

Zeitschrift



Fun at the VW Motorkhana, Nirimba

October 2011

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Canberra Autofest
Deniliquin Ute Muster
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Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



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*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	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
Parramatta NSW 2124		Grassmere NSW 2570

Our magazine.

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

Views expressed in *Zeitschrift* are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

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

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

We thank our VW Nationals sponsors: 24 years.

Volkswagen Group Australia	H&M Ferman
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Bug-A-Bug	Les Barlin VW Automotive
BWA Auto	Vollkommen Art
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Canberra VW Centre	VWMA
Classic Vee Dub	Westside Mufflers
Custom Bugs n Buses	Wolfsburg Automotive (VIC)
Custom Off Road	



Club VeeDub - Canberra Chapter

Proposed members cruise & overnight stay
at **Wee Jasper** camp ground
on **weekend of 22/23 October 2011**

*Please register your interest at ischaffe1@dodo.com.au
by **Friday 3 Oct '11***

Full details will be provided to event participants, but basics are
food for an evening BBQ and breakfast the next morning,
drinks of own choice and all the camping equipment you need.

or one of these!



www.canberravw.com





Southern Highlands Motor Fest

Chevalier College,

566 Moss Vale Rd, Bowral

9:00am, Sunday 30 October 2011

Entrants: \$10 per vehicle. Choose one category per vehicle:

- | | |
|---------------------------|-----------------------------|
| 10A: Pre-1960 Classic | 70U: Pre-1960 Custom |
| 20A: 1960-1980 Classic | 80U: 1960-1980 Custom |
| 30A: 1980-present Classic | 90U: 1980-present Custom |
| 40A: Pre-1960 Commercials | 100U: Post 1960 Commercials |
| 50A: Racing cars | HV: Heavy Vehicles |
| 10C: Classic Motorcycle | 15C: Custom Motorcycle |

Prizes for 1st, 2nd and 3rd in all categories above.

Show & Shine event open to all Classics, Hot Rods, Customs, Vintage & Racing Cars & Bikes. Club groups welcome. Over 350 vehicles on display. Lots of fun for the whole family: fete stalls, trade shows, lots of food and rides for the kids, young & old. Gates open 8:00 am for show cars, 9.00am to the public.

All enquiries phone Ken, 0438 090263



Club Veedub Convoy:

Meet at Uncle Leo's at the Crossroads, Liverpool
at 7:15am for a 7:30am departure, and
leisurely drive to Bowral.

Contact Phil, 0412 786339



Sunday

Yarra Glen

Public entry 9am
Swap site entry from
Armstrong Grove, 5
Melway ref 275 C1
NO BBQs and NO DO



For more information visit
www.vwclub.com

P R O U D L Y S P O N S



Volkswagen Group Australia.



Vo'

Herbie goes to Katoomba

the edge

CINEMA



A special documentary event

The 2011 VW Nationals, Sydney Australia

Screening at the Edge Cinema,
225 Great Western Highway, Katoomba
Saturday 12th November. 2pm — 4pm

A detailed coverage of the VW Nationals Supersprint at Wakefield Park racetrack and the show day at Fairfield Showgrounds

Tickets \$15.00. Bookings/Enquires/ etc call Phil on 4787 1841 or 0407 180 446

Please note. We will have a special guest on display in the Cinema Foyer, the one and only “Herbie” Yes one of the originals from the Herbie movie.

So why not come along a relive the event and you may even see yourself on the silver screen at *the edge cinema*.

We may be able to offer a special on accommodation, more details next month.



4th Annual

Rodstock

Car Show & Swap Meet

SUNDAY 6th NOVEMBER 2011

Hubertus Country Club
205 Adams Rd. Luddenham



**TROPHIES
LIVE BANDS
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GIVEAWAYS
PRIZES**



Gates open at 6am - Swap Meet Site \$10
Swappers Campsites available on request

Public Entry \$2

Car Show Entrants \$10 per car

First 150 cars receive a goodies bag

Judged cars to be set up by 10:00am

All cars welcome—especially Volkswagens !

Enquiries: 0408 462086 or 0407 228137

Von dem Herrn Präsident.

Well it looks like Steve is still not back from Queensland, as he's not answering his mobile phone and hasn't done a report this month. And Dave is busy rebuilding his Orange Smoothie's engine – so looks like I'm doing the President's Report this month.

Whew, we seem to have just finished the busiest month for past events that I can remember. This month's issue is chock-a-block full of event reports, so much so that they take up nearly all the space available. It's just impossible to go to all of them, so thanks to everyone who supported at least one or more. And thanks too to those people who sent me reports. Here's a quick summary:

Norman has filed a report on his Bug Off Cancer run, which was part of the Sawtell Winter Break a couple of months ago. He raised a good amount of money for a great charity, the fight against cancer. His story is great read!

We ran our annual Round of the NSW State Motorkhana championship at the Nirimba TAFE College, built beside the old Schofields aerodrome. We used one of the old runways. Unfortunately we only had two VWs and a SEAT take part from the VW side of things, but it was a successful day. Thank you to the Hart family, to Herb, to Norm and Brian and other helpers for making it a success. Also to the Renault club for their officials.

Our Canberra Chapter had their annual German Autofest on the lawns in front of Lake Burley Griffin. It looked like another successful event. Read Bruce's report and article for more info and lots of photos – thanks Bruce.

For Sydneysiders not able to go to Canberra, there was the Burwood Classic show day at the park as part of the spring festival. This is a pleasant day, lots of things to do for the family (especially the kids), and a great opportunity to promote our club. We had five VWs there this year and Joe has written us an interesting report.

Wayne and Mark have just returned from the famous Deniliquin Ute Muster; the first time any VW utes (Kombis, in this case) have ever attended to my knowledge. Wayne says that rain spoiled the weekend but both Kombis came away with prizes. Well done fellas!

The October long weekend means it's time for our fabulous annual Oktoberfest at the Hubertus Club. Sadly we had another very wet year, which really put a damper on outside activities and we only had half a dozen VWs on display. But inside things were as fun as ever and we enjoyed the German beer, food, girls and dancing. Thanks to Raymond for giving our club priority parking and show position. Fingers crossed for sunshine next year.

Also on the long weekend was the Warwick Drags, hosted by Craig and the team from VW Magazine Australia. I know a few of our members went up and took part. We have some photos in this issue. Word is that there will be a Sydney Drag Day next February at WSID, probably with a picnic or car show to make it a full weekend. Stay tuned for more.

It's a shame that sometimes there are two different events on the same day. We try to avoid this where we can but sometimes it can't be helped. The choice of what to go to is always yours, so remember to check the Klub Kalendar! And yes we are always looking for future events.

Our next major event is the Southern Highlands Motorfest, on Sunday 30th October. This is an enjoyable day to park your shiny VW on a grassy field with hundreds of other classic cars, and enjoy the carnival activities. We would love to see lots of VWs there this year – air AND watercooled! – as we always seem to be outnumbered by the Morris Minor crowd. Let's beat them this year! You don't have to book, just meet us at Uncle Leo's service station at the Crossroads, Liverpool, at 7:15am for a 7:30 cruise departure to Bowral. Bring a folding chair and a picnic basket!

Steve is also organizing the VW Nationals movie screening at Katoomba in November. He'll tell us more at the next meeting. We also haven't had a VW film at the meeting for a while, so let's do that on Thursday 20th – see you there.

Invitations to the NRMA's Australia Day show have gone out, but I won't be participating. Clover Moore's Sydney City Council have refused permission for clubs to erect shade marquees, so we will have to sit outside in the sun from 8am to 4pm. That includes our kids too. I find this totally unacceptable. I will raise the motion that our club withdraw its participation (Ray Black's VW Classic Club are doing the same), so there will be no VW club parking next year. Individual members can of course still go if they wish, but they will have to park with other clubs of other makes. The NRMA has not responded to my letters.

Our clubvw.org.au website has been in 'temporary' mode for a few months now, but thanks to Aaron and Bob the flash new permanent site is nearly ready. It should be going online this month with a great new look and heaps of new content. Stay tuned.

See you soon,

Phil Matthews



Kanberra Kapitelreport.

Well, Shannons German Autofest - our annual carshow - has been and gone for another year. We had a record turnout and some great cars on display. There should be a report in this magazine, two thumbs up to the volunteers this year who made it work so well - cruise members, marshals, judges, tent staff - without this outstanding team of committed people the event could not take place. You know who you are - take a bow!

We also had some terrific sponsors this year, please go and support them as a thanks for their assistance to us. Lennocks VW (Phillip) was our major sponsor, backed up by Canberra VW Centres (Belconnen and Tuggeranong), Beetle Exchange (Fyshwick) and Shannons Insurance. Lennocks had a display of new vehicles at the show and many members took the time to check out the current range.

We had a few issues arise on the day caused by a minority of people, and would ask that people consider others when coming to events such as this. I am still following up a few of the matters. We also had a disappointing turnout from our Historic vehicles.

As this magazine hits the mailboxes, the annual Canberra Camping Trip will be almost underway (22/23 Oct) - flyers have been in the last couple of magazines and we will have a number of people spending a weekend under canvas at Wee Jasper (not far from Canberra). I look forward to hearing how the event went and would like to get a report / photo's into the next magazine if possible.

November will herald the Marques In The Park carshow, to be held at Belconnen on 13 November. Members can watch their email about the details for this one. December will be the annual Christmas Lights Cruise, although we have not yet had a volunteer step up to run this one. You can arrange it a few nights before the event and I am happy to give some info about how to do it. Surely we have someone who would like to run this one for December? Its a fun event and a great way to top off the VW year for us. Please contact me if you are interested in arranging this event.

A reminder for members to keep their email addresses valid on their membership forms, as we send a lot of information over the email, especially about events and meeting minutes. If you aren't receiving anything, you may need to check to see what details are listed.

Enjoy Spring in your Dub!

Bruce



Klub Kalender.

October.

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.

Sunday 6th:- Rodstock car show and swap meet, at the Hubertus German Club, 205 Adams Rd Luddenham. Gates open 6am. \$2 entry, show cars \$10. Hot rods, street machines,

vintage cars, vintage and classic cars. Volkswagens welcome. Trophies, kids' stuff, prizes and giveaways. For more information phone 0408 462086.

Sunday 6th:- Melbourne Day of the VW 2011, Yarra Glen Racecourse, Melbourne. Show n shine, trade displays, swap meet and more. Public entry 9am. For more info visit the VW Club Vic website www.vwclub.com.au

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

Saturday 12th:- Herbie Goes to Katoomba at the Edge Cinema, Gt Western Hwy Katoomba. See footage of the 2011 VW Nationals on the big screen! See Alex's genuine Disney Herbie in the foyer. Movie starts 2pm. **Club Convoy** meets at the McDonalds truckstop on the M4 westbound, at Eastern Creek, at 11:00am for an 11:30 departure. Phone Steve Carter (0439 133354) for more info.

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.





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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.

January 2012.

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

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

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

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

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

February.

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

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

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

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

May.

Saturday 26st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 27th:- VW NATIONALS 2012 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, great food and drink, VW fun all day.

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 original NOS parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For Sale:- VW Golf Mk2 wheels. Brand new. Still in box. Can send photos. Price: make me an offer. Contact Jeff on 0406 657555.

For Sale:- 1971 VW Superbug 1600. Recently resprayed in 2 pack paint (original moss green colour). New running boards + new rubber seals on entire car. Body completely overhauled in the last few years to address all rust problems common to any Beetle of this age. One year's registration (September 2012). Regularly serviced, mechanically sound. \$7,500. Currently garaged in Normanhurst. Contact elenahandlos@yahoo.com.au ; or phone 0422 470 745

For Sale:- Audi 90 1989 Model Sports pack. Unregistered 2.3-litre 5 cylinder with 5 speed, Red, black upholstery with factory mags and sunroof, straight and complete, still runs although has overheating problem. \$500 Phone Ken on 9773-7529.

For Sale:- 1991 T3 Kombi Caravelle(Colour Red). 7 Months Registration. Drives well, in good condition and Low Kms. Contact Mark on (0409 920397).

For Sale:- 1968 VW Beetle. 17,000 miles travelled since recon. 1600 twin port motor. Sunraysia wheels. Nissan Pulsar Blue. One owner for the last 17yrs. Garaged, Very good condition. Registered till the 9th November 2011. \$8900 ono Contact Maree on 0419209488

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

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Campbelltown, NSW, 2560 (Just off Blaxland Road)

We also stock a massive range of late model VW/Audi new and used parts in our parts centre!

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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.

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Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Do you want to participate in CAMS motor sport? NO YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

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2012 Golf updates.

Volkswagen Germany of course still uses the August to July model year, which first debuted for Euro-built VWs in the late 1950s (but not used by the 1954-76 Australian factory though). Production and export sales of the 2012 model Golf have now begun.

The 2012 Volkswagen Golf has now arrived in Australia, and has scored a small equipment upgrade for the new model year.

Bluetooth phone connectivity with audio streaming and phone book display is now standard on all new 2012 Volkswagen Golf Wagon models, and on most 2012 Volkswagen Golf hatch models.

The entry-level 77TSI hatch and BlueMotion hatch variants miss out on the factory-fitted Bluetooth system. However, these models can be optioned with Bluetooth phone connectivity, which is added as a dealer-fitted Volkswagen Genuine Accessory.



Volkswagen's Media Device Interface (USB interface with cable) is also now included on all Golf Comfortline models and above. This includes the 118TSI and 103 TDI hatch and wagon, as well as the GTI, GTD and R hatch models.

The technological upgrade to the Golf comes less than two weeks after the all-new Volkswagen Jetta was launched in Australia.

Priced from \$26,490, all models in the Jetta range include full Bluetooth functionality and the Media Device Interface unit as standard.

New Jetta released.

The latest Volkswagen Jetta has been released for local sale, and is an entirely new vehicle. The sharp appearance of its fully galvanised body shows this most emphatically.

The new model is 4.74 metres long, 1.47 metres tall and 1.78 metres wide. This makes the car 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 precise lines and 'muscular' surfaces, which gives the sedan an elegant and dynamic style.

Designers and engineers have also crafted the interior right down to the last detail; now, the five-seater's quality go



beyond class boundaries. The extended wheelbase of the five-seat Jetta has enabled a rear seating lay out that is appreciably more comfortable. Compared to the previous model, legroom has increased.

Volkswagen engineering and craftsmanship reflect the highest level of quality and efficient technology and the new 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 Volkswagen 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.

Inspect the new VW Jetta at your Volkswagen dealer now.

Manufacturer's List Prices* (MLP*)

Jetta 118TSI 6 Speed Manual	\$26,490
Jetta 118TSI 7 Speed DSG	\$28,990
Jetta 118TSI Comfortline 7 Speed DSG	\$32,490
Jetta 103TDI Comfortline 6 Speed DSG	\$34,990
Jetta 147TSI Highline 6 Speed DSG	\$37,990

Options include Metallic/Pearl Effect Paint \$500; Electric Glass Sunroof - Comfortline & Highline \$1,900; Satellite Navigation RNS510 - Comfortline \$3,000; Satellite Navigation RNS510 - Highline \$2,500; Sport Package - Comfortline \$2,000; Sport Package - Highline \$700; Anti-theft Alarm System - Comfortline & Highline \$600.

Pricing for Golf GTI Edition35.

Official word from Volkswagen Group Australia has come through confirming pricing and availability for the Golf GTI 'Edition 35', first revealed at the Wothersee VW show this year. Volkswagen is celebrating the anniversary of the GTI nameplate with the new limited edition model. With

173 kW of power (18 kW more than the normal GTI), the acceleration time from 0 to 100 km/h is just 6.6 seconds. It will be released locally this month.

Back in mid-1976 – when the very first production Golf GTI was launched in Germany – no one ever would have surmised what Volkswagen had just unleashed. The first Golf GTI surprised everyone: buyers, competitors and all those drivers of other sports cars who had never heard of such a thing from Volkswagen. Since then, the GTI advanced to become one of the most successful compact sports car in automotive history. Just 5,000 were originally planned, yet the Golf GTI is now approaching the production milestone of two million units. Unfortunately Australia didn't see the original Mk1 GTI, but we did get the Mk2 in 1990. We skipped the Mk3 for the VR6, but luckily we've seen every GTI from the 1998 Mk4 onwards.

The new Volkswagen Golf GTI Edition 35 improved the legend further. As always, it has front-wheel drive and offers good traction thanks to its XDL extended electronic differential lock. This Volkswagen converts its maximum torque of 300 Newton metres (2,400 to 5,200 rpm) into forward propulsion. An optional 6-speed DSG can shift gears in a fraction of a second.

The GTI Edition 35 will hit the local market with a list price of \$43,490 for the 6-speed manual and \$45,990 for the 6-speed DSG. The special edition will only be available in Australia with a 5-door layout and buyers will have a choice of four colours: Tornado Red, Candy White, Carbon Steel metallic and Deep Black pearl effect.

Like all GTIs, the Edition 35 is equipped with a sport chassis; the body sits 15 mm lower than on a conventional Golf. Working in front is the familiar MacPherson suspension with helical springs and telescoping dampers. At the rear, the multi-link suspension ensures that the ESP system seldom needs to be activated. The GTI's four disc brakes are also extremely durable and strong: braked from 100 km/h, the Golf GTI Edition 35 reaches a standstill after about 35 m.



In addition to the more powerful 173 kW engine the 'Edition 35' has bi-xenon dynamic cornering headlights with LED daytime running lights and tinted LED rear tail lights. Special '35' badging adorns the front guards, front seats and door sills. A model specific front bumper is complemented by gloss black wing mirrors.

Unique 'Jacky' trimmed seats are standard equipment. These can be changed via the optional Vienna leather upholstery package (see interior pictures below). The silver



'Watkins Glen' 183 alloy wheels can be optioned in grey metallic as well.

Interestingly, there's no word in the official press release to confirm a limited run of 200 models for the local market. To order one, see your Volkswagen dealer now.

Pricing for Scirocco R.

Volkswagen Group Australia has also released pricing and full specification details for the long awaited Scirocco R. Available with a 6 speed manual for \$47,490 or DSG for \$49,990 the Scirocco R undercuts the launch pricing of the 3 door Golf R model it is replacing by \$1000.



Powered by the same 188kW 2.0 litre turbo four cylinder from the Golf R, the front-wheel drive Scirocco R with DSG can reach 100km/h in 6.0 seconds (6.2s manual). If you behave yourself Volkswagen reckon you'll use fuel at the rate of 8.2 L/100 km (8.1 L/100 km manual).

Options are limited to premium audio, sat nav and a panoramic sunroof. Although, you can also option the multispoke design of the 19" Sagitta wheels over the standard 19" Talladega alloys. Worth noting that no leather option is being offered at this stage and the standard tyre size for the Scirocco R is 235-35/19.

For Australia there will be a choice of only five colours: Viper Green metallic, Candy White, Rising Blue metallic, Reflex Silver metallic, Deep Black Pearl Effect or Iridium Grey metallic. Volkswagen is kindly throwing in the sparkles too, so there's no extra charge for any of those metallic colours.

The Scirocco R can be ordered at your local Volkswagen dealer now and a batch of demonstrator models will arrive in late December. The first batch of fresh orders is expected to arrive in Australia around February 2012.

While it's a little late – the current Scirocco has been on sale in Europe since 2008 – it's still a very significant introduction. It will be the first time that the Volkswagen Scirocco has ever been sold here. The original Guigaro-designed Mk1 (1974-82) and restyled Mk2 Scirocco (1982-92) were never sold in Australia.

Amarok auto.

Volkswagen has finally revealed an Amarok utility with an automatic transmission at the recent Frankfurt Motor Show in Germany (September 2011).

It will feature an 8-speed fully automatic gearbox, which will be available as an option from the latter part of 2012 for European buyers. It won't be a DSG-style auto shift manual, as Volkswagen believes the traditional automatic will be more suitable for the vehicles' expected usage. Australian availability is at least a year away and may in fact, not occur until early 2013.

Although the Amarok project began some time ago, Volkswagen has been quite slow in getting its act together in relation to this important option. The Amarok has been in great demand on the local market and is garnering fantastic reviews, but supply of stock to dealers has been an enormous problem. Early imports from VW's Amarok plant in General Pacheco, Argentina, were quarantined when exotic insect material was discovered in some vehicles by Australian Customs. This has required rectification at both local and factory level.

Stay tuned for further information on the Amarok situation and its much-desired automatic option. VW buyers are also hopeful that VW will upgrade the Amarok further with a bigger V6 TDI engine (such as used in the Touareg and various Audis), as an option. No confirmation yet on whether this will happen.



Meanwhile, VW's Spanish dealer network already has new accessories available for Amarok. Among them is a 'Hard Top' for the attractive rear cargo area, giving the Amarok lines resembling an SUV.

Made of plastic reinforced with fibreglass, it is lined inside and has side windows to improve ventilation and

brightness. The enclosed rear remains airtight and waterproof when the windows are closed. Completed in the same colour as the body, the cover includes a third brake light in a small spoiler at the top. The cost of this new element is 2,640 Euro and it can be supplied and fitted at Spanish Volkswagen dealers. No word yet on whether this new VW Amarok accessory will be available at Australian dealers.

VW cylinder deactivation.

Volkswagen's latest efficiency technology, a cylinder shut-off system, will debut in the new 1.4-litre TSI engine from the start of 2012. This technology is sometimes called 'variable displacement' technology, first used to shut down cylinders on Cadillac V8 engines in the early 1980s but not perfected until Daimler/Chrysler used it on Mercedes V12s and Chrysler Hemi V8s in the early 2000s. Mitsubishi and Honda attempted the technology on four-cylinder engines in the 1990s but were unsuccessful. The new Volkswagen system will be the first successful variable displacement system on a production four-cylinder engine.



The primary goal of the high-tech system is to reduce fuel consumption significantly by temporarily shutting off two of the four cylinders under low to medium loads. In fact, cylinder shut-off reduces fuel consumption of the 1.4-litre TSI by 0.4 litres per 100 km in the NEDC driving cycle. When Start/Stop functionality is integrated, which deactivates the engine in neutral gear, the savings effect adds up to about 0.6 litres.

The greatest benefits of the technology are realised while driving at constant moderate speeds. At 50 km/h, in third or fourth gear, savings amount to nearly one litre per 100 km. This new fuel efficient TSI will therefore also fulfil the future EU6 emissions standard. High efficiency does not exclude driving comfort: even when running on just two cylinders, the 1.4-litre TSI – with its excellent engine balance – is still very quiet and low in vibration.

Cylinder shut-off is active whenever the engine speed of the 1.4-litre TSI is between 1,400 and 4,000 rpm and its torque is between 25 and 75 Nm. This applies to nearly 70 per cent of the driving distance in the EU fuel economy

driving cycle. As soon as the driver presses the accelerator pedal sufficiently hard, cylinders 2 and 3 are reactivated imperceptibly.

The system takes its information from the accelerator pedal sensor to detect the mode of driving. If the driving exhibits a non-uniform pattern – for example, while driving in roundabout traffic or in a sporty style on a country road – shut-off functionality is automatically suppressed.

VW will launch its four-pot cylinder deactivation technology on production vehicles sold in Europe beginning in early 2012.

Production Up! revealed.

The production version Volkswagen Up! has finally been officially revealed.

Showcasing a city car design first seen on the Volkswagen Up! Concept car unveiled in 2007, the production version offers innovative city living practicality matched with modern design and technology.



The Volkswagen Up! is a small three-door hatch measuring just over 3.5 metres in length (3540 mm), and 1.64 metres in height. This puts it on par with a MINI Cooper in terms of dimensions, just to give you an idea of its size. It's powered by a 1.0-litre three-cylinder engine producing 44 kW of power in entry-level trim, and 55 kW in optioned trim.

Since the Up! was developed purely as an urban runabout, the small Volkswagen has been engineered to offer superior fuel economy. With help from a range of BlueMotion technologies, such as Stop/Start, the Up! has an average fuel consumption rating of 4.2 L/100 km and 4.3 L/100km for respective trim levels. The Up! also comes with an emission rating of 100 grams of CO2 per kilometre.

To further bolster the Up!'s frugal appeal, a natural gas powered version offering 50 kW is on the cards for the future, consuming just 3.2 L/100 km, as well as a full electric version slated for a 2013 debut.

Inside, the Volkswagen Up! comes with a range of technology, including Volkswagen's new City Emergency Braking system which is capable of avoiding potential accidents at speeds below 30 km/h.



The dashboard also features a new Dash Pad interface and a Portable Infotainment Device (PID). This houses systems such as satellite navigation and the Up!'s in-car entertainment controls and climate settings.

Full production details of the Volkswagen Up! were revealed at the car's first public debut at the 2011 Frankfurt Motor Show last month, and is set to go on sale in Europe in December. VW Group Australia have already promised the Up! for Australia, with local release in late 2012.

Bulli for new 'heritage' VW range?

Volkswagen's head designer believes creating a 'heritage range' of vehicles – including the recently redesigned Beetle and a production version of the Bulli concept – could be a good way to stave off competition of rising manufacturing forces from Korea and China.

Volkswagen Group design chief Walter de'Silva has suggested that adding the Bulli (or Microbus in some markets) to what he labelled the heritage range should be considered an important part of the brand's business case going forward.



"As a designer, I am convinced by this idea," Mr de'Silva said. "We don't have a space for another conventional MPV, but this one would be desirable on a different level, combining practicality with the heritage appeal."

The Volkswagen Bulli concept made its debut at the Geneva Motor Show in March, and has been at the centre of production rumours ever since.

The six-seater concept unveiled at Geneva was an all-electric vehicle powered by a lithium-ion battery pack and an 85 kW/270 Nm electric motor.

It maintained some of the practicality of the original van from more than 60 years ago, with 370 litres of boot space and 1600 litres with the rear bench folded flat, although with only two rows of seats rather than the Type 2's three rows.

It is likely the production version will continue with a conventional five-seat layout, and instead of expensive electro options would feature Volkswagen's usual range of turbocharged petrol and diesel engines.

It is understood Volkswagen is targeting a 2014 model year entry, with production to start in 2013.

According to reports, the heritage range could be built under one roof, with the Bulli potentially joining the Beetle and Beetle cabrio in Puebla, Mexico.

VW tops R&D investment.

Volkswagen is the biggest investor in research and development in the global automotive industry.

The German manufacturing giant outlaid more than \$US9.2 billion (A\$8.8 billion) last year in R&D investment, putting it more than \$US700 million (A\$666 million) ahead of the second-highest spender Toyota, which spent \$US8.5 billion (A\$8.1 billion).



General Motors – currently again the world's largest vehicle manufacturer – ranked third, more than \$US2.2 billion (A\$2.1 billion) off the pace set by Volkswagen at slightly less than \$US7 billion.

Daimler (\$US6.5 billion) and Honda (\$US5.7 billion) rounded out the top five, ahead of Ford, Nissan, BMW, PSA (Peugeot/Citroen) and Renault.

Perhaps surprisingly, Korean innovators Hyundai and Kia ranked 11th and 14th for R&D spending respectively, although added together they ranked ahead of PSA in eighth position with an investment of \$US2.9 billion.

The data, compiled by Autoline Detroit, also measures the brand's R&D investments as a percentage of their revenue.

From this perspective, BMW and Honda filled the top two positions, with 5.5 per cent of their revenue from last year reinvested into research and development.

Volkswagen was close behind on 5.4 per cent, while GM (5.1 per cent) and Daimler (5.0 per cent) made up the top five.

Ford and Toyota spent a considerably smaller proportion of their revenue on R&D last year – 3.9 per cent and 3.8 per cent respectively.

Hyundai and Kia again filled the lower rungs of the ladder, with a combined R&D investment of around 2.1 per cent of revenue.

VW's Frankfurt stand.

This is an architect's model of the Volkswagen stand at the 2011 Frankfurt Motor Show, which was run last month.



The International Automobile Exhibition (Internationale Automobil-Ausstellung) is held every year, but with an alternating format. On even-numbered years the commercial vehicle show is held in Hanover, while the much larger passenger car show is held in odd-numbered years in Frankfurt. This is the world's largest motor show, featuring over 2,000 exhibitors from 42 countries. Over 1.2 million people visit over the 10 days (the first two days trade only).

The show is held at the Messepark fairgrounds exhibition centre in the Frankfurt district of Rebstock. The show is made up of 230,000 square metres of exhibition space, compared with the Sydney Motor Show's 30,000 square metres at Darling Harbour.

Volkswagen's almost 9000 square metre stand displayed over 50 show cars. Up to 228 hosts and hostesses were on hand at the VW Hall 3 stand, as well as around 80 Volkswagen employees.

Volkswagen's showcase wasn't just about the show cars though. It also had a huge 30-metre Innovation Wall that was used to display various insights into future mobility and innovations by Volkswagen.

Apart from the 50 vehicles on display, Volkswagen also had an additional 74 vehicles outside which were used as a test fleet for punters to try out.

Tillmann Stauske, head of fairs and congresses at Volkswagen, said, "Volkswagen has the largest test fleet of any automaker at the IAA – 74 vehicles are lined up outside Hall 3.0. That means our guests can experience the entire Volkswagen product range – from the Polo and Golf Blue-E-motion to the Touareg Hybrid."

Bug Off Cancer drive.

Day 1 started out from home at 5:15am and continued on to Castle Hill to pick up another crew member. We were met by our 'official' cheer leader and her daughter (albeit in their pyjamas) to send us off into the darkness of the morning.

Bug1 and Stefanie made their way onto the Pacific Highway, and we were on our way to the Club VeeDub Winter Break at Sawtell.



First stop in Hexham was unscheduled, as Stefanie decided she needed some attention and brought her crew of Mario and Tamar to a stop. First thoughts were that she ran out of fuel. This was not the case as there was fuel in her tank. Next thought it was ignition problems. This was not the case either. It turned out that her fuel had vapour-locked. This was caused by the fuel getting warm and getting air in it and stopping the flow of fuel. This was rectified within a few minutes and we were on our way again.

Next was a fuel stop and a morning tea break by the river in Karuah.

Next stop was Taree at 10:45. This was a pit stop for the crew to have a coffee. Coffee break was over at 11:25 and we were on our way again.

We continued on to Fredrickton (just north of Kempsey) where we had lunch at Fredos Pies. Morris, the manager of Fredos pies donated our lunch for our cause. For this we thank him a great deal. The Bug Off Cancer! Crew highly recommend their pies. Their website is www.fredopies.com.au



After lunch we edged our way through passing rain showers and at Macksville, Stefanie decided to let one of her windscreen wiper come loose during the rain, rendering the wiper useless in the rain. Whilst in Macksville, it was a fuel stop and then on to Sawtell.

After checking in and unpacking, it was down to the beach and taking in the afternoon sun. A rock skimming competition was started, and yours truly was twice undefeated in skimming to the other sand bank.

Upon arriving at the Caravan park in Sawtell, there were VWs of all descriptions, thanks to Club VeeDub Sydney (of which I am a member) having their Winter Break show there this weekend.

All in all, a great day with very minor hiccups and 350 miles or 560 km (in new speak) covered today over a time of about 10 hours including scheduled and unscheduled pit stops.

Day 2 began with rain and wind and uncertainty as to whether we were going to join the VW convoy down to Bellingen Markets. It was decided at about 8:40am to join the drive and see how the weather turned out when we got to the markets. It was raining till just before Bellingen, but it was good to see the convoy of VWs of all types, air-cooled and water-cooled, cruising down the Pacific Highway in a line of about 40.



Upon arriving at Bellingen Markets the town was bustling with people and lining the streets to view the VWs coming to town. Once we got to the oval, we were ushered into our parking positions by the marshals. Once parked, people gathered to look at the VWs. After talking with the locals and other Club VeeDub members, we made our way into the market grounds for a look-see at what was on offer. After a couple of hours the heavens opened up and ended our stay at the markets.

After leaving the markets and getting back to our cabin in Sawtell, I was asked to help out our neighbouring VeeDub club member as he had blown a radiator hose in his Holden Commodore. Yes, a VeeDub owner drove to Sawtell for a VeeDub drive and display in his Holden Commodore (!!). I drove him to Coffs Harbour to get a radiator hose and some bits for his car. Oh well, that's what you get when you drive a non-VW car to a VW display (name withheld to save him embarrassment – Ed).

Day 3 started out wet and windy, as it was all night. It wasn't looking promising for the Club VeeDub show and

shine event in the Sawtell Caravan Park car park to raise funds for Bug Off Cancer!

As the weather eased up and we were getting prepared to make our way down to the show and shine event, we had an unexpected visitor in our cabin. The local turkey (of the bird variety) entered our room and wouldn't leave.

After chasing the turkey (not Mario) around the room, under tables, on couches and behind curtains, feathers were flying and wings were flapping, I was finally able to catch the turkey, carry it outside and place it back in the grassed area safe and sound. That was our excitement and our neighbouring cabin's entertainment for the morning.

After the turkey episode, we finally made it down to the show and shine event. All the proud VeeDub owners were washing their cars to show off their prized possessions, albeit in the drizzle.

Club President Steve organised the event with committee and members Shirley and Ray to raise funds for Bug Off Cancer! Ray built a model of a VW workshop to raffle off and put the proceeds to our cause. I thank them all for their great efforts.



We left Sawtell at about 9:30am and made our way north to Caloundra. Along the way, many photo opportunities presented themselves to us. Big Banana at Coffs Harbour, pitstop in Chatsworth Island, Big Prawn in Ballina, Macadamia Castle in Knockrow and the NSW/QLD border at Tweed Heads/Coolangatta.

I highly recommend stopping at Chatsworth if driving north. A quaint little village with a community thong tree, tree of knowledge and friendly locals. I have to thank Des of Chatsworth who handed me a 1957 Motor Manual magazine when he saw the two Beetles pull into town. He called me over and had a couple of pages of this magazine open to an old VW advertisement. He said he was having a clear out of his things, and said I could have the magazine. I gladly accepted, He offered me to have a look at what he had, but unfortunately time was not on our side.

Today was great, but long and tiring. 3 days down, 3 to go with a loooong drive to Charleville in the morning.

Day 4 started well as we left Caloundra at 5:25am and made our way down the freeway and then on to Charleville. The weather was good, cars running well and we were making great time. Then at about 8:50am Stefanie spat the dummy. Literally. Number 3 spark plug was blown out of the head, complete with insert, rendering the engine virtually useless to run on three out of four cylinders.

After some deliberation and much phone calling in a marginal mobile phone area 98 km east of Toowoomba, we tried to drive Stefanie to a VW mechanic in Toowoomba. Stefanie went well until just out of Toowoomba, then she died completely. She wouldn't start. She is staying in Toowoomba to receive the necessary repairs, and will be picked up at a later date after the drive.



Club VeeDub members were also great. They were able to give me names and numbers of local people who may have been able to help. Then those local guys would get onto even more local guys within our vicinity. A big thanks to them for their assistance to find a place for Stefanie.

Having Mario, Tamar and Joe on hand was a great help, and as a team, we worked very well together, and I couldn't have asked for a better group of people to have. Phone calls were being made, searches for car hire places, alternative accommodation. We lost 6 hours and couldn't make Charleville, but we continued on our way, albeit without Stefanie. We are staying in Roma, which is about 270 km east of Charleville. Not ideal, but somewhere to rest after the events of today.

Mario and Tamar now ride in a very modern Barina. Not a Bug, but the spirit is still there, complete with side magnets, stickers, etc. They can now ride in a bit more comfort but not as much style.

Mario organised the hire car, Tamar on hand with advice and a helping hand, as was Joe. Again, a big thanks to them all for getting in and getting things done without tempers fraying as would be normally the case in a situation like this when stranded on the side of the road a long way from home.



Day 5 (Tuesday 23 August) started early so as to make it to Cobar before dark. We started from Roma at about 7:00am and group hugged the biggest bottle tree in Roma with a girth of 8.9m (No, we're not greenies).

We then set off to Charleville to see the hotel we were supposed to stay in the previous night, but due to Stefanie packing it in, we had to stay in Roma. We visited Hotel Corones, which has a rich history and were given a guided tour by the hotel's owner/manager, Jackie. She's a lovely lady who took the time to show us intricate details about the hotel and gave us an insight about the history of the hotel and its owner, Harry Corones. In its day the hotel had celebrities and royalty stay there, including Amy Johnson, Gracie Fields, and the Duke and Duchess of Gloucester.

After we parted Jackie and Hotel Corones, we had great pies at Russell's Charleville Bakery. If ever in town, I highly recommend them for a feed.

After Charleville, it was on to Cobar, with a fuel stop at Cunnamulla, and a photo shoot with the local constabulary there. Then on to the QLD/NSW border for another quick photo shoot, then on to Bourke for another fuel stop before making the dash to Cobar to get in before sun down. It was looking good till about 30km out, when the shadows were getting longer and the animals gathered on the roadside. It was a matter of dodging emus, kangaroos, wild goats, foxes and even a cow grazing on the side of the road. We got into Cobar at about 6:30pm and then had dinner at the Golf & Bowling Club in Cobar.



We were then met by the editor of The Cobar Weekly who wrote a story about Bug Off Cancer! on my initial trip through Cobar in 2010, and was writing another about this year's Bug Off Cancer! Drive.

After the events of the previous day with Stefanie, today was perfect and we made up for lost time and back on schedule.

Day 6 started out early enough at 7:00am, with a breakfast at Subway in Cobar. After breakfast, it was a run to Nyngan and refuel stop. It was disappointing to find that the Iroquois helicopter has been removed from in front of the Museum. The locals could not offer any advice as to why it has been moved, but they were quick to state that their water rates have been increased because of it.

After Nyngan, it was off to the Narromine Aviation Museum. There they have a full size replica of the Wright Brothers plane. This was a flying type and has had about 7

hours of recorded flight. A great collection of aviation memorabilia and history associated with Narromine aerodrome.

After Narromine it was off to Orange for a fuel top-up and lunch. Then it was off to Bathurst and do a hot lap of Mount Panorama. This was done in about 6 minutes and the 40 horses of Bug1 once again conquered the mountain.

It is from Bathurst that Mario and Tamar parted ways from Joe and I as they were to return to hire car to Sydney Airport and I was to take Joe home.



I can honestly say that although Stefanie did not complete the trip, the trip was an overall success, as Bug1 completed the 2175 miles or 3480 km without once missing a beat. I could not have asked for a better crew of people to be on a road trip with and to have shared the last six days with. They all gave their best and had been away from family and friends to help raise funds for cancer to hopefully beat this disease that affects so many of us.

Although the Drive has finished, our fundraising efforts have not. We have a new target of \$15,000 and we aim to meet that target. We do have some other fundraising events in the pipeline in the near future, and the funds raised will go toward our target.

I would like to thank QANTAS Engineering for being our major Corporate Sponsor for this trip and Access Group Solutions for supporting us with safety equipment and donating to our Trivia Night. Thanks also goes to Cedrus Lebanese Restaurant for donating to our Trivia Night. Club VeeDub Sydney also deserves a mention of thanks for holding a raffle in Sawtell and raising funds in the Show'n Shine VW display last Sunday, and also for their network of support in helping us get Stefanie to a repair workshop for repairs.

Norman Elias

VW Motorkhana. Sunday 11th Sept.

Sunday the 11th of September saw Club Vee Dub organising a State Round Motorkana at Nirimba Tafe Quakers Hill.

Twenty-one seniors and one junior entered to run the three different morning courses. These courses are rearranged

Club VeeDub. Aus Liebe zum Automobilklub.



during the morning tea and again at the lunch break, giving competitors a total of 9 different layouts and 18 runs against the clock (two attempts at each layout), giving their driving skills a workout.

A selection of street cars and purpose built 'specials' made up the field, with a number of the cars having multiple drivers which proved their reliability as they ran all day.

The event was overseen with 3 Cams Officials - Robyn King Chief Steward, Gary Peterson Series Steward and Phillip Taylor. The Motorkana required 17 Officials made up from Renault Car Club Australia. Club Vee Dub provided scrutineering, timekeepers, course officials and of most important the paperwork.

The Motorkana was held on an ideal sunny day with just a hint of a zephyr breeze (like that description) blowing across the course which removed the tyre smoke.



The 'specials' are light and powerful, a bit like short wheelbase open wheel race cars with huge handbrake levers. Two were front-engine front-drive, with a Honda twin cam engine in one and a Mini Cooper engine in the other. These cars were very fast, but the fastest of all was a custom built rear-engine rear drive special powered by a modern Renault engine. It was fastest car of the day.

However the normal 'grocery getter' sedans add the lean, lurch and plenty of tyre smoke. There were three Volkswagens taking part: a nice silver Mk5 Golf driven by Justin Chiew, a Seat Ibiza Cupra driven by Greg McKinley and the J&S bodied VW buggy driven by the youthful Greg Hart (see this month's cover).

The buggy suffered a serious oil leak and Greg gave us a lesson on how to make a tappet cover gasket out of 35 pages of a Sun-Herald folded twice. Amazing!!!!



Unfortunately no other VWs took part, and the rest of the field was comprised of Renaults, Peugeots, Mini Coopers and lots of Japanese cars. Hopefully we might get more VWs having a go next year. I wonder what sort of VW special would be fastest at this sort of thing? A Vee with a Golf GTI engine maybe?



Thanks to all who gave their time to run a successful meeting. The next CAMS meeting that members can attend is Wakefield Park on 16th October. Remember if you are working as a Cams official, you can use your Club Vintage Plates car to get yourself there. Check the CAMS web site to confirm all dates.

Norm Robertson





Canberra Autofest. 17-18 Sept 2011.

The weekend of 17 / 18 September was the annual Shannons German Autofest, held in Canberra. Saturday 17th saw the VW cruise occur, with over 40 cars meeting at the Russell carpark, covering most of the models.

Taking a convoy of cars to any destination is hard enough, but intersections and roundabouts just add to the 'fun' that prevailed. We had time for a great photo opportunity near the Governor Generals residence and then pushed on to the destination in Belconnen, where we barbequed in front of



the Canberra VW Centre. Well done to Simon and Mark for arranging the route.

Sunday was the car show. Autofest involves the German marques, and joining Volkswagen on the day were Mercedes, BMW (cars and bikes), Porsche, Audi - a great scene and some excellent vehicles were on display. Our cars started rolling in early and while we tried a new display design this year, the lines ended up a little off centre. Note for next year - easier setouts are the best. The marshals were bringing the cars in, our ladies in the registration tent were doing a sterling job of organising the paperwork and fees, the weather was looking great and the event was going to work well.



As per previous years, we chose judges from a wide range of areas to make it fair on all concerned. They made their way around the display and noted their choices for the trophy display later in the day. Many thanks to these judges. Having you assist in this way helps us greatly. Trophies were presented after lunch, including the final few being handed over by the German Ambassador.

We had some great sponsorship this year, and I would like to publicly thank the following:

- **Lennocks VW**, Phillip ACT - major sponsor for us at the show. Lennocks also had a display of new VWs at Autofest
- **Beetle Exchange**, Fyshwick ACT
- **Canberra VW Centre**, Tuggeranong ACT
- **Canberra VW Centre**, Belconnen ACT
- **Shannons Insurance**, Fyshwick ACT



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And of course, our continuing support from Club VeeDub. I would urge local members to support these sponsors whenever you can - we appreciate their generosity and assistance.

Just as quickly as the cars appeared, the show was over and Autofest was finished for another year. This year saw 110 VWs on show - a new record for us - and exhaustion started to set in to those packing up for the day. A big thanks to everyone who volunteered their services and helped, whether it was on the cruise, marshals on the day, as a judge, in the tent, wherever - we could not have done this without you. Two thumbs up to you all.

The name of the show will change next year so please keep your eyes peeled - as time of writing the new name hasn't been chosen but we'll keep you informed next year.

On a sour note, I am following up a few issues that arose during the day that has caused some angst. While it would have been limited to a few people, it scars the event for all. I would ask that people consider the following when attending car shows (in general) and certainly the Canberra event:

- **Rules** are publicly listed before and at the event, there is a good chance that they also apply to you. Lets not argue whether you think it's valid. To those 6 people who didn't pay to show their car, we paid your site fees for you.
- **Drinking** onsite - apart from making a moral decision as to whether 9.30am is a good time to start drinking alcohol,

it might be courtesy to actually ask if you are allowed to drink there.

- **Parking** - if a marshal asks you to park in a certain location or facing a certain way, it is done to make the display look the best it can, as well as allow pedestrian access, etc. Please don't make a decision to counter what a marshal says and park differently.
- Using the vehicles **During The Show** - it's fine to discuss your car with a keen enquirer, or show them a certain aspect, etc. It is not good to rev your engine during the show unless it is part of a sanctioned display. It is equally not acceptable to turn your new stereo up and display its levels to the public.
- **Trophies** - to answer so many people's questions - no, we aren't the Nationals, we don't judge like the Nationals, we don't have as many trophies as the Nationals. If that's what you want, go to the Nationals. Despite the amount of time we take to arrange the categories and trophies, we don't know what cars will attend, or how many. We do the best we can with what we have.
- **Abuse** - a number of our members, and particularly those in the registration tent, received abuse over many of these issues. If you don't like an aspect of the event, we aren't forcing you to come. We let you know the pricing beforehand, told you about drip trays, and placed the event hundreds of kilometres from Sydney so that you could tell it wasn't the





Trophy Results:

Beetle - up to '67: First Janet Pozzi, '65 model
Second Iven Laufer, '67 model

Beetle - '68 - '76: First Suzanne Jedryk, '74 model
Second Peter Josling, '71 model

Beetle - Modified: Renee Richards, '68 model

Kombi - up to '67: First David Parsons, '65 model
Second Mark Smith, '67 model

Kombi - '68 - '79: First Graham Patterson, '73 model
Second Wayne Murray, '72 model

Kombi - Modified: Leanne Silvestri, '69 model

Other Air Cooled: First Chris Preen, '62 Karmann Ghia
Second Andrew Stamicic, '69 Fastback

Other Air Cooled - Modified: Mark Palmer, '74 DoubleCab

Golf - Mk 1-2: First Liam Camilleri, '80 model
Second Marcin, '91 model

Golf - Mk 3-4: First Grant Osborne, '04 model
Second David Bille, '04 model

Nationals. Please don't abuse our staff, feel free to contact me with issues, but do not attack them if you aren't happy with something.

As stated, it was a small number of people but it affects the whole team that we have running here.

Shannons German Autofest 2011 - a great event, I hope to see you all next year at the 'as yet unnamed carshow' in Canberra!

Bruce Walker





Golf - Mk 5-6: First Shannon Doyle, '05
Second Adam Frankle, '07 model

Golf - Modified: Gareth Wiggan, '76 model

Polo: Simon Mead, '06 model

Audi: Pierre Thorand, '08 model

Other Water Cooled: First Peter Shelley, '92 Corrado
Second Matthew White, '86 Scirocco

Other Water Cooled - Modified: Stuart McLennan, '95 Vento

SUV/Commercial: Simon Loxton, '09 Tiguan

Rat Class: Matthew Koomen, '73 Thing

Best Display: Brendan Jones, '74 Kombi

Encouragement Awards: Taylor Keith, '68 Squareback
Aaron Nicoli, '79 Golf

Car Of The Day: Wassim Dannau, '68 Beetle

Shannons VW Of The Day: Joanne Bell, '74 Kombi

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Burwood Classic. Sunday 18 Sept.

It was a beautiful sunny morning, perfect day to show off our pride and joy, so I got up early about 6.00am, went for my usual Sunday jog 15kms. After an hour and 20 minutes I'm pretty famished so I started off with a bowl of hot porridge and then I boiled an egg and had that on two pieces of toast....are you getting hungry yet? Now this is how I cook my porridge: one cup of Uncle Toby's Oats, one cup of So Good Natural, one cup of skim milk, capful of vanilla essence, two tablespoons of pure honey, a knob of butter and three tablespoons of Bulla light cream.

Then off I left to Burwood in my 1973 Superbug and arrived there about 9.00am. The officials greeted me with a



welcome smile and directed me to a spot where there was a white 1966 Beetle already parked on the grass which belonged to Jeff. Soon afterwards a Kombi arrived followed by another 1973 Superbug (white). The Karmann Ghia was parked in another area of the park so we got him permission to bring it over to where we were, just behind the big dipper which was very popular with the kids.

That made 5 VWs, not too bad out of maybe 70 classic cars of all types and the park was pretty much full.

I spend most of the time walking around looking and admiring the other classic cars that were on display and had conversations with some of the proud owners. One guy who had a Fiat 500, two cylinder and air cooled told me that he bought the car 28 years ago for just \$800 and now it's worth \$31,000. The Fiats, Morris Minors and Monaros were well represented and of course there were some old Fords from the 1920's. On display there was this awesome Harley Davidson, everything chromed from head to toes, it was just magnificent.



The Burwood show has been happening there for more than 20 years, although our club has only been there the last four or five years. Those who wanted their cars judged paid \$10.00 otherwise it was a free entry if you just wanted to display your car.

I left the show at 2.15pm so I don't know the result of the judging but maybe one of the other members - John, Peter, Brad or Jeff will give us a report the next club meeting.

Joe Buttigieg

Deniliquin Ute Muster. Fri 30 Sept - Sun 2 Oct.

It's been something that I ('76 single-cab Ute) have been planning for many years, but had been putting it off due to stories that you hear about the event; some are true. Mark Palmer from the Canberra chapter ('74 twin cab Ute) had also been thinking about going for many years. This year we decided to take the plunge. We had to have our entries forms for the show n shine in by the 9th September, which included a 500 word story and 5 photos of your car.

We had arrived on the Thursday and the queue of Utes waiting at the main gate stretched for many kilometres already. All exhibitors and show n shine entries were allowed in on Thursday afternoon through a side gate, but due to two



days of rain and a bogged truck we were delayed from entering for some time. Eventually we were told that we were not allowed in the show n shine arena until Friday morning but told us we could camp in another paddock nearby. We pitch camp and started cooking tea, when other show entrants started packing up and moving off. The organisers changed plans and we were allowed in show arena. After finishing tea we also packed up and moved into the show arena. Pitching a tent in the dark is not always fun.

Thursday night was a sleepless night due to the generators running all the time while they (Organisers) were setting up. Also the queue of Utes growing larger, louder and rowdier.

We started early Friday morning, cleaning our Kombis as Friday was judging day. Cleaning our Kombis in the muddy conditions wasn't easy, and certainly time consuming. Judging started at 9:00am and finished around 4:00pm, so it was a long tiring day. There were about 50 -60 cars entered. It was good to get around the show arena to talk and look at other peoples' cars. I think our VWs were well received by other competitors and spectators. It's amazing to listen to what people say about your car, especially when a little boy tells mummy there's Fillmore (the Kombi character from the Disney/Pixar movie Cars).

Friday was the best of the days as it was overcast with sunny periods, which dried up the grounds. Friday morning was also the day the main gates opened to the ever-growing crowd outside. The paddocks quickly filled up with tents and Utes. The Ute muster was well and truly under way.

It's hard to believe the logistics of such a large event. The area included amusement rides, food stands of all types of food, wood chopping arena, and bull fighting arena, show n shine, two stages, two bars, main sponsor stands and smaller



retailer stands. One of the bars was a semi that folded out to a double story bar including ceiling fans. It was an amazing truck (bar).

As day fell on Friday the rain also had started but it didn't deter the crowds which were just starting to warm up. It was also another sleepless night, as the crowd was now next door in the next paddock, setting fire crackers off, revving engines and making their engines back fire.

We had awakened on Saturday morning to find the ground covered in water. The day continued on as normal despite the weather conditions. As more and more people wandered around the cars, it made the water returned to the surface (like cement when you tap it to make the water come to the surface), making the ground boggy. You were continually walking in mud and sludge.



Presentation was held midday for show n shine. Mark came Second in Best Other Ute and I came first in the same class. I also was a top ten finalist. The prizes were really good which included an esky.

At the end of presentation we decided it was better to pack up and leave, as the weather forecast was predicting more rain. There was no point in waiting for tomorrow when thousands of Utes would be trying to leave the same gates at the same time. As we tried to leave the show n shine arena we ended up getting bogged ourselves. With many to help we ended up getting towed out. It just topped of the weekend well.

It's an event that you would have to see to believe and once in a lifetime experience. With only the weather making it a disappointing weekend.

Wayne Murray



Hubertus Oktoberfest. Sunday 2 October.

In Germany the Oktoberfest starts in late September, but here in Australia at the Hubertus German Club in western Sydney it runs over the October long weekend. Thanks to Raymond, our VW club has official parking status and a front row auditorium table on the Sunday.

Thanks to the strong La Nina weather pattern that has settled over Australia, we have had the wettest 6 months in more than 30 years and our dams are now over 80% full. So much for the global warming alarmists crying 'It'll never rain again!' Well, over the Oktoberfest weekend, it sure did.

I'd missed the Burwood show and the Canberra Autofest as my Kombi had been in the body shop having its sliding door replaced, totally rusted out under the flipper window. Boris found me a rust-free spare and a modern Brazilian-style double-pane slider window and frame, and the Kombi was as good as new. But was it worth showing it at Oktoberfest?

After a rainy Saturday, Sunday dawned very grey and wet. I decided to take the Golf as no one would be outside admiring old Kombis! At 9:30am Brian was already there and tried to ring me, but I was already on my way. The rain pattered down as I headed out through Liverpool and onto Elizabeth Drive. It was grey and dark and all cars had their wipers and headlights on, and the road was very wet.

After a quick stop for fuel, the paper and some cash at Kemps Creek, the rain eased slightly and I pulled into the Hubertus Club. It only cost \$5 to enter and I drove up on to



our reserved concrete parking area and parked next to Brian's Golf. The front grassy field in front of the lake was wet and squelchy, with mud already showing. Joe's Camper and Jeff's Beetle were also there, hiding under the eaves.

The Club had set up its usual large shelter marquees for food and drink, and they were already buzzing with people. German sausages, schnitzels, sauerkraut, rolls and, of course, the famous pork knuckles were available and the cooking smells were great. It was boggy underfoot. There was also a portable bar selling wonderful German beer in large glass steins. Outside there were a range of carnival rides for kids, but they sat empty, still and dripping in the rain.

I moved inside the warm and dry auditorium to our club table, where the VW gang was enjoying the German music and some early beers. Brian limited himself to two all day, and I mostly followed suit as there was a large police



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presence in the grounds and nearby on the main road to catch the over-indulgents. I didn't buy a stein, as I already had several at home and Raymond said they had pretty much sold out. I was happy with a schooner of DAB, which the Club had on tap.

DAB stands for Dortmunder Actien Brauerei, or Dortmund Joint Stock Brewery. They make a range of beers such as Pilsener, Altbier and wheat beers, but the one on tap here was their popular lager with a wonderful clean taste. You could also choose from Bitburger and Erdinger, more fine German beers. I'm as patriotically Australian as anyone, but really our VBs and Tooheys News are just sugary swill by comparison.

The Hubertus Club had the entertainment going all day, with either a live German oom-pah-pah band or Raymond spinning a few recorded German songs on the PA system. There were gifts and souvenirs on sale around the edges of the auditorium, and the restaurant did a roaring trade all day, but mostly we just sat and enjoyed our food and drink and the atmosphere, watched the girls and talked cars.



The highlight was of course the German slap dancing, and we were lucky this year to see it done by two different dance groups. Raymond and Grace's girls Kira and Bettina were in the Hubertus Folk Dance group and they did a fantastic job. Joe hadn't been to Oktoberfest before and I thought his eyes were going to pop out when the boys started their fight / slap routine! It's always great fun to watch.

Another highlight was looking at all the pretty frauleins in their traditional German outfits, smiling at all the men and showing off their cleavage as best they could. Of course it



would be rude for blokes not to appreciate their assets, so we made sure that we saw them all.

Unfortunately the rain and boggy conditions spoiled the day, and many of the VW guys and girls headed off just after lunch. Brian and I stayed until about 3:30, then we each headed off home. Yes it was also grand final day, but really no one cares if Manly wins. I am not sure if the Club again put on prizes for the best VWs, but there wouldn't have been any left later on.



Thanks to the Hubertus Club again for their wonderful Oktoberfest, and to Raymond for making sure our VW club got prime position. Always a very enjoyable taste of German culture and a fantastic day. Prosit!



The Toy Department.

It's not every day you find a VW Type 3 model, let alone a plastic VW Fastback.

This rare model is actually made in Greece of all places. Extremely rare and beautiful this VW 1600 TL model, made from soft moulded plastic, was produced in Greece in around the late 1960s by a company called *Plaggoplast*.



This is a fairly large model, measuring approximately 38 cm in length, and around 15 cm. in width. It seems that this model derived from the exactly the same mould used by Rex/Arnold (most Greek toy companies used old German moulds for their toys - this was a very common process). Rex produced the same model from high-quality plastic, though proportions seem to be very similar.



The car is finished in canary yellow, with light mushroom grey seats, and it even features a detailed silver dashboard, along with a detailed steering wheel, as well. Wheels have chrome hubcaps. As far as condition goes, the model is in exceptional condition.

This is a perfect example of this very scarce model. Very few were originally produced, so much fewer have survived up to this day.

Another Greek example is this very rare Greek-made toy from famous Greek manufacturer 'Grecostyle'. An early '70s VW caravan camping with camper diorama, hard plastic made.



The diorama dimensions are 45 x 30 x 15 cm, and VW Camper is 27 x 13 x 12 cm.

And as the Greeks say ya -sas! for now

Tony Bezzina
kbezzina@bigpond.com

Warwick VW drags. Sat 1 - Sun 2 October.

The October long weekend also saw the Warwick Drag Racing weekend. It was a rainy weekend but that didn't stop the fun. Thanks to Craig Hughes and his VWMA crew for such a great event.

Gotta say that the show bags were the best ever, Awesome VW hat! Rain stopped many people running on Saturday, but lots of great results for all the cars on Sunday with the finer weather, and plenty of personal bests.

Apologies to the Warwick track crews and spectators for holding up the show after running over the finish line lights. Will look for the cause today...never happened in 20 years and 450 odd runs in this car.

My best was a 7.03 @ 155 km/h (96.3 mph), which is a little off my best at Warwick, but best with the 1/4 mile ratios there.

Highlights for me (that I can remember) were: Stanley's 7.5 run from his 1641cc, Ben Ford's 7.0, and his finals appearance,



Chris' 6.7,
Wayne's 6.3!!
Frosty's win,
Rodneys 9000 rpm burnouts,
and the dinner and desert on Saturday night was suppoib,
and catching up with all those guys and gals that we only get
to see once a year!

Congrats to Craig Hughes for putting on another top
weekend even though 3 cyclones hit us on Saturday
afternoon.



Good news about next February, is there will be a drag
event to be held in Sydney. Much easier drive for all of us
from Sydney and a bit easier from the guys from Melbourne
and Adelaide too.

Congrats to Wally and Ben making the Top 10
Shootout.

Best showing BY FAR was the group from WPVW, 5
cars on the transporter and on the track all weekend an
outstanding performance even for a photo shoot at the end

Best in the pits Rod Penrose with a gearbox and a
clutch change in between rounds they are modelling of the car
with a wall tap

Best change of course (making the track wider than it
should be) Wayne Fenech VVDS



Here are some photographs of the weekend, courtesy
of the Aussieveedubbers website.

For a full report on the weekend with results, don't
forget to grab the next issue of VWMA from your
newsagents. Bring on Sydney Dragway !

Dave Butler and Boris Orazem



VW-Suzuki divorce.

This story — probably apocryphal— is told like a joke. Playwright George Bernard Shaw is once believed to have been propositioned by a beautiful actress with these words: “Wouldn’t it be great if we got married? Our child would have my beauty and your brains.” To which the not-so-good-looking Shaw was supposed to have replied: “But what if he got your brains and my beauty?”

Leaving aside the sexism inherent in the story, this is really the problem with the Volkswagen-Suzuki two-year marriage of convenience which ended abruptly last month. The duo wanted to create a your-beauty-and-my-brains kind of wunderkind without stopping to consider whose brains and whose beauty. When an improbable alliance raises the prospect of producing not a prodigy but a moron, it ends in acrimony.



The divorce proceedings started with Volkswagen criticising Suzuki for tying up with Fiat for diesel engines. Suzuki’s board returned the compliment with a stinker. “Suzuki hereby announces that its board of directors has officially determined on Monday (the) dissolution of the comprehensive partnership and the cross-shareholding relationship with Volkswagen AG. Suzuki thinks that it is crucial to secure independence in its operating policy decisions for maintaining its competitiveness in the domestic car market and other Asian markets, including India.”

The last two words (“including India”) are most crucial to understanding why this partnership broke down. A key reason for the VW-Suzuki global alliance was that the former would help Suzuki build diesel cars and the latter would share its expertise in small cars. The two points converge in India – where both “small” and “diesel” are big marketing USPs.

Maruti Suzuki, which is Suzuki’s main workhorse and showhorse, has an Achilles heel: it has no diesel cars worth the name. VW, which is only now making a big entry in India, does not really have the small car models to become a big player in India.

In theory, this is the perfect excuse for jumping into bed with brains-and-beauty dreams in pink-tinted sights. But the alliance was a non-starter primarily because both would have ended up with neither: beauty or brains. When the Indian market is so crucial for all auto majors, neither VW nor Suzuki could afford to help the other here.

This explains Suzuki’s talaq notice which emphasises the “crucial” need to “secure independence in its operating policy decisions” from VW.

Here’s why a marriage like VW-Suzuki was made in hell and couldn’t never have lasted anyway, despite the best of starting intentions.



First, there can be no marriage between unequals. Worldwide, VW is a whale with projected revenues of \$148 billion in 2001, while Suzuki is a minnow with \$18 billion in revenues. By definition, a whale cannot marry a minnow. It can only swallow it.

The alliance could only have worked if Suzuki was willing to surrender to VW. Since it wasn’t, divorce was the only way out.

Since Suzuki did not want to be swallowed, it has opted to escape while it was still possible. Whether VW will allow it to slip out of its grasp is another matter. Reason: it already owns nearly 20 percent of Suzuki while Suzuki owns only 1.5 percent of VW. VW also has oodles of cash (its profits of \$9.9 billion in 2010 were more than half of Suzuki’s entire turnover) and sitting on 20 percent of Suzuki shares for no apparent benefit is not a problem for it. It will be hoping that Suzuki will ultimately fail and return to an unhappy wedlock.



Second, marriages between different cultures are almost impossible to pull off. Globally, two-thirds of all mergers and acquisitions fail because of people and cultural factors. This is why most mergers reduce value for shareholders. Among all the marriages between western auto

companies and Japanese ones, only one – Renault’s marriage with Nissan – has survived all the turbulence.

In India, too, we have seen Hero break off from Honda, Firodias from Honda (even earlier), TVS from Suzuki, and Premier from Peugeot. And this is just in the auto field.

This is what The Wall Street Journal has to say about the fate of cross-cultural marriages in the auto sector.

“Foreign auto makers have had a mixed track record with capital tieups in Japan. General Motors in recent years has sold off stakes in Suzuki, truck-maker Isuzu Motors and Subaru maker Fuji Heavy Industries as the US auto company’s Japan strategy teetered and the company’s financial situation weakened. Ford Motor has slashed its 33.4 percent controlling stake in Mazda Motor to 3.5 percent. Daimler AG bought a controlling stake in Japan’s Mitsubishi Motors in 2000, which increased to a peak of 37.3 percent, and sold it all in 2005.”

We can now add VW-Suzuki to the list even as the jury is out on Renault-Nissan.

Third, there is the crisis of varying expectations between partners. Suzuki wanted diesel technology from VW without the loss of independence. VW wanted Suzuki’s small-car expertise without sacrificing its market share goals for the Indian and Asian markets. As the Suzuki statement announcing the divorce noted ruefully: “Suzuki’s primary aim for the partnership was to receive (diesel) technology transfer... (but) with Volkswagen AG’s minor equity participation, it is difficult to receive technology transfer at the same or higher level VW group companies...”



VW wants to raise its share of the Indian market to 10 percent of more – something that can only come at the expense of Maruti Suzuki’s 45 percent share. It made no sense for Suzuki – which derives over 40 percent of its global revenues from India – to invite a global giant to share its meal in India, when India is crucial to its own future. A tieup with Fiat for diesel engines makes more sense for Suzuki since Fiat is no threat to it in the Indian market – as yet.

Fourth, no strategic alliance can work without a clear understanding of what one brings to the table, what one wants, what one gains and what one loses. In the VW-Suzuki alliance, VW brings diesel and cash; Suzuki brings small cars and knowledge of the Indian and Asian markets. But when you have cash, you can buy what Suzuki brings to the table. This explains why VW holds all the aces and Suzuki the low cards.

The alliance could only have worked if Suzuki was willing to surrender to VW. Since it wasn’t, divorce was the only way out.



The Hero-Honda divorce happened for precisely this reason. Honda would not have given high technology to Hero when it had its own 100 percent subsidiary, Honda Motorcycle and Scooter India Pvt Ltd, to take care of. In this scenario, the Hero group had two choices: let Honda run Hero Honda or seek independence. The Munjals opted for the latter.

The bottomline: Suzuki needed VW more than VW needed Suzuki. In this scenario, a complete buy out of Suzuki was the only viable option. Since Suzuki was unwilling to surrender its independence, it has chosen the heroic way out.

The Independent, UK

An advertisement for K.L.G. Power Spark Plugs. The top half features the headline 'MORE POWER TO YOUR ENGINE' in large, bold, stylized letters. Below the headline is a detailed illustration of a K.L.G. spark plug. To the left of the spark plug is a small illustration of a classic car. A speech bubble-like box next to the spark plug contains the text: 'Only K.L.G.'s can be dismantled for thorough cleaning'. Below the spark plug illustration is a large, dark rectangular box with the text 'NEW K.L.G. POWER SPARK PLUGS' in white, bold letters. At the bottom of the advertisement, there is a small line of text: 'For the K.L.G. plug recommended for your car, write to S. Smith & Sons (Aust.) Pty, Ltd., 52 Ferndell Street, Granville, N.S.W.'

Chamber volume.

Holding chamber volume to within 0.1cc across all four cylinders is like running a four-minute mile . . . not everyone can do it and even those who can often choose to take the bus.

Unless you're going for the gold, the added time and expense of nailing down the chamber volume to a perfect, repeatable figure within 0.1cc across all four jugs is really gilding the lily. It has taken me as long as a week to match a set of heads to 0.1cc, whereas getting them within 1.0cc (plus or minus 0.5cc) is pretty easy.

Normally, when making small adjustments to your chamber volume you do so by sinking one of the valves. If you've got a lot of volume to make up, you sink the intake, but never very much. You want the intake valve to keep its head up. On the other hand, the exhaust valve can be down in a well and still work, thanks to the pressure during the exhaust cycle. But adjusting valve depth is not a trivial task. You need a set of stones and the tools and the skills. And you must be accustomed to working to very close tolerances. Go a bit too far and you'll end up having to do the other three combustion chambers over again, to match your mistake.



You'll encounter the same difficulties when you try to keep your deck height to some small value. Deck height determination starts before the engine is assembled. You need to determine the precise centre-to-centre length of each rod - they vary according to how the big end is honed - and on each piston, the distance between the wrist-pin bore and the head of the piston. You also must measure each of your cylinders using a surface plate and surface gauge. You do your first pre-assembly by matching 'short' rods to 'long' pistons in an effort to make all of equal length but you don't really know anything until the crankcase is torqued and the cylinders seated with a dummy head, a plate with spacers that allows you to torque the cylinder studs to spec. Deck height is measured through a hole in the plate.

The trick here is to arrive at a consistent height for all of the cylinders while you maintain the same deck height. It is virtually impossible to do this without having a lathe, since the final dimension is usually achieved by shaving a few thou off the heads of the 'fat' pistons, but you can shuffle components to arrive at the best average.

Deck height is the most critical of your volumetric balance dimensions because a small dimensional change results in a large change in volume.

If you're building a plain vanilla engine, measure everything but do not attempt to balance chamber volume until you've done at least the first pre-assembly to determine deck-height. Often times you'll be able to balance a big chamber with a small deck-height and arrive at a good average volume across all four jugs.

A key point to keep in mind is that your engine will run with some amazing imbalances in both mass and volume, but it does so at an equally amazing cost. An out of balance engine is destined to live a short, expensive life whereas one that is balanced with respect to both mass and volume uses less fuel to produce the same power and has a useful life considerably longer than it's mass-produced cousins. And these are improvements that are built-in for the life of the engine, repaying their cost many times over.

VW Cylinders.

I'll tell you one thing that don't work. Doing a ring-job on a VW. The fixture to properly hone a VW cylinder is the size of a milling machine. I think there are two of them in southern California, which could well mean two of them in the whole damn country.

The problem is returning the cast iron jug to a perfect circle AT OPERATING TEMPERATURE, close enough to the OD of available pistons to be sealed by available piston rings. To do this, the jug has to be distorted at room temperature to take into account their variable wall thickness (ie, the stud channels in the fins). VW stopped re-manufacturing jugs in the '60's, having found it impossible to equal the service life of new jugs at an economic cost.

If a set of jugs has less than 2,000 miles on them I might hone them and put in new rings. Otherwise, I scrap them. In the long run, it's cheaper. If your 'free' engine has honed jugs, scrap them.

First thing you do with a set of new jugs is wash them with clean mineral spirits. (Okay, gasoline, but don't get caught.) When they are perfectly, absolutely oil-free, take a cheap 1/2" paint brush and turn it into a 1/4" paint brush by cutting off half the bristles at the ferrule. That's what you need to get paint down into the bottom of the fins.

Now paint those puppies! Thin coat, please. Flat black from a tin, not the spray stuff. Thin it out a little. Do a neat job of it; don't get any paint in the bores or the spigot sleeve, and keep paint off the sealing surfaces.

Let them harden up a couple of days. Inspect for holidays, touch them up. If you don't paint them, they won't last the twenty years and more they can last, when you're running a full-flow oil filter.

Once they are painted get a can of Bon Ami cleanser and scrub the bores. That pretty swirl pattern contains microscopic fragments of carborundum! It is embedded into the soft iron granules that are part of the matrix of cast iron, which unlike mild steel is far from homogeneous. Spend about twenty minutes scrubbing each jug. Use a sponge and lots of cleanser but not too much water. Scrub around the bore, not up and down. When you get done, give them a good hot water rinse, and I mean too hot to touch. Get the whole cylinder hot. Wipe them with a known-clean rag or towel. Spray the bore immediately with WD-40 and put them in a warm oven or drying box (light bulb in a cabinet) to insure all

moisture is driven out. When dry, you can oil them lightly and bag them, or store them back in their (DRY) box.

The hour or so you spend scrubbing your jugs adds about a year to their useful life but more importantly, saves you several hundred dollars in oil over the life of the engine. Those microscopic bits of carborundum come from the manufacturing process and will remain in the jugs, being polished deeper into the walls or taken up by the rings, unless you remove them. The pumice and diatomaceous earth used in Bon Ami cleanser has a hardness of about 4 on the Mohs scale. Carborundum is 9+, right up there with industrial grade diamond. It don't go away. Cast iron is harder than pumice or diatomaceous earth, they do go away. Indeed, if you do a good job, there won't be any for the engine to flush away.

So why do people leave abrasives in engines? Because it lets the rings wear in almost instantly. If you're building engines on an assembly line, it is a justified compromise. Jugs on aircraft engines are cleaned with a series of hand-scrubbings and ultrasonics. They can last about 4,000 hours before catastrophic failure (which is why they are normally overhauled at about 2,000 hours). 4,000 hours on a Lycoming is the equivalent of about 480,000 km in a VW.

So why don't we use ultrasonics and all that high-tech stuff on Veedubs? Some guys do! But the main reason is practicality. Your main bearings dictate the maximum useful life of your engine and right now, they're only good for about 250,000 km; they lack the surface area to survive longer. And it makes no sense to put 500,000 km jugs on a 250,000 km engine. The hidden lesson here is that engines are harmonious things, their parts work - and wear - in concert. Put new, tight jugs on a worn lower end and the poor thing won't last a year. Even worse, it's liable to suffer a catastrophic rod-bearing failure. But when new parts wear-in together they will give you plenty of warning as the end of their useful life approaches.

No, you can't use that can of Ajax under the sink. It contains chlorine, something you don't want anywhere near cast iron. And don't worry about the rings seating. Follow the break-in procedure I mentioned; don't be afraid to rev that puppy up. Think of it as birthing pains.

A set of VW jugs includes new pistons, pins & rings. We've got the cylinders ready - what about the rest?

First thing you do, you sit down with one piston, take the rings off one at a time, make a sketch of its profile, mark down if its the top or middle ring, which side up, etc. You'll see lots of different types so don't put your faith in a book. Use the set you have as your book.

Make a good drawing. Keep it clean. Keep it in a notebook and the notebook in a drawer. It's like a penny savings account. You think it's just pocket change but when you need it, it turns out to be a lifesaver.

End gap should be okay but it only takes a couple minutes to check the whole set and you've got to take them apart anyway for balancing, cleaning, etc. So check the gap. Keep the rings together by sets; put them into baggies with a paper tag telling what piston they came off of. Mark the pistons clearly, either with a scribe or a punch. Mark the jugs too - sometimes you find a wild one in a set, a couple thou larger or smaller than the others, with rings gapped to match. At the factory, they dealt with thousands of jugs from conscientious suppliers. Aftermarket stuff runs from junk to sublime; you have to decide what you've got.

A 'boring' subject - big bore means opening up the case to accept larger spigots. Type 4 is 100mm and up. Biggest practical bore on regular Bug engine is 94 for a late case, 92 for early (and they'll still leak); in the real world don't go over 88 & 90.5 (old & new). It has to do with the compression seal and how much 'shelf' space is left after you open up the bore. The jug has to seat on a flat, parallel surface to insure no oil leaks, fretting, etc between jug and case. Open the case too much, not enough sealing surface, engine goes to hell. And not just from leaks. There are purely mechanical considerations here as well. The total stress of jugs, studs & heads is concentrated at the base of the jugs. The jugs will pound into the case during the first five-six hours of running. Smart builders do it on a test stand, dismantle tin, re-torque. Do it again about 50,000 miles, maybe pull the heads then, too.

Don't gasket the jug/case joint, use Permatex, the non-hardening kind or that new gray RTV gasket stuff. Paper gasket is a joke between cast iron & magnesium subject to heat cycles (as VW learned). Best builders O-ring the spigot bores. Tricky to do (needs special tooling) but works like a dream.

Cheap n Cheerful Big Bores. I've never bought any of them. I've seen too many different brands, too many unbalanceable sets. You're going to have to trust to luck and understand it's on your shoulders. That's why balancing becomes so important. You are not just assembling an engine, you are manufacturing it.

If the things claim to be Big Bore but also say they don't require machining the case, walk on by. The biggest stock bore was 85.5mm. The only way you can fit a bigger jug into the stock spigot hole is to make the skirt and cylinder wall thinner. Thin sections of cast iron don't do well when subjected to rapid heat cycling. Such 'big bore' jugs distort, leading to sealing problems and uneven wear. They certainly don't hold up as well as their heavier walled cousins.

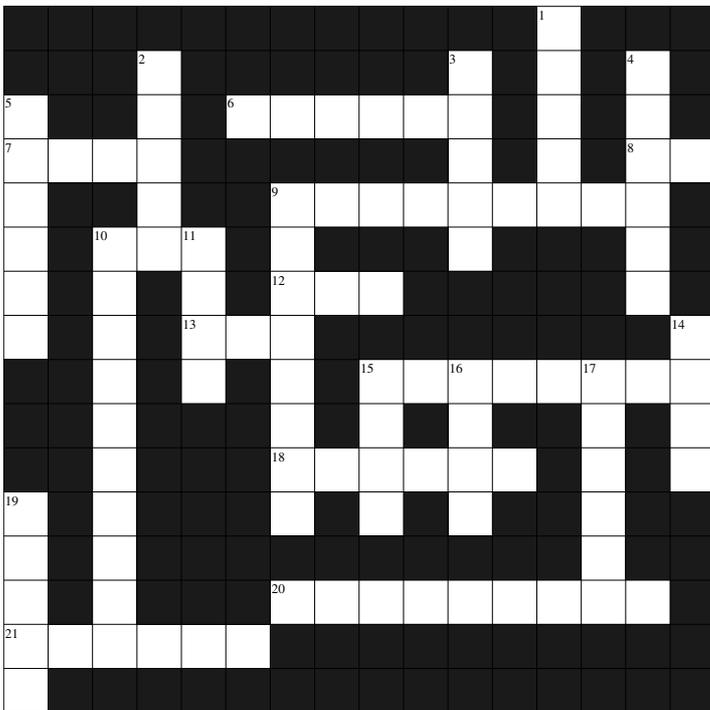
Regular stock VW-sized jugs have stricter standards in both material and workmanship. I'd be more willing to try a mail-order set of standard jugs. I've a hunch the odds would be on the side of getting better quality than the so-called Big Bore things.

Run What ya' Brung! Sure, it'll run. Might even last a year or two if you're careful. But it won't be sweet. Its life is 90% over before you begin. If your only option is to sell the thing to a kid, I guess that's the way to go. But you must understand that once you touch something with a spanner you own it. First sign of trouble, the kid's going to come knocking on your door. Or maybe his dad. Have that thing sitting out in the drive, dripping oil, swallowing a litre a hundred and blowing smoke all over town, everybody knows. At least, all the mechanics do.

Unless you're all packed and ready to move I think it would make real good sense to build the best engine you can, make sure the buyer understands any corners you've had to cut and the down-stream consequences. Do a good job, it's going to be around for a long time. And every time people see it some of them will remember who built the engine.

Come on! A week ago you didn't have a new engine, now you do. Make it the best engine you can. Every engine will teach you something; every engine will instil habits. You want to learn the good habits, have them teach you the right stuff. And none of the really good mechanics die rich.

Bob Hoover



Club Veedub Crossword.

Across:

6. The Canberra Chapter's camping weekend will be held at Wee ...?
7. The mighty VW buggy was driven at the VW Motorkhana by Greg ...?
8. The new small VW economy car, set to debut in Europe this year and Australia in 2012
9. The Southern Highlands Motorfest will be held in Bowral at the ...? College
10. One of the fine German beers available at the Hubertus Oktoberfest
12. This is the name for Volkswagen's twin clutch auto-shift gearbox
13. This version of the VW Golf has just reached its 35th anniversary
15. This sporty VW coupe has never been sold in Australia before - until now
18. The VW twin-cab pickup that will soon receive an automatic option in the lineup
20. This city hosts the world's largest car show
21. The VW dealer in Canberra, same name as another one once in Parramatta

Down:

1. The Canberra Autofest Shannons VW of the Day was one of these
2. The Sedan (booted) version of the Golf, just updated for Australia
3. You'll see him on the cover this month
4. The city on the Darling River, on the drive between Cunnamulla and Cobar
5. The Melbourne Day of the VW show has been running for this many years

9. The first maker of cars with a cylinder deactivation system
10. Wayne and Mark showed off their Kombi utes at the Muster in this NSW town
11. The nickname for Norm's VW Standard that make it through to the end of the Bug Off! charity drive
14. This was the only standard VW model to compete at the recent VW Motorkhana
15. Greg McKinley drove this VW Group Ibiza at the recent VW Motorkhana
16. Air-cooled Volkswagen cylinders are made of this
17. Norm and friends recently raised money on the drive to Bug Off ...?
19. The German word for the VW Kombi, as used as a name for the proposed 'heritage' Microbus

Last month's crossword.



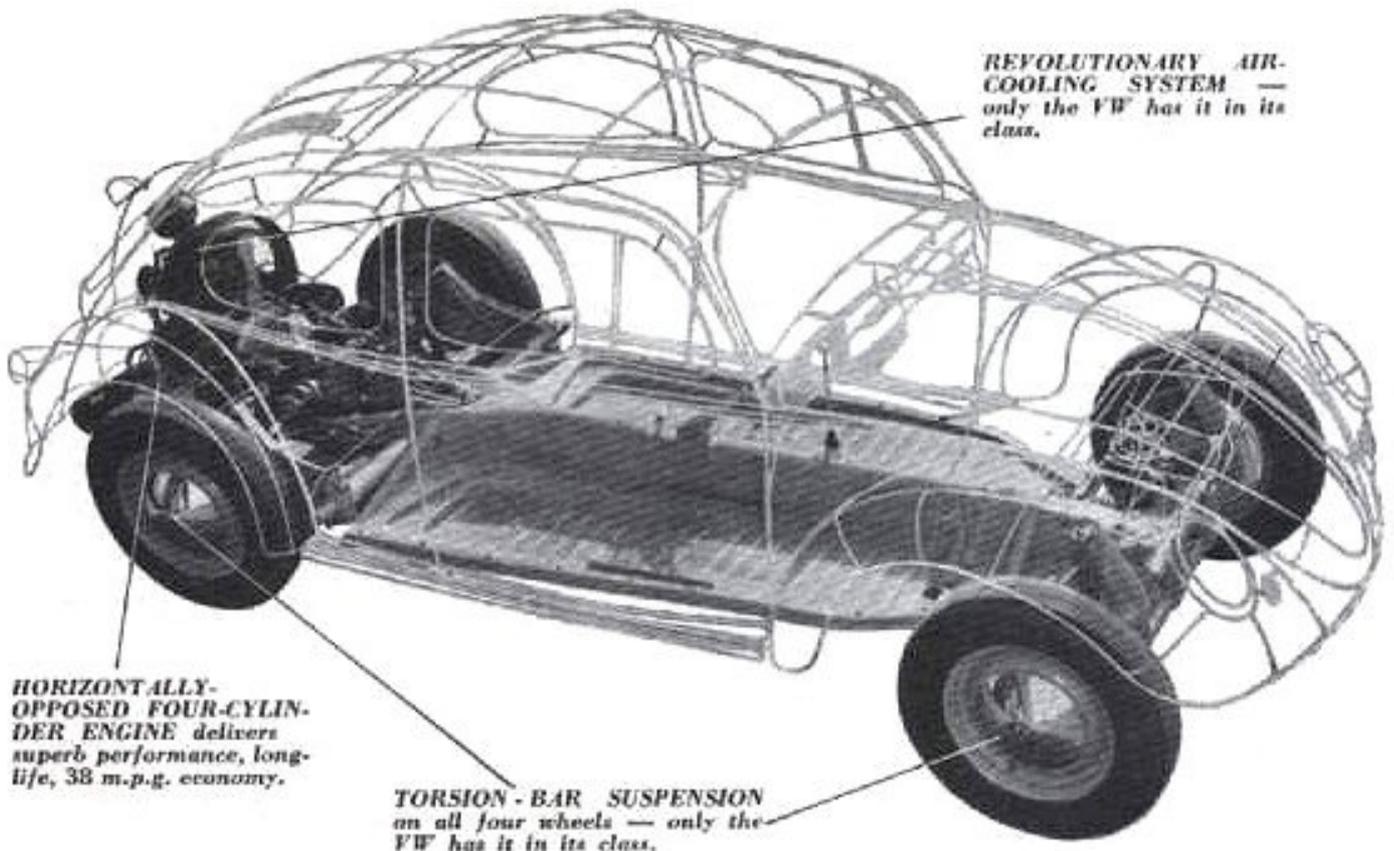
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