exterior dimensions disguise a surprisingly comfortable interior, with adequate room for seven adults on short trips. Or add a few children to the mix and you have a very practical and economical family wagon.

The Caddy Life has plenty of storage space for those occupants, too. Amongst the more innovative is the overhead bin above the front seat occupants. Both front seats have slide-out drawers (standard with the diesel model, optional with the petrol engine) and there are generous door pockets on both front and rear doors. In the rear, there are handy storage nets and two under-floor storage compartments. The 750 litres of storage with the 3rd row seats removed extends to a massive 2,850 litres when the 2nd and 3rd row seats are removed. The Caddy Life offers the flexibility and convenience of a small van offering a 603 kg payload, with the comfort and manoeuvrability of a small passenger car.

The Caddy is itself based on the VW Golf, so Volkswagen’s design and engineering expertise are never far

from the surface. The front suspension utilises Golf independent struts with lower wishbones, while the leaf-sprung rear suspension is aimed at enhanced load capacity rather than the racetrack. However, clever design serves to give the Life remarkably good handling, especially considering the high centre of gravity. Braking is taken care of by 288 mm ventilated discs up the front and solid 260 mm discs at the rear. Combined with ABS and EBD they were more than adequate for this type of vehicle.

But enough facts and figures for now. It's time to take off in pursuit of far-flung destinations. Day one took us from Newcastle through Sydney and on to Wollongong. Our 'scenic' route then took us through the Royal National Park, then continued down the coast road, enjoying the beautiful scenery of Stanwell Park overlooking the spectacular new Seacliff Bridge. It was then on through Wollongong and Kiama, en-route to our first night at St Georges Basin.

The Life gives you the choice of two engines, a standard 1.6 litre 75 kW/148 Nm petrol engine, or the optional SOHC 1.9 litre TDI diesel fitted to our test vehicle. The turbocharged, intercooled diesel produces 77 kW @ 4,000 rpm, and a hefty 250 Nm of torque from 1,900 rpm. Even with a price premium of some \$3,000, it's by far the better choice, particularly as the diesel option also includes a number of desirable extras including cruise control and alloy wheels. The diesel engine delivers more than adequate performance, with great economy. A 5-speed manual transmission is standard, while our test vehicle had Volkswagen's clever DSG 6-speed automatic, which never fails to delight. Even in 'Weekender' configuration, our vehicle was well able to maintain speed limits on both the freeway and twisty coastal and mountain routes. And while a bit rattly at idle and when taking off, it proved to be very quiet at cruising speed.

After a day relaxing on the shores of beautiful Jervis Bay, it was on to the lush and scenic Kangaroo Valley. Then we caught up with old friends at Cedarvale Health Centre, before visiting the nearby Fitzroy Falls, which tumble some 80 metres off the escarpment into the Morton National Park.

The Caddy Life features comprehensive equipment levels. Included as standard on the 1.9 TDI version are adjustable steering wheel (both height and reach), 'Climatic' semi-automatic air conditioning, cruise control with trip computer, power windows on front doors, sliding windows on the rear doors, 15x6.5" alloy wheels, audio system with AM/FM radio with MP3 and single disc CD player, and remote central locking. Available options include ESP (\$750), side airbags (\$550), metallic paint (\$750) and hinged rear side windows \$395 (each side).

The trip continued on then through Bowral to the Nation's capital, Canberra. We were keen to see one of Canberra's landmark attractions, Cockington Green, which offers visitors, both young and old, a fascinating display of miniature buildings from around the world, all set within beautifully landscaped gardens complete with a 'steam train' ride. Canberra has a wide range of activities on offer. Why not take in a leisurely bike ride around the shore of Lake Burley Griffin, or perhaps a visit to the National War Memorial? Visitor centres can point you to a huge range of attractions, restaurants and accommodation.

Did we mention accommodation? The 'Camper' package adds electric sunroof, together with a camping kit



comprising forward folding front seats, special internal lighting, a comfortable roll-out bed for two average adults, rear curtains, tailgate blind, side-mounted luggage bags, and a rear tent annexe. A special bonus is a folding table and two folding camp chairs. While there's plenty of luggage space for a weekend getaway for two, capacity for extended touring too far from civilisation would be limited.

The workmanship, fit and finish of all these accessories is excellent. The whole package abounds with clever thinking. Items like the low-drain LED lighting, which incorporates a battery-saver feature to ensure a quick start next morning. Or the internally switchable central locking which secures the doors and front of the cabin independent of the rear tent annexe, while occupants sleep.

Leaving Canberra we headed down the Kings Highway through Queanbeyan, and historic Braidwood, en-route for Batemans Bay. Our stopover for the night was at Nelligen, just short of the coast on the picturesque Clyde River. Turning in to the Nelligen Caravan Park, we couldn't have asked for a better campsite, right next to a sandy beach at the water's edge. Great facilities and they even have their own boat ramp. We found the camping set-up to be an easy 5-minute job once familiar with the procedure, even for one person.

Is there anything not to like about the Caddy Life Camper? Poor visibility through the A-pillars is something to watch, especially during right hand turns. And, for a vehicle of its type, and particularly in this configuration, we'd like to see ESP offered as standard. Perhaps an external power socket with inverter could be useful in extending battery capacity, if staying more than one night at the same location. Oh, and the beautifully crafted folding table needs shorter legs (or adjustable ones), to match the chairs!

The Batemans Bay region also has plenty to offer, particularly if fishing and boating are your forte. After sampling some of the area's beaches, as far as Malua Bay to the south, we headed back up the coast in the direction of Sydney, spending an enjoyable night at Ulladulla Headland Caravan Park, located on the southern side overlooking Ulladulla's small harbour and fishing fleet.

The Volkswagen Caddy Life Camper is a concept that has immense appeal. Priced from \$42,990 plus on-road costs, it represents very good value for couples needing practical and economical day to day transport, with the versatility required for comfortable and stylish weekends away.

Dream over. For travel writers, of course, Life would seem to be one long holiday.....

Ian Barrett

Lanock Motors demolished.

Sadly the historic remains of the former Lanock Motors' Volkswagen dealership at Camperdown, once NSW's largest Volkswagen dealer, are now in the process of being demolished. A modern new 'urban living' apartment project is being built on the site.



Lanock Motors was for many years not only Australia's biggest and most successful Volkswagen agency, but one of the biggest motor dealers of any make. From 1954 until 1968, they were the state distributors of Volkswagen for NSW. At their peak in the early 1970s, Lanock Motors had eight branches across NSW. The Camperdown branch was the largest – and the last one to close, which it finally did on 31st May 1991, after 37 years of business.

The story of Lanock Motors goes right back to the first days of VW imports into Australia. Lionel Spencer's Melbourne-based Regent Motors (Holdings) Ltd won the Australian import rights for Volkswagens in 1953 (he had been the Australian distributor of DKW cars before the war). He imported the first VWs into Australia in October of that year, and put them on display in Melbourne. By the year's end, 31 VWs had been brought in.

In the early 1950s, one of the most progressive auto distribution companies was Sydney-based LNC Industries Ltd. The initials stand for Larke Neave and Carter, which was a division of Larke Hoskins Pty Ltd, a large and successful Chrysler and Chevrolet importer that went way back to 1924.

In 1946, however, two directors of Larke, Neave and Carter, Mr. E.R. Lane and Mr W.R. Locke, had severed connections with the parent company and established a new division called LNC Industries Ltd. They began selling Citroens and Bristols initially, and in 1947 established a large Rover dealership called Grenville Motors on the corner of Australia St and Parramatta Rd in Camperdown.

In 1954 Lionel Spencer of Melbourne awarded the VW franchise for NSW to LNC Industries, as he thought them most likely to be successful in selling the strange new German cars in Australia's biggest state.

To distribute the new VW marque in NSW, LNC formed a new company, Lanock Motors Pty Ltd, which was an amalgam of the names Lane and Locke. Their first workshop was set up at 78-82 McLachlan Ave, Rushcutters Bay, and their head office and showrooms were set up on 177-



179 William St in the city. Douglas Ian Donaldson joined Lanock Motors as a salesman in William St, and soon rose to become Sales Manager.

As a consequence of the earlier break-up between Larke, Neave and Carter Pty Ltd, and LNC Industries, the two companies were soon competing by both selling Volkswagens in Sydney. Larke, Neave and Carter set up a VW agency in North Sydney, at 50-80 Pacific Highway in one of those tall commercial units under the concrete northern approach to the Sydney Harbour Bridge. They also contracted with Grenville Motors, the Rover dealer, and took over their premises at Australia St Camperdown. The following year, 1955, saw Grenville Motors take over the Lanock Motors premises at Rushcutters Bay (and a new VW agency called Jack Jeffrey Pty Ltd opened at Dover Heights), while the Larke Neave and Carter agency at Camperdown was taken over and renamed Lanock Motors.

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N.S.W. VOLKSWAGEN DISTRIBUTORS:
LANOCK MOTORS LTD.

- CITY — 177-179 William Street, FA7003.
- CAMPERDOWN — "Carroll Park," 141 Parramatta Rd. LA6756.
- FIVE DOCK — 61 Parramatta Rd. UA8841.
- ST. LEONARDS — Herbert Street. JF1355.

The Parramatta Road frontage was used initially to sell new Volkswagen Commercials (the Type 2 range), at an address described as 'Carsell Park', 141 Parramatta Rd. There is no real park nearby with that name; the park behind and opposite Australia St is called Camperdown Park. Perhaps just a play on words, given the large size of the block! New VW cars were not sold at Camperdown for the first few years; they were sold through Lanock's William St showrooms.

The Lanock Motors VW spare parts and service departments were located in the large sawtooth-roofed warehouses along Australia St, behind the 'Carsell Park' new sales building that faced Parramatta Rd.

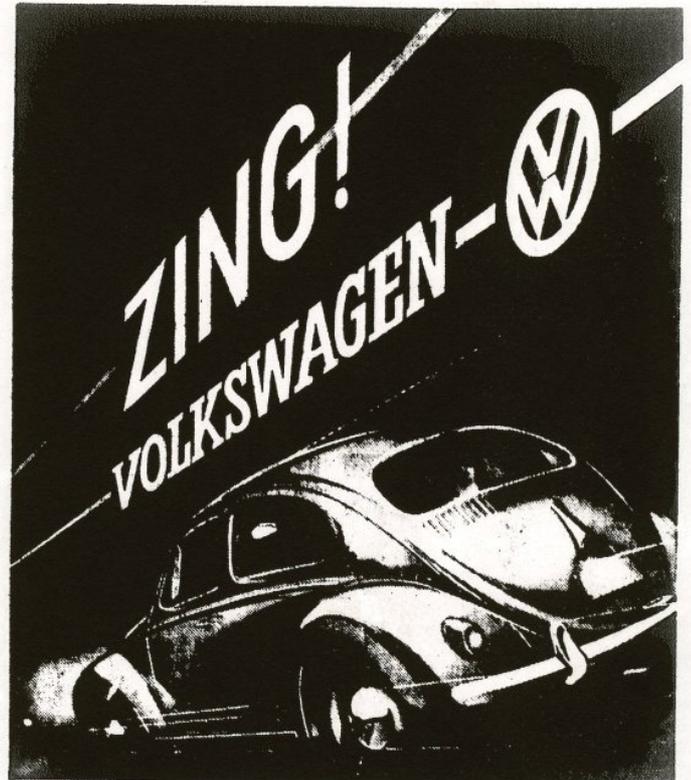


Volkswagen sales boomed, due largely to the Round-Australia Trials successes, and Lanocks began to expand. In 1956 a new Lanock Motors agency was opened at 61-71 Parramatta Rd Five Dock, which became the VW parts distribution centre and VW mechanics' school. In 1957 another Lanock Motors dealership opened at St Leonards, on the corner of Herbert and Frederick Sts, and they took over the parts distribution duties from Five Dock. In 1959 Lanock Motors opened a 16,500 m² wholesale distribution yard at Frances St in Lidcombe.

The 1960s were Lanock's best years, coinciding with VW's Australian sales peak and being responsible for all state distribution of VWs to other NSW dealers. There was considerable expansion in Sydney's affluent northern suburbs. Lanock Motors opened a VW agency at 120 Pacific Hwy Waitara in 1965, and took over Barker Motors at 684 Pacific Hwy Killara in 1967. Then it was the eastern suburbs' turn; Lanock Motors opened at Bondi Beach (cnr Roscoe and Gould Sts) in 1970, and at 54 Maroubra Rd Maroubra in 1972.

Lanock Motors weren't just based in Sydney. They opened a dealership (Lanock Motors South Coast) in Wollongong in 1960, on the corner of Flinders and Campbell St. In 1963 they moved to larger premises at 88 Auburn St. Lanock Motors also took over Edward St Motors in Wagga Wagga in 1961 and ran them until 1965, after which the Wagga dealership was owned by Lawrence Motors.

Amazingly, Lanock Motors also had VW dealerships in other Australian states, thanks to being a division of LNC Industries. After the upheaval of Volkswagen Australasia Pty Ltd being dissolved in 1968, and LNC Industries being awarded the national VW distribution for Volkswagen, Lanock Motors took over Light Motors (191 Gouger St) in Adelaide in 1970 and ran them until the early 1980s. Lanocks



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COMMERCIAL VEHICLE DIVISION, CARSELL PARK

141 PARRAMATTA RD., CAMPERDOWN. LW6758. After Hours: LW7700



also took over Irsco Pty Ltd in Darwin and sold VWs in the Northern Territory until VW imports ended in 1981. Lanock Motors also owned Western Motors (Perth) and Annand and Thompson (Brisbane), but never traded under their own name in WA or QLD.

Lanock Motors at Camperdown pioneered the concept of 'drive through' servicing. The Australia St Service and Parts frontages were huge, and allowed enough space for Lanock Motors to construct the 'tunnel of love'. VWs were driven in at one end, repaired serviced and cleaned, and driven out at the other end. The customers meanwhile took advantage of a modern refreshment and waiting room, with glass walls to watch their cars being serviced. Very common in large car dealerships now, but groundbreaking in the late 1950s.

When LNC Industries (under the command of Doug Donaldson) was awarded VW distribution rights for all of Australia in 1968, LNC Industries established a new company called Volkswagen Australia Pty Ltd. At first they were headquartered in Lanock Motors' William St offices, but in 1972 the William St showroom was closed (the first Lanock Motors site to close), and VW Australia moved to a

new head office in Waterloo Rd, North Ryde. LNC added the Subaru franchise in 1973, and the ugly Japanese cars began sharing Lanock Motors' facilities.

The 1970s was a decade of gradual decline in spite of adding Subaru, thanks to the Melbourne VW factory closing and VW sales dropping. Many VW dealers were going out of business or changing to other makes. Lanock Motors stuck with Volkswagen, but their network was shrinking. The Five Dock branch closed in 1974; the Killara and Bondi Beach branches in 1978; Waitara in 1980; and Maroubra and Wollongong in 1981.



By 1982, when the T3 Transporter was the only new VW available, only St Leonards and Camperdown were left. LNC Industries suffered financial difficulties and was bought out by the Melbourne-based Liberman Investments group in 1984. LNC sold off their Volkswagen Australia business to Ateco in 1987, and Lanock Motors was sold to the City Ford group in 1988. No VW passenger cars were sold in Australia after 1981, and not even selling Subarus, Fiats and Renaults could keep Lanocks alive. The St Leonards branch was wound down in 1989 (it became a Holden dealer), leaving only Camperdown as the last Lanock Motors. City Ford used the giant Camperdown workshops to service Fords.

Apart from selling and servicing VWs, Lanock Motors were also famous also for their Campervan rentals, an idea that began in 1971. In 1991 they still had 15 VW T3 Campmobiles for rental, but all were sold by mid-May 1991 and the facility was shut down when City Ford decided to close the business. In spite of Ateco, and then TKM restarting



the Volkswagen business in Australia, turnover at that time was too small to make enough money to keep it going.

In the 1960s, as a wholesaler, Lanock Motors were shipping around 1,200 VWs a month to other NSW VW dealers. By 1976, Lanock Motors were selling around 50 Beetles and 30 Kombis a month, with ten salesmen. Lanock Motors stopped selling Audis (with their higher profit margins) in 1989, and by early 1991 about 15 T3 Transporters a month was about it. From 1954 to 1991, Lanock Motors Camperdown sold 19,531 new Volkswagens of all types – an amazing figure.



City Ford dissolved Lanock Motors in May 1991, and the business was closed. Some staff were offered positions in City Ford, but most were laid off, took redundancies or retired, particularly the long-timers. City Ford had no need for the site, so it was sold to Sydney City Toyota. The former Lanock premises were stripped out, refitted and repainted, and reopened as a Toyota dealer in late 1991.

Sydney City Toyota traded at the former Lanock Motors site throughout the 1990s and into the 2000s. The historic

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structures were still original but were becoming run-down and somewhat decrepit as time went on. The servicing facilities were large but old-fashioned, and the new-car showroom was tiny by 2000s standards. In addition, the trend towards city living was making the site more and more valuable as real estate.



In 2009 Sydney City Toyota opened completely new premises at 36 Parramatta Rd at Glebe, just down from the Footbridge Theatre, on the site of a former Mitsubishi dealer but in completely new buildings. They moved the new/used sales out from the old Lanock Motors site, although the servicing areas on Australia St continued on until early 2010, when the entire block then became empty and derelict.



The Lanock Motors site sat empty and rotting for 12 months, until early this year when a new housing development proposal was posted on the chain link fence. Bulldozers moved in in March and the former new car sales buildings were soon demolished. In April the large sawtooth workshop building behind was being demolished. Only the original 'heritage' sawtooth brick frontage along Australia St will be retained as part of the development.

The new 'Gantry Apartments' precinct will start construction as soon as demolition of Lanock Motors is complete. Facing Denison St will be the 1, 2 and 3-bedroom 'Gantry Row Apartments', modern-looking 3-storey blocks that will overlook the new central garden courtyard. On the Australia St side, behind the heritage brick frontage, will be the 2 and 3-bedroom 'Gantry Row Terraces'. They will be built around the sawtooth shape of the original Lanocks wall, and also back onto the private central courtyard.



There is a display centre at 25 Australia St, just adjacent to the demolition/construction zone, where you can inspect the apartments and terraces for sale. Stage 3 is currently for sale – 'Green Heart, Urban Soul.' Go to www.gantrycamperdown.com.au for more info.

We will give the management of the Gantry development some copies of this magazine. Perhaps we can convince them to put up a plaque on the historic Australia St wall, commemorating Lanock Motors, Australia's largest, longest-surviving and most successful Volkswagen dealer, which once occupied the site.

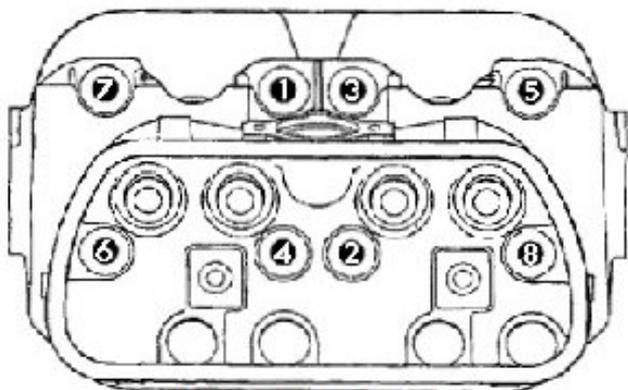
Phil Matthews

Engine run-in.

"I think I need to re-check the head-torque before I run it... Is there a preferred pattern to loosening the nuts?"

If the engine has never run, you're probably safe in unbolting it willy-nilly, but I tend to work from the outside in, top to the bottom. Make everything finger-loose. Check for 'tight' nuts. Don't disturb the washers; there should be sealant under them. With everything backed off, use MEK or Loc-tite's 'Klean-n'-Prime' on the thread between the nut and the washer (you'll need the little nozzle, or a laboratory spray bottle, or Q-tips, or... I use one of those lab bottles).

If you really can't get in there, take off the nut so you can get at the stud. If you got tight nuts, replace them or chase them.



Tightening Sequence

When you like the way things fit, put a dot of medium strength Loc-tite on the primed thread right up by the washer, run the nuts up finger tight plus a twist 'o the wrist, start sneaking up on the torque. I reset my clicker three or four times, starting at about 12, ending up with 25, 26, or 27 ft/lbs, depending on temperature, type of crankcase, direction of the wind.. :-) If it's an early case with thick studs, use 23 ft/lb. Later cases with stud-inserts and the small (8mm) studs have a lower torquing spec, but never exceed 18 ft/lb. After retorquing the new engine, let it sit over night then check the torque again before you close it up. Just check for the last value; you're looking for 'lazy' studs that have elongated as a result of torquing.

To me, First Fire doesn't really count as part of the break-in, it's merely the final step in the assembly. I get it started, pick it up to about a thousand rpm, let it run until it has a certain 'hot' smell, never letting the speed settle, up and down a little, senses very busy. Mebbe three minutes, max. Oil is 10W-Something; thin. Then I drain it out into a clean container, go off and think about things for a while. Slowly decant the flushing oil, drain the last little bit into a glass dish, slosh it with MEK like a placer miner looking for gold.

I've just cleaned the inside of the newly assembled engine. It really isn't a part of the break-in cycle. Back when I was building a lot of engines, I might even use the same flushing oil on two engines, or put the same oil back in the engine, if no residue was found (but I usually throw it away; about four bucks. Cheep).

After it's flushed, I re-check the valves and timing; anything that might have kicked loose; anything I might have

overlooked. (Yeah, me too.) Then I refill it, fire it up, warm it up . . . never takes long with a new engine . . . bring it up to about 2,500, hunt around that speed range while I'm crawling all over the thing. It's on the test stand, I'm not wearing ear muffs. I've got all the sensors cranked up to nine; smell, sight, hearing, hearing, hearing, touch. I overload in about fifteen minutes, have to shut it down and think about it. I might run it a little more to get more data on a particular thing but most often drain it, let it cool down. You always throw away this oil; it's your first break-in cycle. Check it for chunkies of course. You're really interested in any drips at this stage. There shouldn't be a single one so if you see one it usually means the thing goes back into the shop, gets torn down. This is about the worst thing that can happen. And it does, but no oftener than once in every hundred engines or so. And yes, it's usually my fault. Just plain damn stupidity or carelessness, like letting my cuff drag across the parting line just as I'm closing the case; dumb stuff. All that work ruined. But I'm getting better at it :-)

I usually keep an engine on the test stand until the rings are well seated and the temperature comes down; about six hours, on average. Then too, I tend to build 'tight' engines; you have to be careful breaking them in, giving them plenty of time to cool down between runs, keeping the oil changed even with the filter installed.

After a couple of hours you and the engine are pretty well acquainted; they're all a little different. You've got the carb(s) tweaked down to the fine numbers, the thing will start on the first revolution of the crank, the case is dry, the blow-back is next to nothing and it's starting to develop its own unique sound that will allow me to identify it years from now, assuming the muffler and intake are the same.



An apparently mindless part of breaking in an engine is seating the rings. We call it Bumps & Grinds. You slowly open the throttle to about 2500 then drop it, just let it shut. Anyone hearing you would think you're just playing with the poor thing, up and down, loud then quiet. You'll be wearing your ear muffs by then; you're breaking it in, not checking it out. You never do any of these things for very long; mebbe 20 minutes at the outside, more like fifteen, then shut it down and go do something else; let it cool off. If you're doing more than one engine you'll have to dismount it hot, put it back on its scooter, put the next customer in the chair. (I've done as many as five engines for one customer, all as a series. Five is mebbe one too many for one man at a time.)

You keep records. If you're using a test stand you'll usually have a Hobbs meter; a kind of clock. If not, just your watch and a note book. Doing one engine, you can't get too confused.

The engine will start flattening out its curves after five or six hours of running. Fuel consumption will have dropped down to some steady figure, as will the temperatures. Oil pressure will have come up. You'll want to verify that with a wet & dry compression check and a leak-down test, if you've got the harness. You will have to take a last look at the valves - unless you're running hydraulics.

Breaking in an engine with hydraulic lifters is a little different than with solids, firstly because the valves probably won't tell you anything at all. They'll always be running a perfect zero-lash. But hydraulics in a freshly machined magnesium crankcase can generate a bit more 'mud' than with solids, or even hydraulics in an aluminium crankcase. So you take it easier at first, accumulating about 45 minutes of run-time before you start seating in the rings. Understand, the engine has never been allowed to sit about at an idle. Breaking in an engine means wearing-in an engine; it is a kind of controlled friction. But the mud does bad things to the minute clearances of hydraulic lifters, which are having an especially hard time because the engine is running hotter than it ever will again. So you do more short runs and longer cooling-off periods when you break-in a Type 1 fitted with hydraulics. That is, during the first two to three hours. After that, there doesn't seem to be any difference, except the hydraulic engine will run quieter. And a little more efficiently, but you won't see that until you've got mebbe six hours on it, by which time it probably will have been installed in a vehicle and roared off down the road.

Air-cooled engines have pretty loose tolerances compared to their water-cooled cousins. And with the inherent rev-limiters built in the VW carburetion, cam and valves, you could run a factory-built VW right out of the box and not have any problems. That was then. No telling what kind of an engine you'll wind up with nowadays. It's best to pretend it's a custom-assembled one-off design and break it in accordingly, taking lots of time to correct any problems, let the thing cool between runs (and I mean at least an hour), change the oil at least twice in the first six hours, and doing anything else you can think of to ease the birthing pains.

The complete wear-in cycle continues for about a hundred hours, after which the engine's curves will stay substantially the same for the next thousand hours of engine operation. Understand, the engine is still wearing, still experiencing friction. But now it is wearing-out, not in. The wear during its service life will be very uniform and consistently small, but after a thousand hours or so you will see the first signs of terminal wear from the valves, the weak links in the VW system. The lower end should be good for at least 1,500 hours and will probably run 2,000 without a whit of trouble (say, 150,000 km) assuming you're running a full-flow filter. Beyond that, it will depend on if you've got a shaft seal, how well you've done your maintenance, your particular driving habits, and the vehicle in which the engine is installed, with early buses providing about half the service life of a sedan engine, later buses falling somewhere between the two.

Given the fact this is your first engine, I'm really looking forward to you having a successful installation. Please

keep us up to date on your efforts. Although you may not believe it, your success will cause of at least three other club members to take the plunge. It isn't just one engine you're bringing to life here but four.

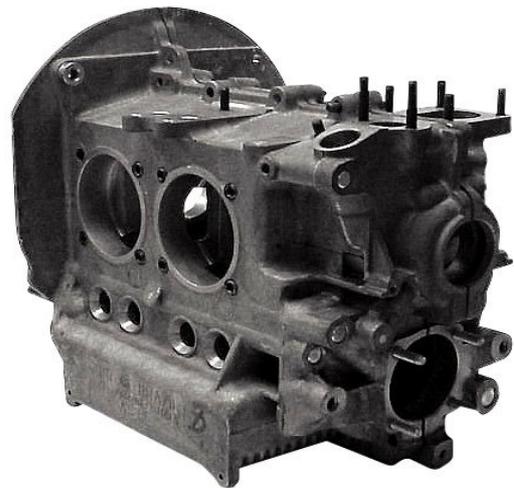
Polished Crankcase.

Don't do it. Not if you intend to drive the vehicle. If it's something for display, feel free to polish it to a nice shine. A coat of clear lacquer will preserve the polish for about a year.

But if you intend to drive the vehicle, give the cleaned, deburred crankcase one final wash with hot soapy water followed by a boiling water rinse and allow it to air-dry. A touch of compressed air through the oil passages would be wise (and I assume all plugs are out).

Your clean, dry case should be protected with a thin coat of flat black paint on its exterior surfaces. Do not use a hi-temp paint as the high clay or eutectic metallic content that gives such paints their high-temperature qualities acts as a thermal insulator. What you want is a surface that will radiate heat. Polished surfaces reflect heat. If you polish your crankcase it will run considerably hotter than normal.

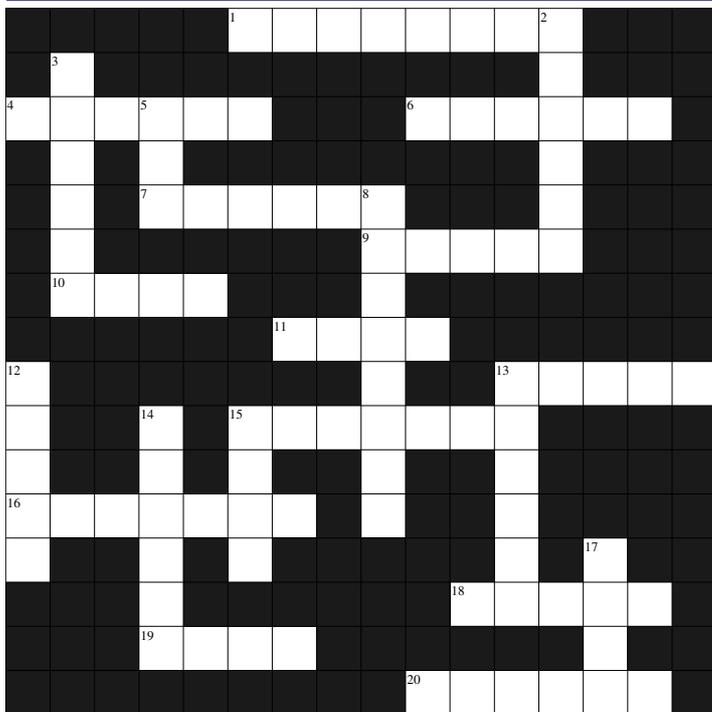
This isn't an automotive hints and kinks sort of thing, it's simple physics. Veedub drivers in cold climates have long known the benefit of chrome plated valve covers and push-rod tubes. The heat-reflective surfaces cause the engine to run from ten to thirty degrees hotter.



The original Volkswagen engines (1935-37) were designed for a service life of 100,000 km; it didn't even have replaceable bearing shells. But through the use of full-flow oil filtration systems the service life of a properly assembled VW engine can exceed 300,000 km, which means the engine may be exposed to the elements for 20 years or more, and that justifies a protective coat of paint.

Flat black paint is virtually transparent to heat radiation. Giving your crankcase, push-rod tubes and valve covers a coat of flat black paint atop bare metal actually promotes engine cooling. One of the quickest ways to spot a professionally built engine is from its sombre flat-and matte-black surfaces.

Bob Hoover



Club Veedub Crossword.

Across:

11. The biggest annual event for Volkswagens in Canberra, coming up in September
4. A famous Volkswagen with a mind of his own
6. The former large VW dealer at Camperdown in Sydney was ...? Motors
7. The nickname of our German soccer team, VfL Wolfsburg
9. The smallest campervan in the Volkswagen range is built on this model
10. She and Ian recently organised their successful VW Pitstop Cruise in Newcastle
11. He is organising the charity Fish n Chips run (don't forget clothes for the homeless)
13. The German word for the traditional VW Kombi or Bus
15. The usual description for the layout of the VW Type 3 engine
16. The big VW dealer in Camperdown was said to have their address at ...? Park
18. The famous MGM cartoon series features Tom and ...?
19. His turbo Beetle was the fastest Volkswagen at the Nationals Supersprint
20. Just upgraded, this model is the third most popular VW after the Golf and the Beetle

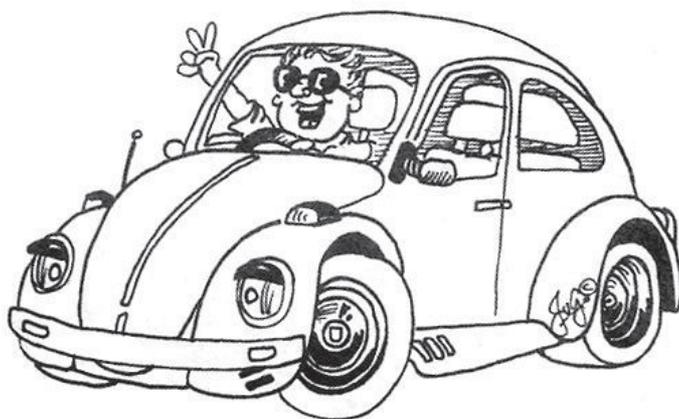
Down:

2. What everyone at the Nationals car show is trying to win
3. A famous American maker of valve amplifiers and Stratocaster guitars
5. This German make was the fastest car (only just) at the VW Nationals Supersprint
8. The beautiful VW Coupe that might, finally, be sold in Australia for the first time
12. The familiar nickname for the 'sedan' version of the VW

Type 3

13. The latest name for the soon-to-be-released New New Beetle
14. Wayne is trying to get some other Kombi pickups to join him at the Deniliquin Ute ...?
15. This model of VW will soon be competing in the World Rally Championship
17. Our President drives a Toyota Hilux every day for this organization

Last month's crossword.



NO OTHER CAR,
REGARDLESS OF PRICE,
CAN OFFER ALL THESE GREAT
ADVANTAGES IN AUTOMOBILE DESIGN

Rear-engine silence,
coolness, smoothness. No
propeller-shaft shudder

Air-cooled engine
no water leaks, freezing,
boiling or rust.

The economy of
38 miles per gallon
can be expected from this
five-seater family car.

Increased safety
and stability
from 4-wheel independent
suspension.

All-round visibility
—short people need not peer
or strain

Whoosh!
Flashing acceleration . . .
high average speed from
true economy 14.7 h.p. engine.

Genuine "slip-stream"
styling
—saves petrol, permits
greater speed.

Excellent lock
and handy wheelbase
means real convenience in traffic,
parking.

Finger-rip steering,
easy gears . . .
the man's car women drive
with ease.

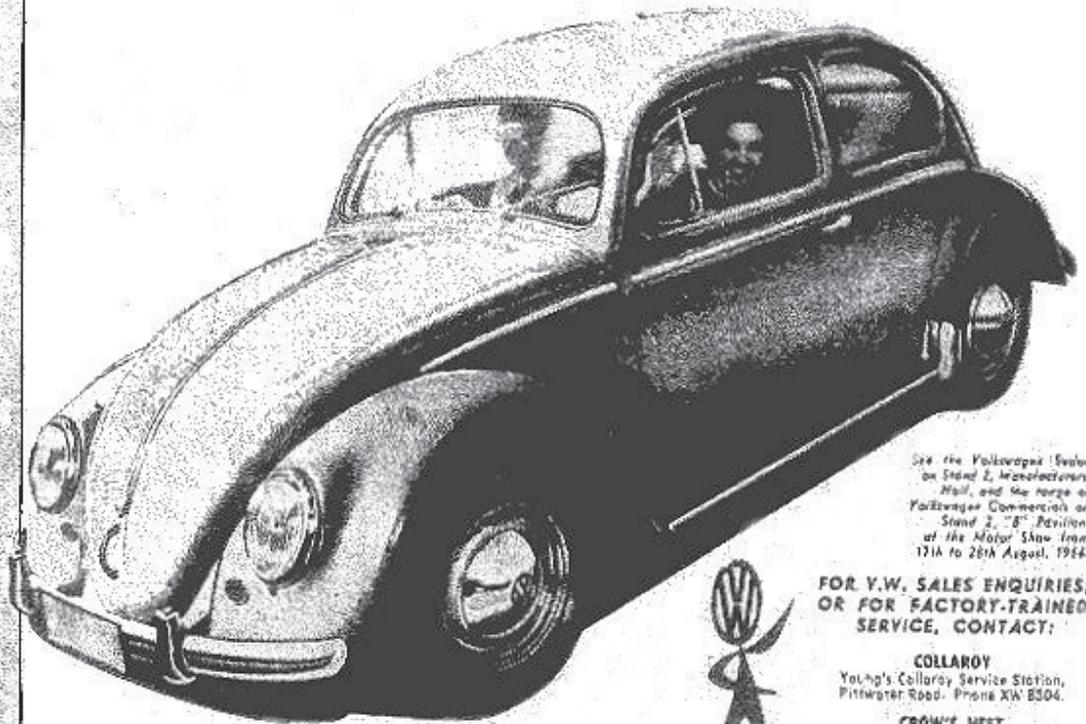
Negligible maintenance
—60,000 miles without major
overhaul is commonplace.

Superb finish
—quality through and through.
Just compare it.



*In fairness to yourself, before
you buy a car, read the*
VOLKSWAGEN *story*

Be modern in your motoring . . . be thrifty in your investment and
running costs . . . enjoy the distinction and comfort of a true quality
car! Read the V.W. story, drive V.W., compare V.W.—and you'll
agree this is a mighty vehicle, ideal for you!



See the Volkswagen Beetle
on Stand 2, Manufacturers'
Hall, and the range of
Volkswagen Commercial on
Stand 2, "B" Pavilion,
at the Motor Show from
17th to 26th August, 1964.

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Young's Collaroy Service Station,
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DOVER HEIGHTS
Jack Jeffery Pty. Ltd., 218
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Barker Motor Company, Pacific
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MACQUARIE STREET, SYDNEY
Charley and Lord Pty. Ltd., 199
Macquarie Street.
(Phone BW 9538).

MIRANDA
Miranda Service Station, 540
The Kingsway. Phone LB 7734.

ROCKDALE
Motorways, opp. Prince's High-
way and Monaghan Avenue.
Phone LX 1339.

RYDE
The House of David, Egan Park
Service Station, Lane Cove Road,
North Ryde. Phone Ryde 385.

STRATHFIELD
McCallum's Motors, 460 Para-
matta Road. Phone UJ 284.

In one advertisement we can tell you only some of the cold
facts about V.W. . . . we can't show you the brilliant beauty
of the colour range . . . the comfort of the resilient upholstery
. . . the exhilarating performance or the amazing 4-wheel,
independent suspension . . . the quietness that only rear-
engine design can give. In fairness to yourself, before you
buy any make of car, examine and test drive Volkswagen and
discover its many attractions. Arrange a demonstration now
—No obligation!

£972 including tax. **EARLY DELIVERY**

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LANOCK MOTORS Ltd.

177-179, WILLIAM STREET, SYDNEY, N.S.W. 7003.

SALES: 177-179, WILLIAM STREET, SYDNEY, N.S.W. 7003.

SERVICE AND PARTS: 11-13, AUSTRALIA STREET, CAMPERDOWN, N.S.W. 2051.

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