

Zeitschrift



Joe's 1973 Superbug.

August 2011

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Type 64 Sportwagen
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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Canberra Committee.		
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Autofest/Events	Mark Palmer	0416 033 581
Registrar:	Ian Schafferius	0434 717 093

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

Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub 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 PO Box 1135 Parramatta NSW 2124	or	Club VeeDub (Secretary) 14 Willoughby Cct Grassmere NSW 2570
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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
Shannons Car Insurance	

15 years and over.

Aust VW Performance Ctr	Mick Motors
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Indian Automotive	Wayne Penrose Engineering

10 years and over.

Alpha Dot Net	Reliable Automotive Services
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Harding Performance	Trakka Campers
Mobile Model Cars	Unicap Pty Ltd
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All Metal Bumpers	Defender Safety
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Artemi's T-Shirts	Gold Coast Veedub
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	



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

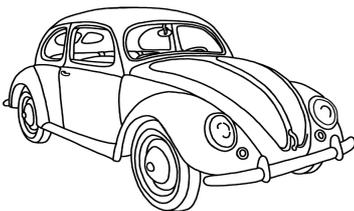
SUNDAY: 1,900+ MEMBER VEHICLES ON DISPLAY AND ON PARADE
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT
MILITARY & COMMERCIAL VEHICLES ON DISPLAY
HISTORIC RACING CAR DISPLAY
TRADE DISPLAYS IN PIT GARAGES ALL DAY
BOOKS AND MODELS ON SALE - ideal for Father's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

Special Displays for :-

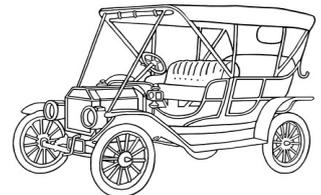
- 100 years of the CHEVROLET
- 0 years of the RENAULT Car Club
- 50 years of the E-TYPE JAGUAR
- 50 years of the VOLVO P-1800
- 50 years of the VW TYPE 3
- 40 years of the VW SUPERBUG

**IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,
THIS IS THE SHOW FOR YOU AND ALL THE FAMILY.**

**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 fundraiser 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

Club VeeDub
Canberra Chapter



www.canberravw.com



Club VeeDub - Canberra Chapter

Club members are invited to a gathering at



7 Whyalla St, Fyshwick

on

Saturday, 27 August 2011

Meet **12.30pm** at the above address for an **informative talk by Peter Dimmock**, followed by a **BBQ**, courtesy of **The beetle exchange**.

Club members will then have an opportunity to **peruse & purchase** a stash of **VW parts** including used panels etc, so bring some **cash!**

*To assist with catering please **rsvp***

raafkombi@dodo.com.au

by Tuesday, 23 August '11



www.canberravw.com

VW Motorkhana

SUNDAY SEPTEMBER 11TH IS THE DATE FOR OUR STATE CHAMPIONSHIP MOTORKHANA AT NIRIMBA TAFE QUAKERS HILL

COMPETITORS AND OFFICIALS NEEDED

**COME AND TRY A MOTORKHANA AND TEST YOUR
DRIVING SKILL & YOUR VW'S ABILITY**

**All you need is current club membership a basically roadworthy car
(doesn't need to be registered to compete) a 2NS CAMS Licence
(available on the day) sensible clothing including enclosed
footwear helmets only if you are in an open car a sense of humour
and you are ready to go.**

**The Event Starts at 10:00am but be there early as entries open &
scrutineering starts at 8:30am for a drivers briefing at 9:45am .**

Entry Fee is \$65 (\$30 For Juniors)

**Anyone over the age of 12 can compete (under 18's do need
guardians consent)**

**If you want to see some examples of what its all about go to:
www.motorkhana.com or type Motorkhana and Nimba into YouTube**

**For more details please call me 0407 00 33 59 or email:
cameronhart@ozemail.com.au. Regards Cameron**



Shannons German

Autofest

A celebration of German automotive engineering & design: Porsche, Mercedes, BMW, Audi & more..



Canberra's largest annual VW weekend

VW cruise & family BBQ

Saturday afternoon - 17 September '11

- ▶ Join your Canberra hosts for a **VW cruise** through the Nation's Capital to a **mystery location** for a sausage sizzle.
- ▶ Enjoy a great run, catch up with fellow enthusiasts and talk dubs!
 - ▶ Meet at **Russell car park**, usual place, to **depart sharp at 3pm**.
(Free to Club VeeDub members or gold coin)



Autofest Carshow

Sunday - 18 September '11

National Library lawns, Parkes Pl. Parkes, ACT.

Trophies awarded and **Refreshments** available.

Gates Open 8.30 - 11am for judging, **VW Presentation** at 12.30pm

(\$5 for Club VW members & \$10 for Non-club members, plus \$2 fee for event per vehicle.)

Further details at www.canberravw.com



Club VeeDub
Canberra Chapter



www.canberravw.com



Oktober-Fest 2011



205 Adams Rd Luddenham
(UBD Map 224 A15) Gates open at 10am.
\$5 per person admission.



Oktober-Fest is on again at the Hubertus Country Club Luddenham!

Oompah-pah Band, local and German beer on tap in a Glass Oktober-Fest Beer Stein, German Food and Market Stalls plus rides for the kids. So bring along your family, Lederhosen and an appetite for German music, food and of course... BEER!



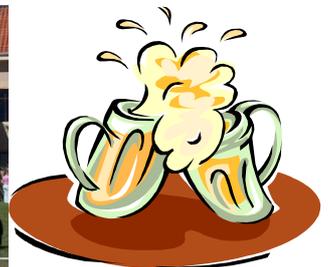
You'll be welcome there all October long weekend!

(Camping spots available, Contact Hubertus Country Club for information)

Club VeeDub will be set up there on Sunday October 2nd.

Look for the "VW Parking" signs after you go through the Gate for premium parking for VWs only. We will be parking in front of the clubhouse on the concrete again.

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/call Raymond at sales@clubvw.org.au / 0408207228 We'll see you there! -Prosit!



Von dem Herrn Präsident.

Hi everyone, I'm back again. Thanks to all who attended the AGM and thanks to everyone who put their hand up to be on the committee. Also to those who decided to have rest from committee duties, thanks for your help and I hope you will return in the future.

The weather is starting to heat up and so are the VW activities.

Unfortunately we have a clash of events with Winter Break and Shannons Eastern Creek Classic being on the same weekend. I will endeavour to make sure that this doesn't happen in two years time when the Winter Break is on again.

If you're attending the Winter Break why not take part in the Bug Off Cancer Drive that is being run by Norm Ellias, one of our club members. Norm is including the Winter Break as part of the Bug Off Cancer Drive. He and few others will be driving up to Sawtell as part of the Winter Break, and they will then travel to Caloundra, Charleville, Bourke, Cobar and then back to Sydney. For more information on the Bug Off Cancer Drive drive visit this web address:

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



Shirley and I are running an entrant's choice award at the Winter Break. It's not a really elaborate judging system, entrants will vote for four cars that they like, and we have four 1st place trophies and four 2nd place trophies.

Here is our itinerary for the weekend:

Friday 5pm: Meet @ Greet at park communal kitchen complimentary prawns and pizza, byo drinks and then dinner in town.

Saturday 8.30am sharp depart for street parade & Bello markets/ Jazz festival...park on oval in centre markets till 2pm...Bring chair sunscreen etc

Saturday afternoon, run from Bellingen to Dorrigo or Karting at Raleigh

Saturday from 5 pm, prawns and pizza byo drinks, at the park communal kitchen and then dinner in town.

Sunday 9.30am show n shine on village green (caravan park) people's choice awards will be presented

Meanwhile in Sydney, the Shannons Eastern Creek day is the largest classic car event in NSW, and our club will be a part of it. This year our display should be the largest ever, as we have 20 spaces allocated. Dave Birchall says they have all been snapped up already. It's the 40th anniversary of the

Superbug, and the 50th anniversary of the Type 3, so we hope to have a few of each on display.

Coming up in September we are hosting our annual state Motorkhana, so see the club calendar and flyer for more info. We will need helpers on the day and entrants. Also in September the German Autofest in Canberra is on, a very good excuse to take the family to Floriade and attend the German Autofest. The Burwood Spring Festival Car Show is also on, but it clashes with the German Autofest in Canberra. Our presence at this one has usually been small but is growing every year.



October seems a bit further away, but we have the German Oktoberfest at the Hubertus Club, and the Warwick VW drags in QLD, to keep in mind.

I've organised a representative from Gibbs Brand Lubricants to attend our club meeting on the 18th and give us a presentation. It sounds like it will be interesting so don't forget the Greyhound Club on the 18th.

www.gibbsbrandaustralia.com

So lots on in VW world!
I hope to see you soon,

Steve Carter



Kanberra Kapitelreport.

What's that sound, is that Spring just around the corner? You know what that means - Canberra's German Autofest is almost here and will bring together heaps of local (and interstate) Dubbers. September 17 and 18 is the weekend that we'd love to see you all. Saturday 17th - come on an afternoon VW cruise with a BBQ at the end, chat about cars and the upcoming show. Sunday - the event is here - Shannons German Autofest, on the lawns of the National Library, where you will see heaps of VWs, as well as other German marques. Don't forget, Floriade will have started by then, and with Autofest being only a short walk from the Spring garden display, why not bring the whole family along for the event?

You can find all the details you need at canberravw.com, follow the prompts for Autofest. We will be updating this site with information so make sure you have a look just before you drive off for the event.

Entry for vehicles to Autofest incurs a small fee, same as last year - \$7 for club members, \$12 for non-club members. If you display your VW, you must pay the fee. Anyone who does not wish to pay will be asked to move their car to the

general parking area outside the show. Also, all cars are to have a drip tray, no matter what the condition of the car is. It can be metal, cardboard, whatever you have but all cars must have a tray.

All cars on display will need to register at the VW tent, as per previous years. You can save time by filling out the rego form early and having it ready with correct change. The form will be available on the website soon. Questions on Autofest? Contact the Canberra members if you have any questions and we'll get the answer to you! We would love to see as many VWs as possible - we had a record number last year and want to better it this year!

Local members should keep their eyes peeled for the details on a local event for 27 August which we are still confirming. On the subject of local members, is your email address that you gave the club current and functional? We notify a lot of events by email and get a number of bounced returns.

We've had other goings-on but our big item for this month is Shannons German Autofest in September, come along for a Spring day in the Nations capital and share your love of VWs. A reminder to local members with Historic-registered cars that display at Autofest is a requirement to continue your registration.

Winter is almost gone, we hope to see bucketloads of you to help us celebrate Spring!

Bruce Walker



Klub Kalender.

August.

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.

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**

September.

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

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

Sunday 11th:- 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.

November.

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

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

Sunday 13th:- Canberra Marques in the Park, John Knight Park, Belconnen, from 9am. Free entry, coffee/tea and food stalls available. Club BBQs permitted. Join the Canberra Chapter in showing off Volkswagens! Phone Bruce on 0408 652 107 for more information.



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

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

December.

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

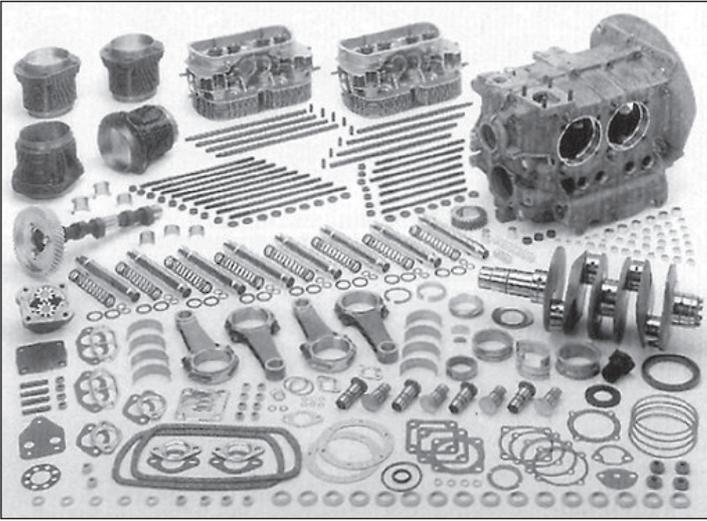
Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This month is the Club Veedub XMAS PARTY. Bring a grapped present and get free drinks. Nibblies provided. 8:00pm start.

Monday 26th:- 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:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (standard

and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get NOS parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For Sale:- 1965 Beetle Bash / Rally car. 1600 twin port engine, milage meter, spotlights, big shocks, sump gaurd, spares etc. Good condition, needs little work. March rego good goer. Asking \$3500.00 ONO. Car located in Sydney Contact Gavin on 0416 226 145

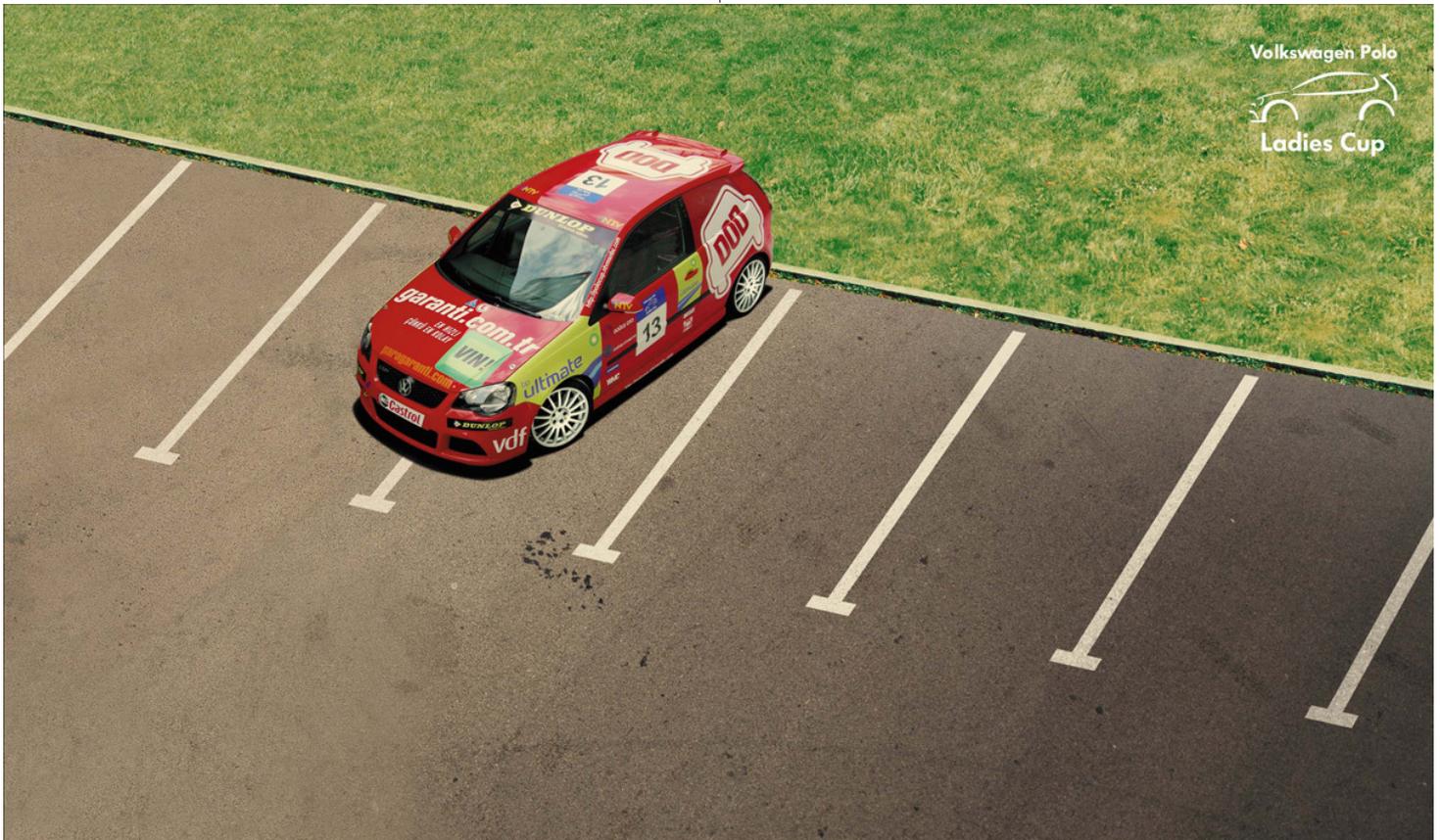
For Sale:- 1976 Golf 4 door, automatic, new tyres, good interior, low mileage, runs well and would be great on Vintage Rego. \$2000. Call Rodney on 0402 063 052.

For Sale:- Floorpan in good condition, 1500 engine, disc brake front end. \$1000. Call Rodney on 0402 063 052

For Sale:- Australia's best 1951 Split windscreen Beetle, expression of interest. Call Rodney on 0402 063 052

For Sale:- 1954 Barn door Kombi, best original in Australia, expression of interest. Call Rodney on 0402 063 052

For Sale:- VW Golf GL, 1995 Mk3, auto, low km, fully maintained, immaculate condition, \$4250 ONO. Car is at Botany. Phone 0408 288700.



The Polo Ladies Cup started. Women only.



For the love of the automobile

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

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KOMBI GHIA TYPE III BEETLE

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SPECIALISTS IN WATERCOOLED VOLKSWAGENS AND AUDIS

- FULL SERVICE FACILITIES & SPARE PARTS
- LOG BOOK SERVICING
- DIAGNOSTIC SCAN TOOL FOR LATE-MODEL VWs



CALL RON (02) 9774 3340
PADSTOW INDUSTRIAL ESTATE
UNIT C/20, 78 GIBSON AVE, PADSTOW

2nd Month Ads.

For Sale:- Superbug Karmann cabrio 1973. Factory convertible imported from UK (RHD) in concours condition. Ground up restoration completed with the following features: Bare metal re-build.

New 2 Pak paint (deep yellow),
New engine (Remtec 1600 cc TP)
New leather interior (dark green)
New German square weave carpet (Kraftfahrzeugtechnik KHM, Germany)
New roof (sonnenland fabric), lining and padding. (Kraftfahrzeugtechnik KHM, Germany)
Tinted windows (green)
Blaupunkt CD/Radio (colour series - yellow) with concealed speakers in footwell/base under rear seat
Original Lemmertz wheels, new tyres
H4 headlights

Trades and services directory.



Camden GTI Performance are proud to present a special offer to all Club VeeDub Sydney members



FREE Diagnostic Computer Scan
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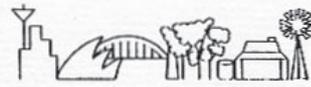
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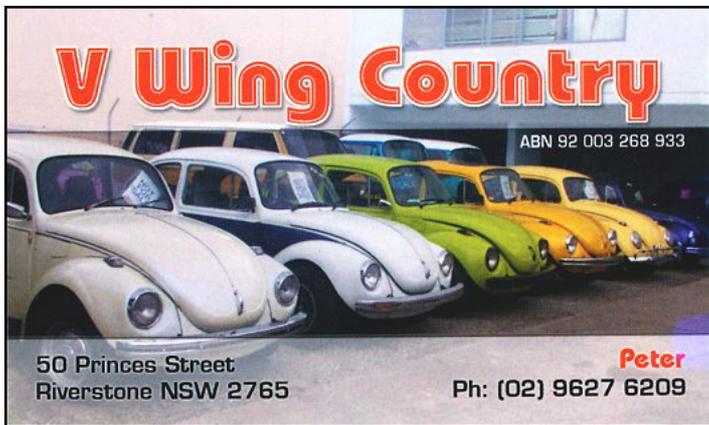
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New Jetta coming.

The new Volkswagen Jetta, an entirely new vehicle, remains on track for a late 2011 release in Australia. The new model impresses as an independent vehicle and makes great strides forward in both concept and styling. The new model is 4.74 metres long, 1.47 metres tall and 1.78 metres wide. This makes the new model 19 centimetres longer than the previous model. The interplay of its exterior dimensions generates a powerful ratio of proportions. In parallel, the new Volkswagen "Design DNA" sharpens its style. This has resulted in clear precise lines and 'muscular' surfaces, which give the sedan an elegant and dynamic style.



Just like its exterior styling, the high-quality impression made by the interior bridges the gap to the next highest class, significantly increasing the Jetta's lead over its rivals. Inside, the new Jetta offers an unparalleled perfection in details and – as a common conceptual thread – self-explanatory controls.

Designers and engineers have also crafted the interior right down to the last detail; now, the five-seater's quality and perfection in details clearly go beyond class boundaries. The increased wheelbase of the five-seat Jetta has enabled a rear seating lay out that is more comfortable. Compared to the previous model, legroom has increased.

German engineering and Mexican craftsmanship reflect the highest level of quality and efficient technology and the new VW Jetta is a prime example of this. The new Jetta will be offered with the choice of TSI direct injection petrol and TDI turbo diesel power plants, all which are matched with either manual or Direct Shift Gearbox (DSG) transmissions.

The Jetta is offered with a comprehensive network of safety components. Electronic Stabilisation Programme (ESP), Electronic Brake-pressure Distribution (EBD), Anti-Slip Regulation (ASR) and Electronic Differential Lock (EDL), six airbags, front safety optimised head restraints to reduce whiplash, height-adjustable head restraints for all three rear passengers comes as standard in the Jetta. Also standard, and for the first time in a Jetta, is the special Crash Impact Sound Sensor (CISS) system. This system detects crash intensity and ensures that the airbags deploy to their proper positions faster than ever.

The new Jetta was on display at the recent Australian International Motor Show in Melbourne, where spectators

were able to examine the model up close. Full specifications and pricing of the new Volkswagen Jetta will be announced at launch.

Scirocco R confirmed.

The Scirocco R is finally on its way to Australia, set to replace the 2-door Golf R in the local lineup.

The Scirocco R is a performance package with a powerful engine, unique looks and exclusive features. Advantages of boosted TSI engine available in the Scirocco R are very high power and torque values.

The 2.0-litre TSI in the Scirocco R attains a maximum power of 188 kW at 6,000 rpm. Its maximum torque – a hefty 330 Nm – is available over an immense range of engine speed: 2,500 to 5,000 rpm. This makes for a responsive engine, which is able to summon torque in the blink of an eye at almost any speed.

The Scirocco R can be optioned with Direct Shift Gearbox (DSG) and is available with a specially tuned sport chassis and XDL (Extended Electronic Differential Lock) as standard equipment. The latter refers to a functional extension of the Electronic Differential Lock (EDL) that is integrated in the ESP system and reduces traction loss.



The Volkswagen Scirocco R is also available with Adaptive Chassis Control which comes as standard. This system continually adjusts damping of individual wheels to roadway conditions based on signals from three body sensors and displacement sensors at each wheel. During acceleration, braking and steering processes, chassis damping is stiffened in fractions of a second to optimally meet vehicle dynamic requirements. By making these automatic adjustments, Adaptive Chassis Control significantly increases comfort in driving situations whose dynamics are less challenging, resolving the conflict in goals between a stiff sporty tuning and a comfortable one. Besides the Normal mode, the driver can also choose the Sport or Comfort mode.

The design features of the Scirocco R reflects the motto 'form follows function'; the front end has three large air inlets integrated with large louvres in the bumper customised for the Scirocco R, which engineers designed for optimal cooling of the brakes and engine. The rear image of this car is dominated by a large roof edge spoiler and a prominent glossy black diffuser in the lower bumper area that shows typical R-styling. One tailpipe on the left and the other on the right define the border between the black diffuser and the bumper painted in body colour. The side view is characterised by

powerfully styled side skirts painted in body colour. The milled, polished wheels are as visually unique and offer a very attractive look at the large 17-inch braking system with its glossy black callipers and R-logo. Sporty designed 19-inch alloy wheels ('Talladega' type) with size 235/35 tyres further enhances the look of the VW Scirocco R.

The interior of the Scirocco R presents an altogether refined appearance. As is typical of all R-models, special interior accents, sport seats and numerous other dynamic features are applied.

Having been confirmed for 2012, the VW Scirocco R was placed on display at the Volkswagen stand at the Australian International Motor Show in Melbourne in July. No pricing information was available, but expect under \$50k as a starting point.

The local release of the Scirocco has been much anticipated since the latest generation was revealed in 2007. It will be the first time that the Scirocco has ever been available for sale in Australia. Full specifications and pricing of the Volkswagen Scirocco R will be released at launch in early 2012.

2012 Touareg.

The introduction of the new Touareg in Australia will happen in two waves this year, with the 2011 model year on sale now, and 2012 model year vehicles arriving around September.

The new Volkswagen Touareg will be available in four different model variants: 150TDI, V6 TDI, V6 TDI 4XMOTION and V6 FSI.

The first three are powered by a 3.0-litre turbodiesel engine. The 150TDI produces 150kW of power and 400Nm of torque. The MY11 vehicle uses 7.6 litres/100km of fuel on the combined cycle, while the MY12 will use 7.2 litres/100km.

The 2011 V6 TDI models produce 176 kW of power and 550 Nm of torque, with combined cycle consumption of 7.6 L/100 km for the standard model and 7.7 litres/100km for the 4XMOTION. The 2012 variants both score an additional 4 kW (180 kW in total), while economy of both will improve to 7.4 L/100km.

The final engine is a 3.6-litre V6 with 206 kW of power and 360 Nm of torque. Acceleration from 0-100 km/h takes 7.8 seconds (the same as the V6 TDI), while combined cycle consumption is 10.1 L/100km (down from 12.4 L/



100km in the previous model). The only mechanical change for the V6 FSI is a reduction in the compression ratio, down from 12.0:1 to 11.4:1.

All four models score 'BlueMotion' badges and employ start/stop engine functionality and brake energy recuperation for increased efficiency.

An eight-speed automatic transmission is standard, as is all-wheel drive. The 4XMOTION model has a unique four-wheel drive setup with a more rugged transfer case, reduction gearing, and centre and rear differentials each with up to 100 per cent locking. 4XMOTION owners can select between five settings: On-road, Off-road, Low, Addition of centre differential lock, and Addition of rear differential lock.



The other change between 2011 and 2012 vehicles is the on-board camera system. In the 2011 Touareg, a rear view camera is standard on all models except the 150TDI, and the Area View system (which uses four cameras to provide a 360 degree exterior view) is a \$2500 option. In the 2012 Touareg, the rear view camera is not offered standard, but the Area View system is still available optionally for the same price.

The new Touareg has a longer wheelbase, increasing rear-passenger legroom by 160 mm. Luggage capacity has increased 580 litres (from 555 litres), and grows to 1642 litres with the rear seats folded forwards (up from 1570 litres).

Standard features include front and rear fog lights, chrome roof rails, 17/18-inch alloy wheels, dual-zone climate control, cruise control, optical parking system with navigation display, front and rear parking sensors, auto-dimming rear view mirror and leather upholstery.

The audio system includes USB connectivity and Bluetooth phone and audio streaming. The 150TDI gets a 6.5-inch touchscreen and includes six-CD changer and an SD card slot. All other models get an eight-inch touchscreen with 3D maps, voice control, 60GB hard drive, two SD cards and a single DVD drive.

All new Touareg models feature nine airbags (dual front, side, rear side, curtain and driver's knee), and incorporate electronic stability control with active rollover protection, electronic differential lock, engine braking control, auto hold function, hill hold assist and hill descent assist.

New Touareg list prices:

Touareg 150TDI	\$62,990*
Touareg V6 FSI	\$77,990*
Touareg V6 TDI	\$77,990*
Touareg V6 TDI 4XMOTION	\$82,990*

Caddy Maxi 4Motion launched.

The 2011 Volkswagen Caddy Maxi 4Motion has been launched at the 2011 Australian International Motor Show in Melbourne.



Volkswagen's 4Motion all-wheel drive system will be available in the range-topping 320TDI variants of the Caddy Maxi Van (light commercial) and Caddy Maxi Life (seven-seat people mover) ranges. (The Maxi is the long wheelbase variant.)

The 4Motion system adds \$3500 to the price of each model.

Both are powered by the 103 kW/320 Nm 2.0-litre turbo diesel engine and are teamed with a six-speed dual-clutch DSG transmission. Combined cycle fuel consumption is 6.7 L/100 km in the Van and 6.8 L/100 km in the Life – both up from 6.3 L/100 km for the respective front-wheel drive variants.

The Caddy Maxi Life 4Motion is equipped with dual-zone climate control; cruise control; leather steering wheel; automatic headlights, wipers and dimming rear view mirror; roof rails; 16-inch alloy wheels; and tinted rear windows.

New Caddy Maxi 4Motion list prices:

Caddy Maxi Van TDI320 4Motion – \$36,490

Caddy Maxi Life TDI320 4Motion – \$45,490

Multivan Edition25.

Volkswagen is launching an anniversary model to celebrate the 25th anniversary of the first VW Multivan.

The first Multivan was a 'lifestyle' variation of the rear-engined T3 Transporter, built for the European market in 1986. It combined the rear seat of the Microbus with a fold-out table and some storage units of the Campervan. It had a vinyl floor and an electric drink cooler. It wasn't imported to Australia, although we saw similar 'half-camper' conversions locally made by Trakka. The first VW Multivan wasn't sold in Australia until the T5 model in 2003, by which time the Multivan had evolved into the top-spec luxury people carrier, above even the Caravelle.

The new Multivan 'Edition25' is based on the current Multivan Comfortline, but offers more finesse. It is only available in Candy White paint and 'Nappa' leather interior

trim in grey and anthracite highlights. The model can be recognised above all by its matt black roof and black 18-inch alloy wheels. Further features include: black handles on driver and front passenger doors; a black B-pillar; black decal trim on the back of the vehicle and the side sills; and matt black paintwork on the bottom part of the front bumper.

The height-adjustable, ergonomic seats for driver and front passenger and the individually adjustable, sliding rows of seats in the back enable passengers to enjoy the high level of comfort that has been associated with the Volkswagen Multivan.

The height and angle of the multifunctional leather steering wheel can be adjusted, thus guaranteeing driving comfort for drivers of all heights. The 'RCD 310' radio fitted as standard in the special model has a total of eight loudspeakers, plays MP3 files and interfaces with USB and other devices.

Also standard on the 'Edition25' Multivan is the Lane Change Assist system which identifies any vehicles in an area critical to the process of changing lane. LED lights in the wing mirrors provide signals to alert the driver to the potential danger. This system, complete with cruise control and ESP, is standard on the special 'Edition25' model. The model's feature set also includes an automatic anti-glare rear-view mirror: as soon as the headlights of any following vehicle start to make too much glare, the mirror automatically darkens.



A sporty chassis and strengthened anti-roll bar make the special model even more agile on the road. The 'Edition25' Multivan also features numerous extras in the area of comfort and safety: with front fog lamps with cornering lights as standard, daytime running lights, tyre pressure indicator, assisted final-closing (latching) for side and rear doors and rain sensor, making the vehicle comprehensively equipped.

The special 'Edition25' model is powered by the 2.0-litre bi-turbo engine with 132 kW of power. As far as customers are concerned, this means maximum power with minimum consumption. The highest performance of 132 kW is reached at 4,000 rpm. At engine speeds as low as 1,500 rpm, the bi-turbo delivers an impressive maximum torque of 400 Nm, which remains constant at this level up to 2,000 rpm. Considering these figures, the average diesel consumption of 8.1 L/100 km also represents a very low level. The 'Edition25' Multivan with 132 kW TDI engine

can be ordered as a front wheel drive version with Direct Shift Gearbox (DSG).

The Volkswagen Multivan 'Edition25' is available in Australia from \$66,990*.

Polo GTI – Best Bang For Your Buck.

Volkswagen's mighty Polo GTI has crushed its opponents in MOTOR magazine's annual 'Bang For Your Bucks' Award.



The Polo GTI was hands down the performance bargain of the year – and would have won the last five year as well -should it have been amongst the previous years' competitors.

"We pumped its Bang and Buck scores into our formula for the last five years and it won, every time," the judges at MOTOR wrote.

"When we set up our formula, you were never supposed to be able to buy this much performance for just \$27,990".

The winner of the 'Bang For Your Bucks' Award is decided predominantly on the competitor's ability over several categories such as speed, performance, dynamics and handling. The Polo GTI owns it success thanks to Volkswagen's clever downsizing of the twincharged 1.4-litre TSI engine (turbo plus supercharging) and the extremely efficient 7-speed dual clutch gearbox (DSG).

"We are pleased the judges at MOTOR magazine appreciated the Polo GTI's all-round- potential and obviously its affordable performance," said Anke Koeckler, Volkswagen Group Australia's Managing Director.

"With the Golf GTI winning last year's 'Bang for Your Bucks Award', the Polo GTI sure lives up to the legendary badge with its superior handling properties combined with uncompromising engine responsiveness and impressive safety and economy figures".

Golf24 at Nürburgring.

The Volkswagen Golf24 made its 24 hour race debut at the Nürburgring in late June. It was created to celebrate the 35th birthday of the GTI, and in some ways it was an odd tribute. With all-wheel drive and a 2.5-litre 336 kW five-

cylinder engine, it features a drivetrain never seen in a GTI before and one never likely to be seen in the future.

The ADAC 24h Rennen Nürburgring is a touring car and GT endurance race, held at the legendary 25-km long Nordschleife. It is organised by ADAC, the German motoring organisation (similar to the RAC / NRMA). Unlike the more famous Le Mans 24 hours, it is a race mainly for amateur (but well-funded) racing teams, with some factory support. It was first run in 1970, and since then has been dominated by BMW M sedans and Porsche GT3s. Each race car must have a team of four drivers, who can each drive for 150 minutes at a time, followed by a 2-hour rest break. The entry fee is 4,500 Euro per car, plus 3,000 Euro in advance for fuel (\$A6,000 + \$A4,000).

It is a large race on a large racetrack – up to 210 cars compete in the race, with over 800 drivers. Volkswagen is not a contender for outright honours, even with the Golf24 or the class-winning CNG Sciroccos Volkswagen also provides.

The winner of this year's Nürburgring 24-hours was the Manthey Racing Team Porsche 911 GT3 RSR, for the fifth time in six years. Drivers Romain Dumas, Lucas Luhr, Marc Lieb and Timo Bernhard completed a record 156 laps and finished a lap ahead of a BMW M3, then three Audi R8s.

Volkswagen experienced an almost equal measure of success and disappointment. The two blue biogas Scirocco GT24-CNG cars repeated last year's success by coming first and second in their category. In addition to winning in their category, the three Dakar Rally winners Carlos Sainz, Nasser Al-Attiyah and Giniel de Villiers and the touring car legend Klaus Niedzwiedz also finished in a good 27th place overall in their 246 kW Scirocco. The three 336 kW Golf24 cars was less of a success. The racing prototypes, which were put together in next to no time and which were put into the 24-Hour Race as a homage to 35 years of the Golf GTI, being forced to retire from the race early on.



The Golf24s gave an impressive performance in the first third of the race, which included a spectacular duel between Volkswagen driver Thomas Mutsch (#135) and the legendary Hans-Jochim Stuck, with Mutsch's four-wheel drive Golf bearing down on the Nordschleife legend's Lamborghini. But then the Volkswagen crew was suddenly hit by two retirements in the space of just 15 minutes. At 22:15 Golf #135 went out of the race after an accident in which DTM driver Edoardo Mortara hit another vehicle as he entered the pit lane, then hit the barriers head on. Just ten minutes later, the #035 Golf had to withdraw from the race



because of a gearbox malfunction. The last remaining Golf24 #235 and driven by former Formula 1 drivers Johnny Herbert and Mark Blundell together with Patrick Bernhardt and René Rast continued until Sunday afternoon before it was struck by the same problems with the sequential gearbox.

Kris Nissen, Volkswagen Motorsport Director, said, "The 24-Hour Race at the Nürburgring is extremely challenging and you really can't choose the outcome, but we certainly hoped that we would do better than we did with the new Golf24 racing prototype. You really have to push things to the limit when you are developing a competitive racing car. We are definitely not the only ones to have learnt a lesson or two and identified room for improvement this weekend. But we did nevertheless present a very fast and good vehicle with the Golf24, and we put on a great show for the fans with the fastest racing Golf ever during the first third of the race. And like all the other Scirocco drivers, our three Dakar Rally winners did a great job, while the vehicle itself once more demonstrated just how reliable it is. All in all, we are pleased with our performance."

Patrick Simon, Golf24 (#135): "The Golf24 is a car that really excites the fans, and its sound, looks and power are quite simply outstanding. I have never driven a car more quickly through the Flugplatz and Brunnchen sections of this track. The aerodynamics are obviously not as good as those of the flat super sports cars, but it is nevertheless sensational to drive. And it's a Golf, so you get behind the wheel and you just feel right at home."

Mark Blundell, Golf24 (#235): "This was my first time at the 24-Hour Race at the Nürburgring and it was pretty tough. Endurance races are always difficult, but the Nordschleife is in a league of its own and can't be compared with Le Mans, Daytona or Spa. It's a race that every racing driver in the world should attempt at least once. I would love to come back again because I now know exactly what to expect."

VW gives up Dakar for the WRC.

Volkswagen is unlikely to attempt a fourth consecutive Dakar Rally win in 2012, with the German automotive giant expected to instead focus its motorsport energy on its 2013

entry in the World Rally Championship. This means there may not be a Volkswagen team at Dakar in 2012.

In early July, 2011 Dakar winner Nasser Al-Attiyah told Autosport he did not expect to contest the world's toughest race next year, with Volkswagen all but committed to exiting the event.

"It doesn't look so possible now," Al-Attiyah said. "I won't go there without my engineer and the same team. This is not sensible and I don't think we will be able to do it. It's a great shame; I really wanted to defend my title."

A source reportedly close to Volkswagen admitted the effort expended on Dakar would take away from the brand's new motorsport

focus, the 2013 WRC season.

"I think the realisation is coming that the WRC is an enormous program and competing on the Dakar – even as a private team with a lot of factory support – would take a lot of time away from the WRC effort."

The decision could turn out to be a costly one for Volkswagen however, with Al-Attiyah later changing his mind. The Qatari driver now appears likely to turn his back on Volkswagen and continue rallying Dakar for a different team.



"My sponsor Barwa made it clear that they wanted me to do Dakar and I want to do Dakar," Al-Attiyah told Autosport last week.

"Of course, I want to go back to defend my win. I love this rally and I was very surprised and shocked when I realised that Volkswagen had moved on and would not be going to the rally. So I couldn't make the agreement."

Al-Attiyah is expected to sign with the X-Raid team and drive one of four new MINI Countryman vehicles at Dakar in 2012, and sign with another manufacturer in the WRC.

Volkswagen has committed to racing its new Polo R vehicles in the WRC until 2015 and Al-Attiyah was set to be a key driver for the team.

The deals are still to be finalised, but if seems that Volkswagen's Dakar exit and Al-Attiyah's defection to MINI are set in stone.

The Toy Department.

Basically the PEPE story starts in 1928 when José Augusto Junior began to manufacture toys in Portugal, from leaf and wood. In 1930 he opened a new factory, becoming the first to manufacture toys in Portugal. In 1955, under the trademark JATO, he started up the manufacture of toys and plastic sheet in new facilities. In the 70s, under the direction of his children, his brand changes its name to PEPE (Penela and Penela). In 1977 the PEPE company devoted itself exclusively to plastic toys.

José Augusto Júnior, one of the pioneers and one of the most brilliant producers of toys in Portugal, died in 1984.

The security standards in Portugal prevented these toys from continually being marketed, and their production was discontinued, and now most original toys are now collectors' items today.



In recent years and with the relaxation of copyright rules some of these original models are now being released back into the market, as modern copies.

The main difference between the original and after-market versions is that the original were friction powered and had Perspex windscreens, while the later did not. These models are clearly identified by the bright coloured plastic in which they are made, and they certainly stand out in anyone's collection.



At our last VW Nationals, young club member Max junior as seen here was amazed by the bright vibrant variety of colours that these models came in.



Back home, and for the first time available in Australia (that I am aware of), and available now in Big W stores around Australia, is last month's release of the 1/14 scale low light Kombi made by and owned by Dickie in Germany, and manufactured in China.

These large scale models although made from plastic are high quality and very detailed and certainly fit the Australian surf scene.



This model is a must-have if you are serious about VW models. Every door opens and slides, surfboards are removable and it is friction powered.

You may recall these Kombis being featured in an earlier article I wrote, having bought these on line from Germany. These were repainted by me in two tone colour schemes.

If you are intending on repainting one of these into to your very own "look alike ride" all parts can be very easily taken apart by with a sharp blade. Even the windows pop out and snap back in. The Australian release has seen these selling for about \$20.





Finally if you're after a cool USB drive for your computer, consider one of these custom jobs or even a replica of your own ride. Check the Kombi club website and search for the USB thread on club member Evsky.

Tony Bezzina
Kbezzina@bigpond.com

Winter dinner and film. Friday 22 July.

Winter is the quiet time of year when everyone would rather be rugged up in front of the TV, instead of spanningning on VWs in a cold garage. But there's Raymond's enjoyable Winter Dinner and Film night.

It was held at the Hubertus German Club at Luddenham, the location for the Oktoberfest later in the year. We had the use of the 'Lakeview' room to ourselves, snug and warm with the beer taps nice and close.

I was a bit stressed out as I'd just flown back from my mate Ian's funeral in Brisbane, then I faced a 2-hour drive through Sydney's evening traffic chaos to get from Mascot to Luddenham. I finally got there by 6:45pm. We knew that others were on their way too. Kira and Bettina were disappointed that I couldn't bring Lily.

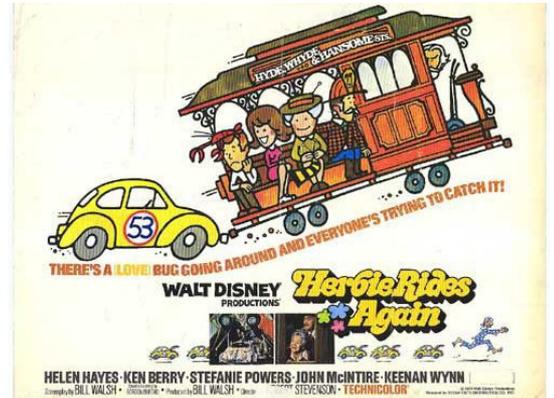
Raymond and I set up the giant screen, projector and sound system, together with the theatre seats in curved rows. It was still early so there was time for some relaxing German beers and friendly chat. We had our own table service, so the menus came around and we ordered our dinners.

We started the Tom and Jerry cartoons and watched and laughed as the beers went down and our huge dinners



arrived. We originally planned just three cartoons, but everyone enjoyed them so much we ended up playing eight of them! Tom and Jerry at the Hollywood Bowl (1950); Jerry and the Goldfish (1951); Cueball Cat (1950); Slicked Up Pup (1951); Jerry's Cousin (1951); Cat Napping (1951); The Flying Cat (1952) and Johann Mouse (1953). These brilliant cartoons were made by MGM, with crazy violence and fabulous sound effects. They are so much better than the rubbish made today, and it was wonderful to hear the laughter from kids and adults alike.

The lights came back up for a short interval and desserts and coffee. It was almost 8:30 by this stage, so because the kids were already getting a bit tired we



lowered the lights and started the main feature without delay.

Last year we played the original Love Bug (1968), so this year we played the sequel, Herbie Rides Again (1974). This is the one with the old lady Mrs Steinmetz (Helen Hayes) in the old fire house, and Willoughby Whitfield (Ken Berry) and Nicole Harris (Stefanie Powers) protecting her from the nasty Alonzo Hawk (Keenan Wynn).

The best remembered scenes include Herbie jumping off the window washer and into Alonzo Hawke's office; Herbie racing through the streets of San Francisco; and the end scenes where Herbie gathers a dozen or more VWs to follow him back to the firehouse to defeat the bulldozers. The wedding scene at the end features a double row of VWs.



It was marvelous to see the film on the big screen again, and I think everyone enjoyed it. It's been available on VHS tape and DVD for years, but you can't beat watching movies on the big screen.

Thank you to Raymond and Grace for organizing the room, and for all our club members who came along on a chilly and rainy night.



More VWs in Cars 2.

Disney-owned Pixar are, in a word, perfectionists. The animation studio's trophy cabinet houses no less than twenty-six Oscars and seven Golden Globes, which should be evidence enough of that. Toy Story; A Bug's Life; Monsters Inc; Finding Nemo; The Incredibles; Ratatouille; Up. Yet even virtuosos are subject to the occasional lapse in judgment; days when they produce something that doesn't quite live up to their own impossibly high standard. Something like 2006's Cars, for example.

Now Cars was not really a BAD film; enthusiasts spent hours looking for all the automotive in-jokes and obscure motor trivia. Petrol-heads enjoyed it as a heart-felt tribute to the Route 66 legend and general American auto history and culture. As VW enthusiasts, we especially enjoyed Fillmore the VW Bus and the little Beetle insects. Kids also liked the movie, and the merchandising made a fortune – how many of us have Fillmore Kombis and other Cars souvenirs in our collections?



But for the non-enthusiast general population, those who don't belong to car clubs or read car magazines, Cars was a disappointment compared with Pixar's earlier, more mainstream movies. So the studio decided to return to the Cars universe for a sequel. You know, to right their wrongs and prove, once and for all, that a world inhabited by talking vehicles can actually make for a great movie.

Nice try, but no. Despite a complete change in gear, Cars 2 is just as unremarkable as its predecessor, predominantly pandering to pre-teen boys with its onslaught

of car puns and relentless chase sequences. The animation remains top-notch, and parents will appreciate the added complexity the James Bondish spy-centric storyline brings, but it does not compensate for the simple-minded characters and shallow sentiment. And when Pixar have proven, time and time again, that they're gifted emotional storytellers, it's hard to settle for anything less.

Foremost, Cars 2 makes the mistake of promoting the supporting comic-relief character to the role of protagonist. This time around, speedway hotshot Lightning McQueen (voiced by Owen Wilson) takes a back seat to Mater (Larry the Cable Guy), the rusty '56 GMC pickup truck who taught the arrogant racer some humility in the previous outing. This time Mater gets most of the screen time, which proves way too much, while Lightning is pushed into the background. Larry the Cable Guy even gets higher billing and appears above Owen Wilson in the end credits.



While McQueen is busy competing against the big-headed Italian F1 car Francesco Bernoulli (John Turturro) in a global grand prix to promote renewable fuel, Mater is unwittingly confused for an undercover agent by British spies Finn McMissile (Michael Caine) and Holley Shiftwell (Emily Mortimer). They're on a mission to foil a dastardly plan by the evil German scientist Professor Zundapp (Thomas Kretschmann), who under the orders of his mysterious boss, is preparing to sabotage the big race.

In lieu of the simple and predictable narrative from the original Cars, the dual storyline of Cars 2 does make for a more engaging caper for adults, particularly the many nods towards the James Bond franchise and the auto racing world. Still, a good story is nothing without strong characters, but neither Lightning McQueen nor Mater fit the bill. With McQueen preoccupied by the race, it's up to Mater to learn a valuable lesson and save the day, yet he's intrinsically too much of a dumb hick caricature to connect with on a deep level, causing his development to feel superficial and ineffectual. His bumbling naivety might have been endearing and amusing in his unassuming American hometown, but against the backdrop of various sophisticated international cultures and customs, Mater just comes across as an insolent and ignorant fool – and plain annoying. The film's core message is to be yourself, regardless of where you are in the world. But it's an imprudent one as it implies that when in Rome, it's OK to do as you damn well please; at least if you're American.

Of the new voice cast, both Michael Caine and John Turturro relish their amusing roles. Michael Caine is a



legend. Originally, the James Bond-like Finn McMissile was supposed to appear in the first Cars movie. Lightning and Sally were to visit a drive-in theatre where a James Bond-type film about a superspy car named Finn McMissile was playing, but the sequence never got past the storyboard stage. But if you watch Toy Story 3, you'll see Finn make a cameo appearance on a poster in Andy's room, showing the character has been in Pixar's mind for a while.

Finn McMissile is usually described as an 'Aston Martin' by non-enthusiast reviewers, but he's not. Finn's roofline and doors are actually Volvo P1800, as driven by Roger Moore in The Saint TV espionage series in the early 1960s. The grill and front guards are BMW 507, and his small tailfins were inspired by a 1958 British sports car called the Peerless, one of the few British cars with fins. Only some minor elements such as the rear tail-lights are the iconic James Bond Aston Martin DB5 (Goldfinger). Finn also has a different grill that looks like a suave moustache, but like 007, he does have plenty of gadgets. These include two front bumperette grappling hooks, a left headlight spy camera, a right headlight missile launcher, side mirror digital read-outs, a deployable glass cutter, front wheel hub magnetic explosives launcher; side vent deployable machine guns, rear wheel hub deployable surveillance probes, rear bumperette grappling



hooks, a rear turn signal oil blaster, an undercarriage mounted quad harpoon gun, a hydrofoil for oversea travel, a roof-deployed holographic disguise emitter, and submarine-mode for underwater escapes. His license plate is 314 FMCM, which includes a reference to his initials, Finn McMissile, as well as Michael Caine. The number 314 indicates Caine's birthday, March 14.

John Turturro's Francesco Bernoulli is an international Formula One champion, with typical modern Grand Prix racer design. He is named after Daniel Bernoulli, the Swiss

scientist of the 1700s who first described aerodynamic flow. His colour scheme is red, white and green, same as the Italian flag. The ladies love Francesco's open wheels, youngsters look up to his winning spirit and fellow racers envy his speed. But his biggest fan is himself, as evidenced by his racing number. As the most famous race car in Europe, No.1 Francesco is a favourite to win the World Grand Prix, which also makes him Lightning McQueen's chief rival. Francesco often refers to himself in the third person. John Turturro is American but does the aggressive Italian accent to perfection. He previously appeared in The Big Lebowski and the Transformer movie series.



British actress Emily Mortimer (Scream 3, Shutter island) plays the 'Bond Girl' Holly Shiftwell. This is a play on the usual double entendre Bond girl names – Holly Goodhead from Moonraker, specifically – as well as Felicity Shagwell from Austin Powers. In this case, Holly also refers to the American carburettor company. She is based on a Jaguar XJR-15, with the number plates HS1201 – for Holly Shiftwell, and December 1st is Emily Mortimer's birthday. Unfortunately the character is rather bland and not really sexy at all.

There is a good selection of new baddies. Professor Zündapp is a monocled Zündapp Janus 750 micro-car, voiced by German actor Thomas Kretschmann (Stalingrad, U-571, Der Untergang, Valkyrie). His offsideers are Acer and Grem, based on two of the best-known US economy car 'lemons' of the 1970s – an AMC Gremlin and an AMC Pacer. Sir Miles Axlerod is the chief baddie, and is a first-generation Range Rover with the 'worst engine ever designed' – the Oldsmobile-based Rover V8.

Some of the minor characters are also interesting. The race commentators are Brent Mustangburger, a racing blue



1964 Mustang, based on and voiced by real-life TV broadcaster Brent Musberger. His co-commentator is David Hobbscap, a British Racing Green Jaguar E-Type, voiced by real-life former racer and TV commentator David Hobbs.

Queen Elizabeth and Prince William also make appearances! The Queen is a big Rolls Royce Phantom VI, voiced by Vanessa Redgrave (she also voices Mama Topolino). Prince William (Prince Wheeliam) sits by the Queen's side and is a modern Bentley Continental GT (built by Volkswagen, of course). Some famous drivers to have bit parts include Darrell Waltrip, Lewis Hamilton, and in the Australian release, Mark Winterbottom as a generic race sedan painted with an Australian flag. The Spanish version features Fernando Alonso, and the German version has Sebastian Vettel in the same part.



Other characters from the first Cars movie carry over. Sally the Porsche, Mack the truck, Red the fire engine, Luigi and Guido, Flo and Ramone, Sarge the Jeep and Lizzie the Model T all appear but with much reduced parts. Doc Hudson doesn't appear but is given a tribute, as Paul Newman died in 2008. Fillmore the VW Kombi does appear, with the same number plate 51237 as before, (voice man George Carlin's birthday – May 12th 1937). However he died in 2008, so this time Fillmore is voiced by Lloyd Sherr. Fillmore has a fairly strong part due to the plot about alternative fuels, as he brews his own 'organic' fuel, but sadly much less screen time than the annoying Mater and not as much as VW fans would like.

There are, however, more VW references in Cars 2 than the first movie, which is great. The secret agent recognition passcode used by Finn McMissile goes: – "Volkswagen Karmann Ghias don't have a radiator." The other agent replies, "That's because they're air-cooled." Mater expands on the passcode when he is mistaken for a secret agent. "Well you've also got the Type 3 Squareback with the pancake engine," he says, "and the upright

air-cooled engine in the VW Bus. My friend Fillmore is one of them."

In the first Cars the only VW Beetles were the tiny flying insects. However in Cars 2 you see a couple of real-sized VW Beetles in Radiator Springs at the conclusion of the film, although they don't have speaking parts. There are also a few Audis diving around, including a TT coupe. However there are no modern VWs – no Golfs/Rabbits, no Passats and no New Beetles, again emphasising the fact that Americans just don't relate to modern VWs at all.



So VW fans will get more out of this film than the first. Cars 2 is easily Pixar's most explosive film since The Incredibles, and while that is sure to engage young eyes, the constant onslaught of fireballs does become a chore for adults, regardless of the immersive 3D implementation. With a more intricate plot and constant car carnage, Pixar seems to be aiming a tad higher with their target audience (boys aged 9-13) than they were with the original. Again there will be masses of Cars merchandise coming to a toy shop near you. Still, as they did with the original, Pixar have once again overlooked their most crucial audience - the parents who pay for the tickets.

Unless of course you are a motor car enthusiast – in which case it's an enjoyable couple of hours with your kids.

Phil Matthews



My New Beetle at 200,000 km.

Ken and Wendy Davis have now had their 2000 model VW New Beetle for just under 7 years. It has recently passed through 200,000km.

“Wendy and I purchased the car in 2004. Our car is the Sunshine model, available only in Reflex Yellow with sports suspension, leather trim, sunroof and larger wheels. The engine is the 2.0litre petrol unit coupled to a conventional 4 speed auto transmission. The car had had two previous owners and had 34,000 km on the clock when we took possession. The car was still on original tyres but the brake linings were shot. Overall the car was in excellent condition.

The car has just clocked up 200,000 km. I reported on the car four years ago when it had passed through 100,000 km.

Now, I am a statistical nerd and I have recorded every cent I have spent on all of my cars. I have also recorded every drop of fuel used and logged every trip

It is interesting to compare costs at 100,000 km and 200,000 km.

	Running Costs/100km	Fixed Costs/100km	Fuel \$
100,000km	\$13.42	\$15.49	\$1.47
200,000km	\$15.18	\$16.63	\$1.35

Up to 100,000km maintenance has involved only routine servicing, however between 100,000km and 200,000 km the following extraordinary maintenance has been necessary.

- * Cam drive and other drive belts replaced. By Ken
- * Water pump replaced. Camden GTI
- * Fuel filler flap release cable replaced By Ken
- * Dip stick and tube replaced (plastic items) By Ken
- * Relay and throttle body tube replaced Wakelings
- * Crank angle sensor replaced. Wakelings

Tyre life is averaging 50,000km (4 tyres) and brake linings fitted at 43,000km, have done 160,000 km so far and

will probably get to 200,000km. (The previous owner must have driven around with her foot resting on the brake pedal). Where we live does provide for low stress motoring

Wendy and I have decided to keep the car for a while yet, probably to 300,000 km. The engine, transmission, exterior body and interior are still all in excellent condition. However the following heavy maintenance is on the horizon:

- * Catalytic converter replacement.
- * Replacement of front disc rotors
- * Replacement of front struts and rear shocks
- * Injector overhaul.
- * Second cam drive belt replacement.



So the running costs are likely to increase by quite a few cents per 100km at 300,000km. However the fixed costs should be a few cents lower as depreciation will bottom out.

Wendy and I are very pleased with our New Beetle and will be very sad when it finally is retired. At 200,000km it is as reliable as any other car we have owned, very satisfying. We have run our car very economically to date. The secret to that is to buy used at the end of the warranty period, thus avoiding high initial depreciation costs and expensive mandatory professional servicing costs whilst the car is under warranty.

Ken Davis

Footnote: The catalytic converter failed at 204,000km. I replaced this item myself, the new part costing \$2,200 (ouch). However I was very surprised when Wakelings gave me \$550 for the old converter. Apparently it is full of precious metals, such as platinum, palladium and rhodium, which are recycled.



Amarok v HiLux.

from NRMA Open Road, 21 June 2011

Toyota's established, market-leading dual-cab 4x4, the HiLux, takes on a new challenger, Volkswagen's new Amarok. How does the newcomer fare against the king?

It doesn't get much more significant in off-road or worksite circles than the legendary Toyota HiLux. Not when it comes to utility vehicles anyway... but, new kid on the block, Volkswagen, has plenty of pedigree when it comes to building utes.

See, Germans could buy a single-cab Split-screen Kombi as early as 1952, and it was imported into Australia when local VW sales began in 1954. A dual-cab pickup followed in 1958, and both were actually made in Melbourne. The updated T2 pickups followed in 1968, by which time VW dominated the 1-tonne pickup/van market in Australia. We also saw the T3 pickups in the late 1980s, and the modern T4 and T5 pickups recently, so the Amarok isn't VW's first effort by any means. It's fitting then that the manufacturer of the original 'people's car' and 'people's van' should now contest the space occupied by the current 'people's utility'.

We're testing a top-spec HiLux SR5 dual cab with turbo-diesel and manual transmission. Similarly, we have a top-spec Amarok Ultimate (a Highline, which is cheaper than the HiLux by a few hundred dollars, and features selectable four-wheel drive, wasn't available at the time of our test) with twin-turbo diesel and manual

gearbox. The HiLux rings the register at \$55,690 and the Amarok at \$58,490. The only differences between the two vehicles are the leather trim in Amarok – HiLux has cloth – and the low-range system in HiLux – Amarok Ultimate runs permanent four-wheel drive rather than selectable four-wheel drive (this is available in other model Amaroks).

Design

The Toyota has a certain rugged beauty about it; purposeful, rugged and with no unnecessary embellishments or accoutrements, there's nothing there from a styling perspective that doesn't need to be there.

From a functionality perspective, the air-intake is up nice and high in the engine bay making water crossings and dusty roads a breeze, the side steps are tough and positioned so that you can actually use them, and there are four sturdy tie downs in the load tray. Our test model had the optional plastic tray liner, which is a smart choice for dirty weekends, and there are genuine recovery points front and rear.

Like the HiLux, the Amarok is well served with recovery points that actually work, decent side steps and an air-intake that is up out of the way of water. No matter how you approach it, the Amarok is a good-looking beast and it's big too.

From mirror-to-mirror, the Amarok is 120mm wider than the HiLux, which makes for a much roomier cabin. And that's mirrored in the back of the car; between the wheel wells in the tray the Amarok is nearly 200mm wider, which is seriously impressive when you're lugging awkwardly sized loads.

Engine matters

VW's Amarok makes up for its small capacity with an impossible amount of flexible torque that is delivered right when you need it. The engine is a 2.0-litre inline twin-turbo four-cylinder diesel, developing 120kW at 4000rpm and 400Nm from just off idle at 1500rpm – 2500rpm. Thanks to two turbochargers working in sequence there's almost no let-up in power, and virtually no lag either.

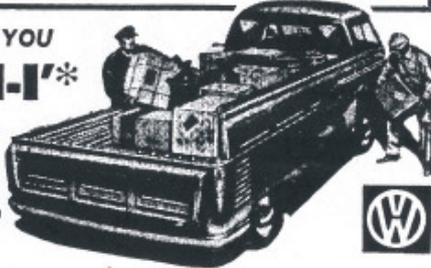
Mated to the back of the engine is an excellent six-speed manual (no auto available yet and this could hinder the initial take-up of the model). It offers a short throw and is nicely weighted so that you never get tangled up on gates as you do with some other manual transmissions in utes (and we're talking about Holden's agricultural manual).

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The HiLux goes with a tried and true formula that was perfected in Prado and transplanted into HiLux. That is, a large capacity four-cylinder and five-speed manual gearbox. We specified a manual in this test vehicle given the Amarok is currently only available with a manual - most owners these days would opt for an auto.

And it's easy to see why, the five-speed 'box in the HiLux does the job, but it's nowhere near as refined or easy to use as the Amarok's manual.

The 3.0-litre turbo-diesel engine is, like the Amarok, also an inline four-cylinder, but is significantly larger in capacity and quite a bit less refined. Electronic Direct Injection helps to deliver 126kW at 3600rpm and only 343Nm between 1400 – 3400rpm. It's a marginal difference in torque and thanks to the grunt coming in a little earlier you don't ever feel like the HiLux is left wanting.

In terms of fuel consumption the Amarok, which is quite a bit bigger than the HiLux, returned 8.5L/100km on the combined cycle, but it was just pipped by the HiLux, which returned 8.4L/100km – not bad, given the Amarok is 200kg heavier. The fuel tank capacities are close too, 76L for HiLux, and 80L for Amarok.

Behind the wheel

The HiLux gets steering wheel-mounted controls, the Amarok does not. And at the better part of \$55k, we reckon steering wheel controls are a must.

Where the Amarok is lavished with luxurious, but sturdy leather, the HiLux gets hard-wearing cloth. Where the Amarok gets more exclusive looking gauges and switchgear, the HiLux gets a basic arrangement that looks very plain and dated. The HiLux also misses out on the soft-touch finishes and leather wrap steering wheel.

And speaking of the steering wheel, taller drivers will find the too-low mounted steering wheel that seems to sit right in your lap, annoying. Not so the Amarok, which feels more car-like in the driving position it offers.



Vision on both vehicles is excellent, although the bigger windows on the Amarok provide slightly better vision for shoulder checks, important in such a big vehicle.

Driving

The Amarok is on another planet entirely compared to any other utility we've tested. And the reason for that is because of the position of the leaf springs at the rear. Rather than using the traditional mounting position of underneath the chassis rails, the Amarok's springs are mounted outboard and up alongside the chassis rails. It might not sound like much of a change but it makes a significant reduction in the 'pogo' effect of a normal unladen dual cab utility.

The steering is also utterly brilliant in the Amarok: turn-in is sharp and there's decent weight – seems hard to believe we're talking about a workhorse. In corners, and this comes back to the position of the leaf springs, the Amarok feels planted no matter the road surface, there's minimal body roll and it shrugs off mid-corner bumps like no other ute on the market.

On road, the HiLux is letdown by its ability off-road and by being unladen. It bucks and bounces and is more affected by surface changes than the Amarok. Against the VW, the HiLux is beginning to feel like a one-trick pony. And thanks to part-time four-wheel drive, against the VW's constant four-wheel drive, the HiLux feels less composed, controlled, or confidence inspiring in all situations than the Amarok.

While the clutch action is softer and has less feel and the gearshift is longer and less precise than the Amarok, we quite like the taller first gear which allows a smoother take off from, say, traffic lights. You're not rushing for second gear, like you are in the Amarok.



Head into the rough stuff and the playing field starts to even out, but that's only because the Amarok Ultimate is permanent four-wheel drive only. You have to look lower down the food chain for an Amarok that runs low-range. So, it's only a lack of low range in this particular test vehicle that stopped it from climbing up the nastiest of tracks we pointed it at. That said, very few four-wheel drives, even with low-range have made it to the top of the particular hill we were driving on.

The HiLux's longer travel suspension is slightly more suited to off-road work and traction control makes a massive difference when things start to get slippery. Ground clearance is almost identical between the two, but the HiLux's harder springs mean it bottoms out less in the really rough stuff than the Amarok. But then, the Amarok has the best under body



protection of any ute on the market. Approach, departure and ramp over angles for both vehicles are excellent.

Verdict

Toyota's HiLux is the best-selling ute and has been for donkeys years, but at this end of the ute segment, where buyers are looking for work and play its free reign has come to an end. And with Ford Ranger and Mazda BT-50 about to enter the market, things are about to get real interesting.

As good as the HiLux is, and it is very good, it feels dated next to the Amarok, and we're not sure the updated HiLux due soon will address that. Volkswagen has entered the most heavily competitive end of the market with a vehicle

that looks better, feels better, drives better, is bigger inside and out, and can tow much more than the HiLux.

The king is dead.

Trent Nikolic

Specifications:

	HiLux SR5	VW Amarok Ultimate
Category:	Commercial	Commercial
Year:	2011	2011
Body Type:	Ute	Ute
Cylinders:	4	4
Engine size:	3.0 litres	2.0 litres
	Turbocharged	Twin turbocharged
Fuel:	Diesel	Diesel
Power:	126 kW 3600 rpm	120 kW 4000 rpm
Torque:	343 Nm	400 Nm
	@ 1400-3400 rpm	@ 1500-2500 rpm
Trans:	5-speed manual	6-speed manual
Drive:	Part-time 4WD	Permanent 4WD
Brakes:	Disc / Drum	Disc / Drum
Kerb Weight:	1925 kg	2110 kg
Tow max:	2250 kg	2800 kg
Fuel (ave):	8.4 L/100km	8.5 L/100km
Price:	From \$55,690	From \$58,490



Amarok. It's the Volkswagen of pickups.





Joe's 1973 Superbug.

I first saw this Mustard Superbug advertised on carsales.com. I was attracted to this vehicle because in 1972 I had a brand new mustard Superbug, and I was thinking of getting another one now. At a glance the little bug looked pretty good, but as everyone knows pictures don't always bring out the imperfections in a vehicle. It was a dealer ad, so I requested the salesman to email me some close up shots of the car inside and out.

The car was for sale at Rod Wright Motor Co in Southport, Queensland so I had to be sure I'm doing the right thing here. On the phone Rod gave me the full history of the car and told me that he had receipts for services rendered from day one, going back to 10/7/73.

The original owner was Mrs Leslie Scott from Mt Eliza in Victoria, who was a schoolteacher. She bought the car from Ansis Motors (the Busier Beetle people) at 8 Wells Rd Frankston, Victoria; she was 38 years old at the time. Ansis Motors was Frankston's VW dealer from 1968 until 1977, although two later VW agencies existed at that address until the early 1990s.

The Superbug gave faithful service to the Scotts for the next 25 years. Between June and August 2000, the car had some major restoration done. The roof lining was retrimmed, rust repaired in rear turret, and the quarter panels and right front door repainted. I have receipts to the value of \$6549 for the job. The rest of the body still has the original 'Mustard' colour paint.

In October 2000 the Scotts moved to Labrador, Queensland where they planned to spend their retirement. Leslie's husband Robert told me that the car was transported by road to Queensland and wasn't driven around much up there, because his wife was in and out of hospital due to ill health. When she passed away in 2008 at the age of 73, he sold the car to an old friend John Rekers, who was a mechanic. John lives on Macleay Island, Qld and tells me that he traded the Superbug in for a Toyota at Rod Wright Motors only recently.

Last Wednesday 26th June I caught the 4:25 pm Brisbane XPT train from Strathfield, which travelled north overnight and arrived at Casino at 3:55 am. I then caught the connecting Coach at 4:08 am and arrived at the Gold Coast at 6:45 am on Thursday morning. Rod met me at the Surfers

Paradise bus station, and after we had a hearty breakfast in one of the Cafes on the Gold Coast, we headed to Southport in his 4WD where the Superbug was sitting ready and waiting for me. Rod and I had a lot to talk about because he is a triathlete and I'm an ex marathon runner, and it just happened that the Gold Coast marathon was on that weekend. We talked about our athletic experiences.

It just so happens that Rod was a young car salesman at Ansis Motors in Melbourne way back in the '70s, and was there when Mrs Scott bought the little bug in 1973! The car was locally advertised for \$7,999, and on carsales for \$7,499 but I got it for \$7000 neat.



Anyway after signing all the necessary papers, I left Southport at 9.30am and headed home. I originally planned to stop somewhere near Nambucca Heads or thereabouts overnight, but I decided to keep going and eventually arrived home back in Sydney at 10:45 pm, and 855 km later. The car drove beautifully with no engine problems, but I could not see the speedo reading at night, due to no light on the instrument panel. The other problem I had was the fuel gauge needle was stuck constantly on full so I had to keep topping it up every 200 km or so just to make sure I didn't run out of fuel.

The engine has never had any work done on it so at the moment it's getting a major overhaul at Kombi Rescue, Annangrove - I'm looking forward to the end result and showing it off at some Club events in future.

Cheers

Joe Buttigieg





Type 64 Sportwagen.

Being the first designer of the famous pre-war Auto Union grand prix cars, it's not surprising that Dr Ferdinand Porsche had motor sport in his veins. Equally, it's also not surprising that Porsche also should imagine a faster version of the humble KdF-Wagen that he was working on in the late 1930s.

In late 1937 Porsche first expressed his ideas for a sporty KdF-Wagen to Robert Ley and Bodo Lafferentz, the boss and his aide of the German Labour Front (DAF) organization that was funding the 'people's car' project. However, an expensive 150 km/h aluminium sports car did not appeal to the DAF's national socialistic ideals. Porsche contemplated producing it himself, but the vehicle would incorporate many Volkswagen components and the DAF would not consider selling state parts to a private company.

Since he wasn't able to interest the DAF, Porsche began to envisage his own, separate, sports car project. In mid-1938 Porsche Bureau designer Karl Fröhlich drew up the Type 114, with the chassis drawings completed in early September. It had a longer wheelbase than the KdF-Wagen, of some 2700 mm compared with 2400 mm, and a water-cooled 1.5-litre twin overhead cam V10 positioned ahead of the rear axle. Suspension was VW-like torsion bars front and rear, Porsche's own design protected by patent. A mini-Auto Union GP car! Franz Reimspieß drew up a coupe body with three (!) front seats (the mid-engine prevented any rear seat), with the driver in the centre. The similar Type 115 proposed using a mid-mounted Volkswagen engine but enlarged to 1.1 litres and supercharged to produce 45-bhp. The Type 116 also proposed a VW engine, but enlarged to 1.5 litres. None of these projects, however, progressed past the design stage.

The Type 64, however, was actually built. The totally accurate title is the 60K10 on a Type 64 chassis, where the '60' refers to the Porsche Bureau Type number for the KdF-Wagen, and K10 is a body type number (K stands for 'Karosserie'). K1 was the KdF-Wagen saloon with its original 985cc engine, and K3, K6 and K7 were minor variations. K8 was the saloon with sunroof; K9 was the four-seat convertible, and K12 was a cross-country saloon on the KdF-wagen chassis.

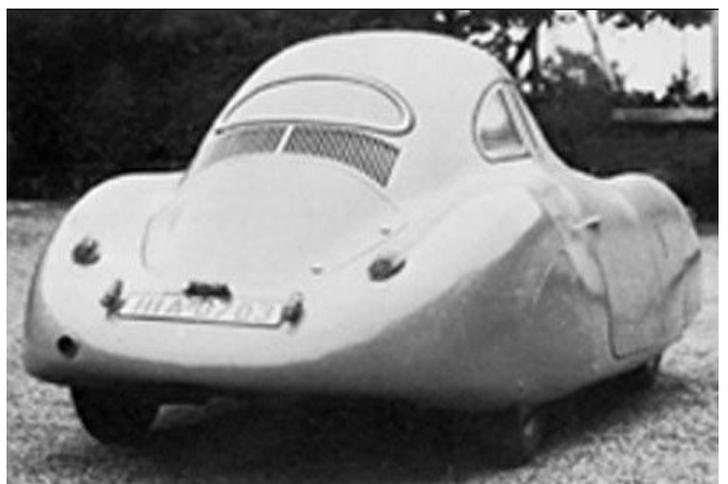
A sketch of the 60K10 was finished in late September 1938, and closely resembled the earlier Type 114/115/116. Unlike the 'mini Auto Union', however, the 60K10 used the shorter standard KdF-Wagen chassis.

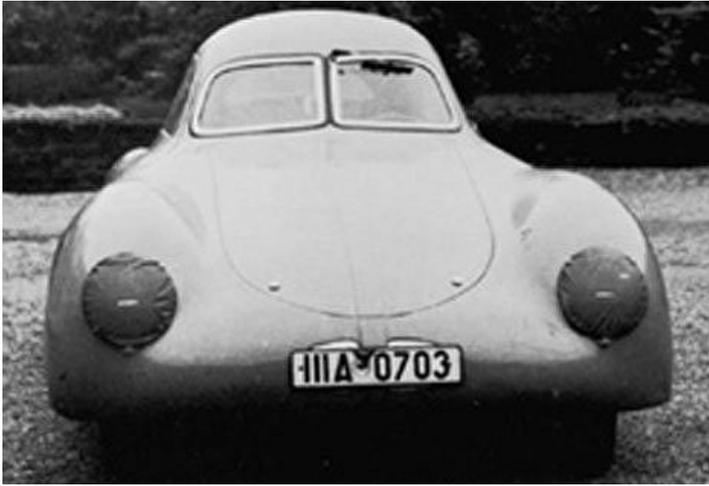
Dr. Porsche was able to convince the DAF on the idea of running the KdF-based high-performance car in the proposed 1939 Berlin-Rome race as a publicity exercise. The DAF's National Socialist Drivers' Corps, whose president was Adolf Hühnlein, controlled all German motor sports. Hühnlein agreed to the funding and construction of three prototypes for the race. The DAF realised that participation in the Berlin Rome race (the first 600 km of which was to be run on the new autobahnen) would be a propaganda coup and boost sales of the KdF car.



Between the autumn of 1938 and early summer 1939, custom coachwork firm Reutter in Stuttgart built three Porsche 60K10 vehicles. The body was made from hand-hammered aluminium on a reinforced KdF-wagen chassis. Although aerodynamic streamlining was paramount, the car still had to look as much as possible like a KdF-Wagen or the connection may have lost to the spectators. From the front it was very similar, while the rear with the small window and ventilation slots, was similar to both the Type 114 and the KdF-wagen. In order to reduce the drag as much as possible, the streamlined light metal aluminium bodywork was fitted with fully integrated wheel coverings.

The mechanicals of the 60K10 were pure KdF-wagen. It was equipped with the KdF's floor plates, central tube platform frame, torsion bar axle at the front and torsion bar sprung swing axles at the rear, as well as the shock absorbers and drum brakes from the Volkswagen. Unlike the mid-engined Type 114 the engine and gearbox were normal KdF-Wagen in layout. The re-bored 1.1 litre VW engine, with larger valves, increased compression and twin carburettors, achieved 50 horsepower (compared to 24-bhp in the normal KdF-Wagen).





The car weighed 545 kg, 200 kg less than the normal KdF sedan. It reached a maximum speed of 145 km/h, and thanks to excellent testing results, appeared to be absolutely ready for the forthcoming race.

However current affairs overtook the project when Hitler invaded Poland in September 1939, and Europe went to war. The Berlin-Rome race was cancelled, as was all other forms of motor sport in Germany. The 60K10 never got to race in the event it was designed for.

The Porsche Bureau retained two of the three completed cars, while the third was given to Bodo Lafferentz of the DAF. Porsche and his son Ferry frequently used the two 60K10s on the empty wartime autobahns to commute between the Bureau offices in Stuttgart and the Porsche family estate in Zell Am See in Austria. Sometimes he also used the



60K10s to drive to Berlin on business – the Porsche Bureau was busier than ever in the early years of the war with work on designing a multitude of vehicles, trucks, tanks and equipment for the war effort.

Bodo Lafferentz crashed and destroyed his 60K10 in a bad accident in 1940, which left just the two Porsche cars remaining. After some time one of them continued on in daily use by the Porsche family, while the other was stored at the Zell Am See Flying School. The daily driver was painted in camouflage war paint and fitted with military headlight blinders.

Both remaining 60K10s survived the war, but in May 1945 arriving American troops discovered the tiny coupe in storage at the Flying School, chopped the top off, and used it for joyriding about for a few short weeks until the engine seized. The car was then scrapped.

The last remaining 60K10 remained in the hands of Ferry Porsche, who had the car fully restored by PininFarina in 1947. It was sold to Austrian motorcycle racer Otto Matte in 1949 (just a year after the first Gmund Porsche 356 was introduced). Matte's Type 64 'Aerocoupe' gave Porsche their first international win in the 1950 Alpine Rally. By this time its KdF/Volkswagen origins were forgotten, and it had been fully embraced as a Porsche car – even down to having a 'Porsche' badge on the nose.



Matte drove the 60K10 in competition for the last time in 1982 at the Monterey Historic Races in Monterey, California, 32 years after its first race, but in the years after the Aerocoupe was often shown at Porsche shows and parades in Europe and America.

Since then this historic vehicle has been bought back by Porsche, and painstakingly restored back to its pre-war appearance. It can be seen today in the grand new Porsche Museum in Stuttgart, along with an impressive historical display of memorabilia. Porsche has also rebuilt two wooden body jigs with samples, showing how the coupe's aluminium body was made.



Whether you call it a sporty KdF-Wagen or the first-ever Porsche, or whether you call it the 60K10, or Type 64, or Sportwagen, or Aerocoupe, the ideas it contained emerged in 1948 when Porsche began building cars in their own right. Whether a VW or a Porsche, it's the great grandfather of all the great Porsches that followed.

The Fifth Van.

A story for late at night.

In a small area like Cumberland County, South Jersey, you get to know people. If you are a VW fan you get to know the few people that own Volkswagens in our area; at least by sight. But if you are a rabid VW van addict like myself you get to know the three other people with vans in your area on a first name basis.

And so it was that before a chilly night last year I was pretty confident in the fact that I was one of an elite group of three other VW van owners all of which belonged to our little club, Jersey Owners of Transporters or JOT for short.

But that night was when I first saw the Fifth Van, and after that nothing was ever quite the same.

I was going to night classes at our local Tech college to become an Aircraft Maintenance Technician. My experience with VWs came in very handy since most small aeroplanes still use aircooled engines.

Anyway I was late for school and had rush out the door and consequently was going rather fast when I saw a set of strangely familiar looking headlights coming toward me in the distance. I pulled up at the traffic light where Route 49 meets Portloe Rd. There is a small cemetery there and it always made me a little uncomfortable at night having to stop and wait for what seemed

like an eternity for the light to change. But as I waited those headlights got closer and finally stopped right across the intersection from me. My VW radar had been correct. It was a VW van, but not just any van. It was a split window and in very good condition from what little I could see in the streetlight. Split window vans and South Jersey's high humidity just don't get along, so they were very rare to say the least. In fact none of the members of our club owned one and we all were looking to find one to restore with minimal luck.

I wondered why I had never seen this van before. Maybe he was only a visiting relative come early for the holidays, or on here on business?

As the light turned green and we started across the intersection simultaneously, I flashed my lights at him, the traditional friendly gesture of fellow VW owners. Not only did I get no response, but the van roared across the intersection at a surprising quick rate (I was just over the line when he passed me). Looking in my rear view mirror I could see only tiny dots for his taillights.

Wow, that thing must be from the '50's!

Two of the other three members of JOT happen to go to school with me. Doug owns a '74 Microbus and Jerry owns a '79 Westfalia (with A/C). So of course when I got to school one of the first things I did was spread the news. It didn't have the result I thought it would.

My friends and fellow Volks folks didn't believe me.

"Are you sure that you really saw a splittie?" asked Doug with a puzzled expression on his face. "I came down that same road just a minute behind you, and I didn't see anything." They both didn't believe me and I couldn't prove

it. As we worked on our projects that night I wondered if I had really seen it or maybe it was because I wanted one so bad I just confused another van for a VW in the dusk light. I didn't think about the fifth van again until I saw it again a couple of weeks later.

I was usually early for school and, again, this night, I was late. I had stopped at the same stoplight and was fiddling with the radio trying to get the station I wanted. When I looked up there it was its large white, VW symbol standing out against the pale blue of the body. I couldn't make out who was driving although I squinted and stared. I could only see an outline through the windshield of what appeared to be a man. I decided to flash my lights before the light turned this time that way he couldn't ignore me and pretend it was because he didn't see me. Again no response. I also noticed that the number plate on the van was a type I had never seen before. It looked to be antique, which some avid restorers bought and put on their vans to make them more authentic

looking. As the light turned green and we passed each other again I really made an effort to see the person behind the wheel. But could again only get that shadowy outline of a medium sized man.

I didn't tell the guys at school about what I saw this time. I needed proof or they would undoubtedly scoff at me again. I believed that the owner of the van must be returning from work and would pass by that spot the same or close to the same time every day. I would have to set

up a time for me, Jerry, and Doug to be there watching when the van would pass by.

The chance came when I discovered that next week our teacher would be out of town for a day and we would have the night off. I scheduled our monthly JOT meeting for that night.

And so it was that on that Thursday night Jerry, Doug, Royce (the other member of the club) and myself sat in my Wasserboxer T3 bus next to the cemetery on Portloe Road.

"Do we have to park right here?" Doug asked looking a little nervous.

"This is the spot where I see it and so I know it will come past here," I affirmed. "What, are you afraid that the 'ghost van' is going to get you?!"

Well nobody said much after that. We waited in the dark by the cemetery. Time went on and soon it was a half an hour later than when the van normally came by.

"I am getting tired of sitting here," Royce said irritably. "Obviously this mystery van is not going to show and I have to work tomorrow." I agreed that it didn't seem that the van was coming, and that we should call it a night.

The next night at school all I heard about from Doug was how I made him sit in the cold next to a cemetery because I couldn't admit that there was no such van. Jerry wasn't so harsh but he too still doubted my story and was unhappy about the "wild van hunt."

I had to have proof about the van. A way to prove it existed. I decided that the next time I saw it I would follow it.

A month went by. I had almost forgotten about the fifth van. We were working on a tough, labour intensive project in class that kept us all very busy with little time to talk. I had



left the house without my books and had to turn around, after getting half way to school, to go home and get them.

I was very late tonight and the intense project seemed to fill my thoughts. I almost didn't notice the van passing me at the intersection; I was that engrossed. Suddenly I slammed on the brakes. Fortunately no one was behind me. I did a quick u-turn and the chase was on. That old van was really moving! In fact I almost thought I had lost him when I saw those little red dots far off in the distance. I stepped on the accelerator and tried to narrow the space between myself and the van. At 100 km/h I held myself back. I didn't want to get booked, yet I had to see where the van went and it was doing at least 110.

It had to stop at a four-way intersection near the Kendal Airport, so I could see that it was going straight towards the Cheltenham Hills area. I tried to get as quickly as I could through the four-way and then continued the pursuit.

I saw the van sail on past the lake towards Holloway. It was heading towards the bay, so I followed those two little red eyes to Holloway and around the bend leading up to the Tavistock Bridge. The taillights become obstructed for a moment and that is when something strange happened. I was far behind him and really could only just make it out, but it seemed to me that the van went past the Tavistock Bridge and turned off onto the narrow road that led up the old bridge. There was only one problem with that; the old bridge didn't exist anymore. It had been a rickety wooden bridge and had been demolished and replaced in the '70s by the tall modern concrete bridge only a kilometre upstream. I thought at first that he must live there on that dead end road. But when I got there and looked around the van was nowhere to be seen.

Suddenly a strange idea occurred to me. What if it was a ghost van after all? Well if it was then it would be on the other side of the river by now, so following this hunch I went back to the bridge and went over the river toward Malvern township. I was flying now, doing 120 km/h and straining to see something.

Ahead there was a Mobil and a McDonalds on either side of the road. I seemed to just see the shadow of something van-shaped turning there onto Route 47. I turned also and just saw the van turn again into the road that led to Exeter.

Following this road at a high rate of speed I caught occasional glimpses of my quarry around the twists and turns. Finally, on a straightaway I seemed to see the van turn in to what must be a driveway. I tried to judge where it had turned, but with it being night and the distance the vehicle was in front of me I just had to guess. I pulled into the yard of a small yellow house with a dilapidated looking one-car garage. I was pretty sure that this was the place, but where was the van?

Someone came to the door.

"Can I help you?" An old man stood there his hastily thrown on flannel not fully covering his tee shirt.

I walked up to the door. "Yes," I said. "I hope you can. I am looking for a VW Kombi van that seemed to have pulled into your driveway."

"Van?" The old man looked confused. "The only van I know anything about is old 'Betsy' in the garage there, and she hasn't seen the road for quite some time."

"What kind of van is it?" I asked, fearing I already knew the answer.

"Go look for yourself, but don't touch nothin' until I get a heavier coat on." He turned and shut the door.

I got a torch from my glove box (a must for T3 Kombi owners) and slowly walked toward the ramshackle garage. Through a crack in the partially opened door I could just see the reflection of some glass. Walking up the opening I peered inside.

"You can't see anything with the door shut!" The old man had come up behind me so quietly that I jumped when he spoke. I grabbed onto the rusty door handle and he the door edge and together we slid back the sagging door on squeaky rollers. My torch beam fell on a tremendously dusty and yet familiar looking VW split window van. You could hardly tell it was blue and white or that it wasn't brown it was so dirty, yet there it was.

The old man (who was named Bob) explained to me later over some coffee that the van had been his son's before he went to Vietnam. The young lad had asked his parents to keep it for him until he returned. When he didn't, they kept it as a reminder of their son and with a hope that since he was MIA that someday he might return.

"Well my wife just died this last September," Bob explained, "And my kids want me to sell this place and go to the new retirement village with other folks my age. I have been thinking a lot about it too, but I didn't really know what to do with Jimmy's van."

To make a long story short I now own the van, which was a '55, and am currently working on it to restore it completely.

I have tried to figure out exactly what happened that night over the many months since, but I can never come up with a satisfactory answer. Was it the ghost of Bob's son come back to relive better days? Or the van itself drawing me there, in hopes that I would free it and allow it to again roam the countryside? Or was there some other explanation?

I thought I had found just that when I pulled into the McCafe near Exeter last week for breakfast and a cup of coffee and did a double take. In the parking lot sat a blue and white '50-something split window van that had been immaculately restored!

I went inside, and since it was very early in the morning there were only a few other people in the café. A man stood at the counter and I noticed the keys in his hand.

"Is that your VW van out there?" I inquired.

"Sure is, why do you ask?" The man looked at me questioningly.

I explained that I had one just like it at home and he went on to tell me that he had recently moved into the area and was now living in Exeter. In fact he was living on the same street as Bob.

Aha! I thought. Now I have it figured out!

It wasn't anything supernatural. I just picked the wrong house, and by some strange twist it just so happened to be the one where Betsy was residing. A very strange coincidence, but a coincidence nonetheless.

I was getting my coffee and still talking to the guy when I happened to mention first seeing his van up in Bridgeton, near the cemetery, when I was on my way to Tech class around six months ago.

He only looked at me stupidly and asked, "I know this sounds dumb, but I just moved here last week. Where is Bridgeton?"

Ken Wilford

VW Gaskets.

Under a bench in my shop I've got a box of gaskets. Some are real gaskets, others are a piece of paper on which a gasket lay while being sprayed, leaving the outline of the gasket. Others are drawings of gaskets. One is a carefully made steel copy of a gasket for a magneto mount I once manufactured. Tucked here and there around the shop are rolls of gasket paper and cork; some neoprene sheet. Odds & ends of poster-board, even a few shirt-cards (Back when, the laundry folded your starched shirts onto this nifty white card.) Also some breakfast cereal boxes. A hunk from the side of a carton that carried laundry soap. Some leather. Lotsa stuff, all good for gaskets.

It wasn't too many years ago that a mechanic was expected to make his own gaskets. You'd take the part, make a pattern, check the fit then go make a gasket. Simple things, like an oil pump cover, you just draw around the part; cut it out. In the case of thirty-year old Volkswagens, those days may come again. Fortunately, Veedubs only use a few gaskets; easy ones to make; like cutting out paper dollies.

The gasket basket provides the patterns, the other stuff is material useful for making gaskets. To make a gasket you simply trace its outline then cut it out; scissors or razor works fine. You can use a razor to make the holes but a hole-punch works best. Just press the punch firmly against the material and give it a smooth twist. Thicker stuff, tap the hole-punch with a plastic-headed mallet. (You can get hole punches in an incredible assortment of sizes.

The typical gasket, as for your carb or sump, look like stiff paper, because that's what it is. But it's not ordinary paper. Gasket material is made with resins designed to resist oil and gasoline. Without the resins, a paper gasket is nothing more than a slow leak. (A lot of cheap VW sump gaskets are like that.)

When you make a gasket from paper or cardboard you must treat it with sealant. A treated cardboard gasket works fine for the sump but a hard-paper gasket for the carb tends to ooze no matter what sealant you use. To prevent this, buy a roll of resin-impregnated gasket material of the proper thickness. Good auto-parts places carry a wide variety of gasket material; whereas the chain-store type of parts store many not even know what you're talking about.

Commercially-made gaskets are usually better than anything you make yourself. They're accurately cut and use the right material (except in the case of those sump gaskets I mentioned earlier). And commercially-made gaskets are usually inexpensive - certainly less trouble than making your own. When you buy a gasket, smile at the man and ask for two. (Go on; he'll think you've got a whole shop full of engines back at the house.) When you get home, write down what the gasket is for and the date, right there on the gasket itself. Then put it in your gasket basket. Or gasket book. Or hang it up someplace out of the way (maybe over there with that collection of fan belts). Because the next time you need that particular gasket the kid behind the parts counter is liable to frown and say "Did you say an air cooled Volkswagen?"

They sell some great gasket sealants nowadays; as tough as RTV but in a spray-can. Marvellous stuff. Makes your bug forget how to drip.

Historically, gaskets were sealed with just about anything that came to hand, like tallow. Or beeswax. A lot of steam engines called for soaped gaskets. (I don't know what kind of soap they used but the gasketed surface was often corroded by the time I got to see it.) The usual stuff was heavy grease. Or soaking the gasket in oil. Some called for painting the gasket with - ta da! Gasket Shellac! (I'll bet you've wondered why they called it that.) Gasket shellac was just that; a thick, gooey shellac. And like all shellacs, the vehicle (i.e., the stuff that made it fluid) was alcohol. Gasket shellac was the stuff that resisted gasoline; you used it on gaskets and washers that came into contact with gas. Note: That was then. Today all automotive gasoline contains enough alcohol to turn gasket shellac into a gummy mess.

Peeling a page from the shellac idea, I've made successful gaskets using urethane varnish as a sealant. (No, I won't tell you where I used them. But they worked.) Different paints might do the job for you. Or even water. (We usta soak cork gaskets in water before torquing them down. It seemed to keep them from tearing. You'd come along later, re-torque them.)

A gasket's job is to make a leak-free joint between two surfaces. Unless the parts are polished like a mirror, their surfaces have tool marks that form channels large enough to pass molecules of oil, gas,

water, air, steam — whatever the gasket is trying to keep in. The gasket is compressed into those microscopic grooves and seals them.

In theory, the best gasket is none at all; parts so slick they stick together like Jo blocks. Nowadays, what with numerically controlled tools and other innovations, we are blessed with machined surfaces so finely finished that paper gaskets may not be necessary, a coating of sealant is enough to provide a leak-free joint. But as a general rule, if the joint was fitted with a gasket, use a new gasket on reassembly.

I don't know who showed me how to make gaskets, probably my grandfather; maybe my dad. Us kids would be standing around, watching somebody work on something and they would hand us a part and say 'Go make me a gasket for this. Use the red stuff,' and we'd take the part and go make a gasket. A child's chore; something given to the youngest apprentice. Like cleaning parts. (Yuk!)

Gasket material comes in different thicknesses, a distinction obvious by inspection. You'll recall that your oil pump cover uses an extremely thin gasket, whereas your exhaust flanges use ones of metal, wrapped around asbestos (yes, you can still get asbestos gasket material if in a kit manufactured in a foreign country). The object of the thin material is to provide the minimum possible clearance between the ends of the pump's gears and the cover plate, hence the need for a thin gasket.

Most gaskets are meant to seal the joint between two parts for the life of the assembly. The best material for gaskets



of that type is a kind of glue that hardens when exposed to pressure and heat. Any thermally-induced motion between the parts is accommodated by the compliance of the gasket material. The gasket not only seals the joint, it bonds to both surfaces and must be scraped away when the assembly is dismantled for overhaul. Gasket scrapers are standard tools in any mechanic's kit.

Often times the joint in an assembly must retain oil yet allow for some degree of motion, induced either mechanically or by metals having different thermal coefficients, as in the case of the Volkswagen crankcase and cylinders. Such gaskets fall into the group of 'elastomeric' seals, as do shaft and tranny seals.

Another gasket type is one intended to permit the parts to be dismantled frequently, as is the case with your valve cover gaskets. For that task you want a material that will compress to form a seal but will not harden nor bond to the surface that must remain free. The usual procedure is to glue valve cover gaskets to the valve covers and leave the other surface free to form a seal with the cylinder head.

Your axle boots are another form of gasket, as are the boots on your tie-rod ends, although when the gasket is a moulded elastomer, such as rubber, neoprene or silicone, we tend to call them 'seals' rather than gaskets, but as you can see the primary function - keeping something in while keeping something out - grease and dirt in this case, gasoline and air in others, is the primary role of gaskets. And seals.

The gasket used under your carb should be made of a material that will compress but will not bond. But once compressed the stuff tends to stay that way, meaning you need a new gasket each time you dismount your carb.

Some gasket material is permeable, allowing oil to pass through it. The cheap cardboard gaskets for the sump, as found in oil change kits, are like that. Such gaskets have a place, but not in a Volkswagen engine. The only reason they are there is because they are cheap and everyone expects a VW to drip. It doesn't have to be like that, as I pointed out in one of my sermons. In theory, it's possible to machine surfaces to such a fine finish that they need no gasket at all. The VW comes close to that goal with its engine case but still requires a coat of sealant along the joint to keep the oil in and the dirt out.

Your window seals are gaskets of a sort, as is the seal around the windscreen or the base of your radio's antenna. Gaskets (or seals) exposed to ultraviolet light must be made of material that will withstand UV degradation. And so it goes. Different tasks call for different gaskets, some thick, some thin, some soft, some hard, some flame resistant and so on.

Just as there's no one sealant that can do every job, neither is there such a thing as a universal gasket material, although paper, in all its forms, comes close. (Leather was once the most common gasket stuff, and is still used in a surprisingly wide variety of applications; some leather seals flew to the moon.) Oil impregnated wood is still used for many shaft-sealing applications. Indeed, it's hard to find a material that hasn't been pressed into service as a gasket or seal. I once patched the hull of a dory with pieces of cotton fabric and varnish. The cotton fabric came from a ladies skirt. (Okay, it wasn't exactly a gasket but definitely a seal.)

In Baja you stop to help and I came across a couple in a broken motorhome. There was already some folks there but their English was worse than my Spanish and the feller in the

camper didn't know if they were trying to steal his engine or fix it. Thing was, he'd blown a gasket on his water pump. (He had some other problems, but the pump is what slowed him down.) So we made him a gasket. Used a Wheaties box. Sprayed it up good with Rustoleum paint. The feller's eyes were the size of golf balls, watching me and Mr. Avilos fix his truck, as if gaskets only came from the Great Parts-House in the Sky.

When did folks stop learning useful things?

12V lights?

Do you need to convert to 12V for bright lights?

Definitely not.

Six volt lights are just as bright as 12v lights. Or 24V lights, for that matter.

The problem is that the voltage losses due to accumulated corrosion are proportionally greater on low-voltage systems. That simply means you need to devote more time to your maintenance procedures.

Cleaning your contacts will cause a definite improvement but most of the corrosion (and thus most of the losses) will be in the switch and in the ground return path. In the VW many of the ground path connectors were riveted rather than spot-welded. Over time, corrosion builds up around the rivet — often under the paint and completely invisible on inspection. Not only are such bad connections difficult to locate, they can be difficult to repair in that you need to get back to bare metal to ensure a low-resistance connection.



In the VW sedan, complaints of dim lights can often be traced to a high resistance ground path between the mudguards and the body (!) That's because the grounding terminal for the headlamps and taillights is attached to the mudguard - which is then bolted to the body. Providing a low resistance ground path in the form of a jumper from the light fixture to the body is often the best solution.

Converting to 12V usually results in brighter lights but it does not address the root problem. It's a bit like taking a pain-killer when you have cancer - you may feel better but it doesn't cure anything :-)

Bob Hoover



Club Veedub Crossword.

Across:

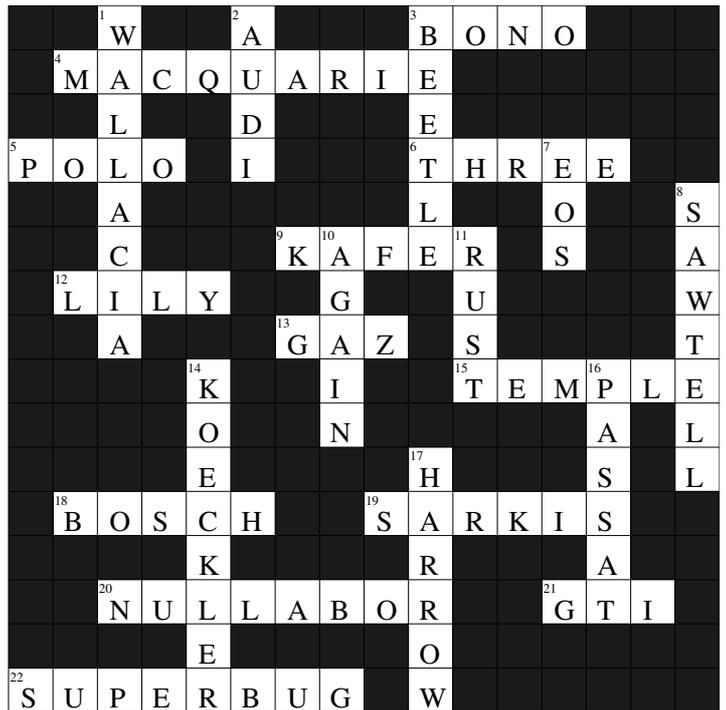
3. The voice of Finn McMissile is done by screen legend Michael ...?
7. The world's most difficult rally, won by Volkswagen the last three years in a row
8. The aluminium bodywork of the VW Type 64 Sportwagen was hand-made by ...?
9. This model, as an 'R', will finally be coming to Australia after 37 years
11. Our librarian Joe Buttigieg has just bought one of these
14. Some of the greatest cartoons ever made starred Tom and ...?
16. A 4Motion 4x4 version of this popular minivan has just been released
18. The star of Herbie Rides Again, Ken Berry, also starred in the TV series F ...?
20. The annual celebration of Volkswagens, German beer and food and oom pah pah

Down:

1. The name of the only Volkswagen to star in the Disney/Pixar Cars movies
2. Some of our members are going to have a Winter Break here
4. VW's large luxury SUV, recently updated with the latest version
5. The annual VW Motorkhana will be held at the TAFE at...?
6. One of our most enthusiastic owners of a New Beetle is Ken ...?
10. At the August meeting we will have a presentation by ...? lubricants

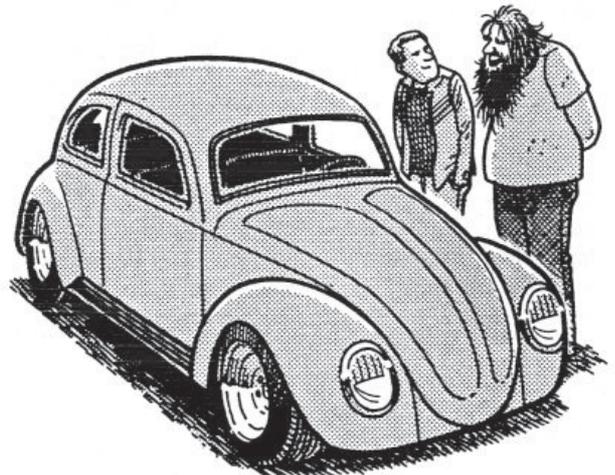
12. One of these cars recently won the 24 hours of Nurburgring - again
13. A Volkswagen that has been proven better than a Toyota HiLux
15. The sedan version of the Golf, soon to be updated on the Australian market
17. A popular plastic toy car made in Portugal
19. The GTI version of this VW recently won the Best Bang for Your Buck award

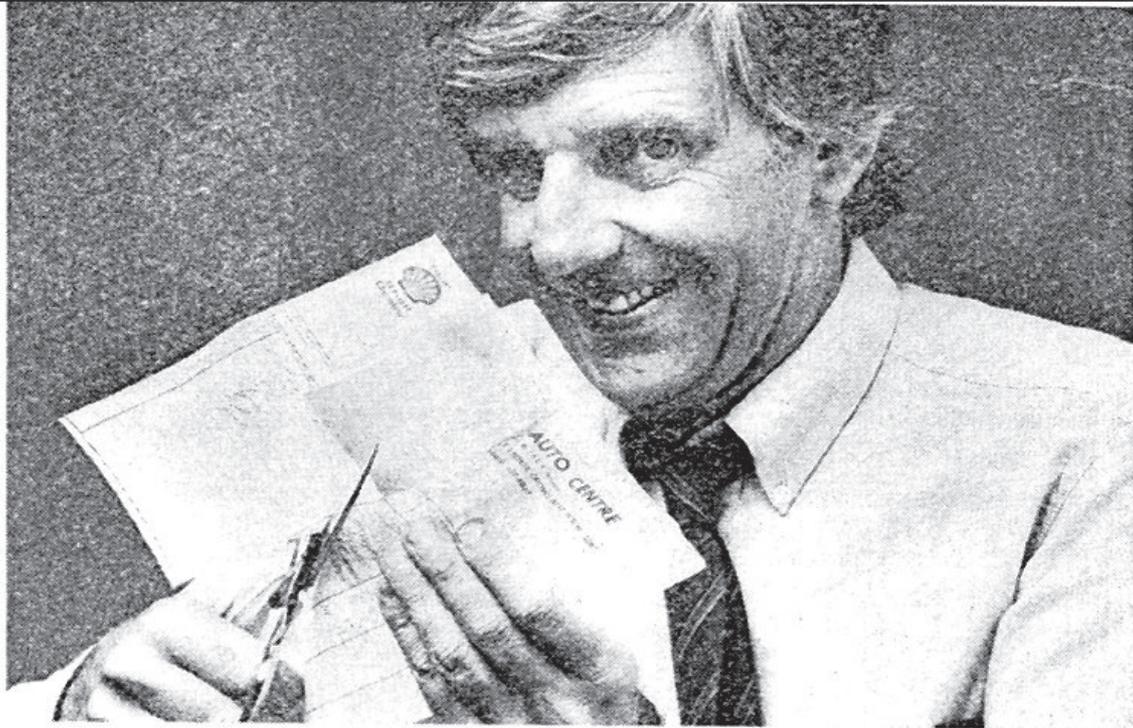
Last month's crossword.



One Morning In Andrew Dodd's Garage...

"I SHAVED THE DOOR HANDLES... I SHAVED THE SIDE TRIM... I SHAVED THE TRUNK HANDLE... I SHAVED THE DRIP MOLDINGS..."





HOW TO CUT YOUR PETROL BILL BY 31.2%*

If you're currently driving a Sigma 2000 or Toyota Corona, switching to a VW Passat diesel will slash 31.2% off your fuel bill.

Switching to a VW Golf diesel will save even more – 36.3%.

If you're driving a 'fuel wowser' Datsun 200B, our even more wowserish Passat can lop off 27.9%. The Golf, 33.2%.

Even a Mazda 323 is a glutton compared to the VW diesels. Our Golf beats it by 12.4%.

As for the Commodore 4, choosing the Passat instead will save you a hefty 36.9%.

Imagine what this means on a monthly or yearly fuel bill. Especially if you're a high mileage driver, or you commute from a distant suburb.

But of course, the fuel bill you really ought to think about is next year's. And the year after that.

How bad it will get, only the Arabs can guess, but the recent rise won't be the last.

The VW diesels will save you heaps

in other ways, too. With no plugs, points, coil or carburettor to go wrong, you won't have to pay for servicing them.

And when the next big petrol strike hits, you'll save on frustration.

Because it's perfectly safe and legal to store diesel fuel at home.

A single 200-litre drum gives you about 2,800 km up your sleeve.

If your next petrol bill 'sheiks' you up, take a test drive in a VW diesel.

And cut your bill down to size.

VW DIESELS CHEAPER FOR '81.

Now you can get into a VW diesel for as little as \$9,998, plus on-road costs.

See your dealer for a test drive, and survive the 80's.



**SURVIVE THE 80's
IN A  DIESEL.**

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