

Zeitschrift



Driving the new Scirocco in Australia.

March 2012

IN THIS ISSUE:

**Sydney German car day
The Toy Department
How to jet carburettors
Audi wins Bathurst 12-hr**

**Scirocco impressions
Sydney VW Drags
Bad Camberg 2011
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2011-12.

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Canberra Committee.		
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Secretary:	Renee Richards	
Treasurer	Bruce Walker	0400 119 220
Autofest/Events	Mark Palmer	0416 033 581
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Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub 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. Members can choose to instead receive *Zeitschrift* by email as a full-colour PDF - please email the Secretary if you are interested in this option.

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; late submissions will be held over.

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

Recent back issues are available from the Secretary, or as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. See www.clubvw.org.au for old issues.

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

We thank our VW Nationals sponsors: 24 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
Blacktown Mechanical Repairs	Vintage VeeDub Supplies
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20 years and over.

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Bug-A-Bug	Les Barlin VW Automotive
BWA Auto	Vollkommen Art
Camden GTI Performance	VW Classic Sutherland
Canberra VW Centre	VWMA

Old Car Social Club

9th Annual Show & Shine Sunday 25th March 2012 at Flower Power, Moorebank

In conjunction with
The Lions Club of the City of Liverpool,
in aid of diabetic awareness

- Gates open 7:30am
- Cars in position by 9:00am
- Trophies will be presented at 1:30pm

We invite you to show off your classic Volkswagen!



Supported by



Entry Fee: Display Cars \$10.00 (includes driver and passenger)
Spectators \$2, Family \$5

Entry forms available at www.oldcarsocialclub.com.au
For further enquiries contact: 0405 385 235

Volkswagens meet at McDonalds Revesby — cnr River Rd & Milperra Rd — at 7:30am.

Shannons Wheels ACT Car Show

Sunday 25th March

Lawns of Old Parliament House, Canberra. Bring your VW from 8 am .

Over 1000 vehicles of many makes will be on display

*** All cars to have a drip tray,
regardless of engine condition ***

Food and drinks on sale

Gala dinner held on Saturday night to mark
the 30th Wheels carshow. Tickets still
available, contact Bruce for further details

Enquiries to Bruce—0400 119220



Shoalhaven Volkswagen Club Presents

BLAST FROM THE PAST 2012



**SUNDAY
6th MAY 2012**

**A DISPLAY OF NEW AND CLASSIC VOLKSWAGENS, HELD AT
BERRY SHOWGROUNDS (140 km south of Sydney)**

- GATES OPEN 8:00AM**
- VEHICLE ADMITTANCE — \$15**
- RECEIVE AN EVENT PLAQUE**
- GOLD COIN DONATION FOR A LOOK AROUND**
- WANDER AROUND BERRY MARKETS**

**ALL FUNDS RAISED ARE
DONATED TO CHARITY**

Club Veedub convoy—Meet at
Uncle Leo's Caltex servo at
Liverpool Crossroads
(UBD 288 D5)
at 7am for 7:15 departure.





The Volkswagen event 25 years in the making.

Remember those early mornings, the '56 Volkswagen Beetle, '62 Kombi, perhaps the '69 Karmann Ghia or maybe the '88 Transporter packed to the brim, family in tow?

Whatever the wagen, you get the same feeling everytime you turn on the engine. The sound. The shape. The ride.

It's why you're up at 5am waxing.

Bring the ride of your life to the show that started it all.

Volkswagen enthusiasts from all over Australia come together with the support of Volkswagen Australia to create the biggest and the best Volkswagen Club car show.

It's the same passion for the drive that drives us.

Bring the family and join us in celebrating

the 25th Anniversary of the Club Vee Dub Sydney VW Nationals in 2012.

The Super Sprint race day takes place Saturday May 26, Wakefield Park Braidwood Road, Goulburn. While the family will love the Show Day Sunday May 27, Fairfield City Showgrounds Smithfield Rd, Prairiewood. Enjoy the legend.



The Legend Never Dies



Webpage latest.

Many of you will already be receiving email notices, and links to download the latest issue of Zeitschrift as a colour PDF. Your unique Club Membership number is printed on the mailing label of your Zeitschrift envelope.

For the next few months we will still be posting out the printed black and white magazine to your letterbox, even if you still download the colour PDF version. We want to make sure the system works for everyone. But in a few months we will phase out the old printed copy for those with email details, and the much superior colour PDF will be the way you get the magazine. For those without email, we will continue to post you the black and white copy as before.

For those who have seen Zeitschrift as a colour PDF, it looks WAY better in full colour! We wish we could afford to have it printed in full colour, but colour printing is very expensive and we would have to more than quadruple your membership fees! So making the colour PDF available to you from our website is the best way, otherwise you are stuck with a black and white printed copy.

There will be no other changes to Zeitschrift – it will still be produced every month, it will still be 40 pages each issue, and it will still have all the latest VW for sales, coming events, VW news, event reports and interesting VW articles as it does now. It will still be the biggest and best VW club magazine in Australia. You will just have the option of it arriving via your computer rather than your letter box.

If you haven't yet received a club email and links to the colour PDFs, we probably don't have your email details. Email our Membership Officer Bob Hickman (secretary@clubvw.org.au) with your membership number and tell him you want to receive the magazine as a colour PDF.

For those who still want a printed copy, you still have that option too – just notify Bob that you wish to remain on the mailing list. This includes our Nationals sponsors, who often like to leave a printed copy at their counters for customers to browse.

VW Reference

Over the Christmas break we have been adding lots of new content to the club webpage. If you haven't seen it for a while, point your browser to www.clubvw.org.au and have a look!

This month let's have a look at the new VW Reference section. You don't need your membership number; anyone can see these pages. As shown above, move the mouse to 'VW Reference' on the button bar and the sub-menu will appear. Or just double-click on VW Reference and the title menu page will come up.

Here you will find our new 'one-stop shop' for information on Volkswagens sold in Australia.

An in-depth year-by-year **History of Volkswagen in Australia**, from the early 1940s to the present day. This was on the old website, but has been greatly expanded and re-written, brought up to date and now has photos added. Just click on any photo and it will blow up to full size. The history is divided into 5-year blocks. Click on the period you are interested in, or just start at the beginning. The Next or Back tabs at the bottom take you to the next, or previous page.

A detailed description of **Australian Beetles**, compared with their German-built cousins. Foreign websites detail German-made Beetles very well, but VWs sold here were made in Melbourne, not Wolfsburg, and ours were often very different. This is the only webpage in the world with this information for Australian enthusiasts.

VW Model Types lists all the Volkswagen model numbers used over the years, and what models they were used for. If you've ever wondered what a VW Type 152 was, this is where you'll find out.

VW Chassis Numbers lists all the numbers you need to work out the year model of any Volkswagen sold in Australia up to 1980 – and many more besides. If you need to know what year a Kombi with a chassis number of 2345234 is, or a Beetle with 196125214, this is the page.

VW VIN Codes tells you everything you need to know about any Volkswagen made AFTER 1980. It explains the universal VIN system used by Volkswagen today – and how to tell what model, when and where it was built.

VW Engine Codes tells you the size, arrangement, power output, application and production period for any Volkswagen engine made, up to the present day. This is the largest and most inclusive webpage with this information in the world.

VW Paint Colours gives you the Balm/Dulux colour codes, and their later VWA equivalents, for paint colours used on Australian-made and Australian-sold VWs. Similar US and UK websites don't apply to Australia as our VWs had unique Aussie colours (some of them are actually Nissan and Volvo colours!)

VW Part Numbers explains how the Volkswagen Genuine Part number system works, with some specific examples and unique Australia-only part numbers.

VW Ignition Parts lists the common Bosch and Beru part numbers for plugs, points, condensers, rotors and distributor caps for Volkswagens that use them.

Why not set the Club Veedub webpage as a favourite – or even your home page! And refer to these pages whenever you wish. Don't forget to email the link to all your VW freinds too. Browse and enjoy!

Phil and Aaron

Von dem Herrn Präsident.

After an action packed February and the Thirlmere Steam Festival in early March it's been a hectic few weeks. There's only one more event in March – the Old Car Social Club show at Moorebank, so I'm sure that everyone can keep themselves amused with other things otherwise.

The inaugural Sydney German Show n Shine was very well attended. I think a bigger venue will be needed next year, and indeed I understand they are booking Parramatta Park. We had quite a few club members in attendance. We all had good time and a cleansing ale at the club across the road, and we deserved it, it was very hot that day.

Another first-time event was the VW Sydney Showdown 2012 at Sydney Dragway. After some dreadful weather preceding the event, Sydney turned on a fabulous sunny day for the racing. There were 94 entries for the drags, which is really good for a first-time event. Many more people turned up to the pizza cruise beforehand on Friday night, and the show n shine held in the drags pit area on the Saturday during racing. There is a short report and lots of photos in the issue. There are some excellent photos and videos from the event on aussieveedubbers.com and vwwatercooled.com forums, and the next issue of VMA will have a few pages devoted to the event.

I can't say much about the Thirlmere day but the weather is not looking too good at the moment. I believe five or six club member cars will be going, and will be part of the parade. I hope the weather holds off as it's a great family day in Thirlmere. There'll be a report (by Lily) and photos in next month's issue.

Coming up is Rodstock Twilight Cruise on Saturday 7th April. This should be a good way to spend some time with your favourite car. Unfortunately we didn't get a flyer in time, but meet at the Crossroads Hotel, Camden Valley Way, at 3:30pm. The Cruise to the Hubertus Club leaves at 4pm. There should be some classic cars and hot rods joining in, and the food at the Club is great.

This year Ian and Rose have postponed their PitStop Cruise, so it won't be on in May. Instead the Berry Show n Shine will have Sunday 6th May to itself, so why not take your VW for a drive down there. We will be running a cruise to the event – see the flyer.

Almost forgot there's a Supersprint and Car Show on in May. We will need some helpers on both the days so get in contact with a committee member EARLY so that your

talents can be put to good use. The Nationals don't run themselves; we need club member's help.

Hope to see you at an event soon!

Steve Carter



Kanberra Kapitelreport.

Hi everyone. As I type this the rain is bucketing down outside and I hope all of our members are safe from the flooding and awful weather. It certainly is a land of droughts and flooding rains, as Dorothea McKellar told us.

The Canberra Chapter AGM and Go Kart afternoon was held this month, and our report follows. We have some new members on the committee, and whilst we had a low attendance, it was great to see everyone and I am sure that we all enjoyed the afternoon.

A big thanks to our committee members – both the past and present, who devote their time for the club. Without them you wouldn't have the local events. Two thumbs up to you all.

This month will see the annual Shannons Wheels carshow, on Sunday 25 March, there should be a flyer in the magazine if I have timed it right. As per previous years, it's on the lawns of Old Parliament House, and will prove to be a great day. There is a gala dinner on the Saturday night to celebrate the 30th anniversary, if anyone is interested in more details please contact me.

In late news, the Chapter would like to welcome Audrey to the club, born on 24 Feb, to Chris and Jay. I am sure that Audrey will become a regular to our events. Any truth to the rumour that Chris is already building a squareback as Audrey's first car?

Keep on dubbin'!

Bruce



Canberra Chapter AGM & Go Kart Afternoon.

On Saturday 25 Feb the Canberra Chapter held its AGM in conjunction with a Go Kart afternoon. Whilst it clashed with the Sydney VW Drags event, as well as the Canberra Show, we were hoping for a good turnout. Numbers were down on what we wanted but in the end we had a great afternoon.

Go Karting was first on the agenda, and the new Queanbeyan complex was looking good. Whilst some of us had to squeeze our frames into the karts (surely these have shrunk since last time we came?), everyone had a great time with some excellent lap times being posted. There was discussion over the finer points of getting the most speed out

Wanted:- A New Treasurer for Club VeeDub.
Our current Treasurer Martin Fox would like to stand down (family demands) after doing the job for 8 years. Anyone would agree 8 years is enough in one position, and it's time to give someone else a shot. If you can use a calculator, know how to write a cheque, and have basic skills on a PC, then this could be the position for you. As Treasurer, it simply involves writing cheques at Club meetings, and the banking of all the cheques for membership or sponsorship. Just 30 minutes a month is spent on the PC reconciling the account, and a quick trip to your local Westpac branch once a month to deposit the cheques. If anyone is keen on being really involved in the Club for a very minimal outlay of your time, this is certainly the role. It's a great job! Martin is more than happy to provide on-the-job training. Phone Martin on 0411 331121 or email treasurer@clubvw.org.au

of each kart. Everyone had beaming smiles when they finished.

A club sausage sizzle was next, thanks to Iven for his cooking prowess and the helpers for setting up and having the food ready.

Our chapter AGM followed, we covered the years events and discussed the year to come. We didn't have too many surprises through the elections but in the end it was a successful afternoon. I'd like to welcome 2 newcomers to the committee – Renee and Neil – who stuck their hands up for a role...appreciate your time and welcome to the fun!

Our 2012 committee stands as follows:

Chairperson – Bruce

Secretary – Renee

Treasurer – Bruce

Registrar – Iven

Merchandise – Iven

Council Rep's – Sue, Shari

Autofest / Events – Mark, Simon (more needed!)

Graphic Design – Neil

Thanks to those who attended, it was a small attendance for the day but I think we had a great time and achieved what we needed to.



Klub Kalender.

March.

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

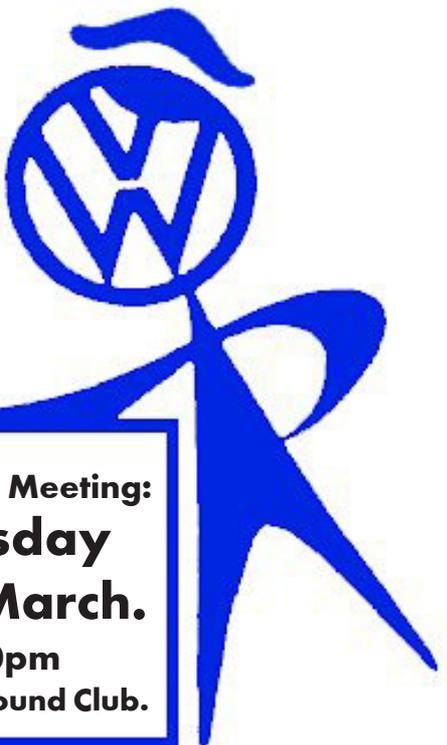
Sunday 25th:- Old Car Annual Show n Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry, \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds, Revesby, cnr River Rd and Milperra Rd, at 7:30am.**

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

April.

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

Saturday 7th:- Rodstock Twilight Cruise. Meet at the Crossroads Hotel, Casula, at 3:30pm. Cruise departs 4pm sharp to the venue, Hubertus Country Club at Luddenham. Entrants \$10 per car, public entry \$2 per person. All makes welcome, especially VWs. Raffles, trophies, lots of kids' stuff. Trade stands welcome. A great family club run. Enquiries to 0408 462086 or 0407 228137.



Next Club Meeting:
Thursday
15th March.
8:00pm
The Greyhound Club.

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.

May.

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

Sunday 6th:- Berry Blast From The Past show at Berry Showgrounds. Gates open 9:00am. \$15 entry, includes an event plaque. Gold coin donation for non-showers to look around. All funds for Shoalhaven Cancer Council. Berry markets to explore. Hosted by Shoalhaven VW Club.

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

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

Saturday 26th:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. VW racers wanted! 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, engine blow, great food and drink, VW fun all day.

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

June.

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

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

Thursday 21th:- 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 24th:- Norm's Fish n Chips Run 2012. Relaxing family VW cruise to the Kembla Grange Motor Museum! Starting from Unlce Leo's and a nice cruise on the motorway. Lunch at the delicious Kiama Golf Club bistro. Further details on times and proces next month. Contact Norm on (02) 4625 7057.

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

July.

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.

Friday 20th:- Winter Dinner and Movie Night at the Hubertus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons, a coffee and dessert intermission, then Herbie Goes to Monte Carlo (1977) on the big screen. A great family night out! Contact Raymond on 0408 8207228 for more information.

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

Marktplatz.

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

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

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

Trades and services directory.

Trades and services directory.



ABN 45 070 734 314

Dr. Moshe

Tel: 9534 1077

A.H: 9596 1817

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Unit 1, 143 - 155 Bonds Road, Riverwood NSW 2210



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



FREE Diagnostic Computer Scan
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Come and visit our brand new workshop – purpose built to service your watercooled Volkswagen and Audi vehicles.

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Typical late model oil and filter service: \$240

*Using synthetic oil, German filters,
30 point safety check and VCDS Scan*

Typical early model oil and filter service: \$165

*Using mineral oil, German filters,
30 point safety check and VCDS Scan*

Contact us on: (02) 4627 3072 or 0423051737

Or call in at: **Unit 20/6 Badgally Road,
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!

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:- 1977 VW Kombi single-cab utility. Off-white paint, brown upholstery. Good condition, no rust. New 2-litre engine, still under warranty. 12 months rego. \$14,000 ONO. Phone John on 0429 637731 or Sonya on 0408 318024. Car is located in Canberra.

Wanted:- Pair Ball Joint Disc Brake Spindles; Vent Windows for '65 to '68 Beetle; Transmission Mount for double-joint Pan. If you can help, contact Norm on 0409 771822.

For Sale:- 1995 VW Vento. Excellent body and interior, blue paintwork. Tinted windows, factory mags. Only 154,000 km. October rego. 2.0-litre 85 kW, 4-speed auto. \$5,000 ono. Phone Col 0421 076909.

For Sale:- Over \$3000 has gone into maintaining and improving this car over the last few years. *New paint (BMW metallic Silver)*New roof and cover 2008 *New carburetor 2010 *New fuel pump 2010 *New front suspension 2010 *New belts, spark plugs and caps 2010 *Convertible with roll bar *Silver metallic paint *Original red interior with new matching red roof *Only 2 previous owners *Sony stereo with CD/MP3/WMA - iPod enabled; with Sony speakers. Requires new tyres and brake maintenance to be registered. Asking Price \$3,990 ONO Phone Keegan (Mobile) 0403 999983 or Email keegan.oshea@gmail.com

For Sale:- 1995 VR6 Passat 5sp man sedan. Good condition with some small bumps. Just been serviced, 2 new tyres and a new battery. ACT rego until June 2012. Regretful sale of my daily driver as the birth of our third child as resulted in the

purchase of a Multivan. Asking \$3,000 ono Phone JP McCombie on (Mobile) 0417 289854 or Email jpmccombie@gmail.com

For Sale:- 1972 Volkswagen SUPERBUG! A limited edition commemorating the fifteen millionth Beetle being made. The car is unregistered but the motor runs well. Rust must be removed before re-registration. We put new drum breaks in and it has a new 1600cc engine. The interior is good but seats need re-upholstering. Great and reliable little car :) Asking Price \$2,200 Phone Nicholas Hartley (Business Hours) 0249611852 or (After Hours) 0249611852 (9am to 9pm). Or email hartley64@bigpond.com

2nd Month Ads.

For Sale:- Kombi remote control model 1:10 scale, Maisto brand. New in box. Asking \$140.00 Please contact David on 02 6553 7834.

Trades and services directory.

Trades and services directory.

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2012 Polo now available.

The 2012 Volkswagen Polo is now on sale in Australia. The price of the popular Comfortline models has been reduced and new features have been added across the range.



The most significant change is to the entry-level Trendline, which is now a five-door model rather than a three-door. Volkswagen Australia's decision to discontinue the three-door base model follows its confirmation that it will launch the all-new sub-light Up! hatchback in both three- and five-door body styles later this year. The Up! will sit below the Polo in Volkswagen's line-up, with an expected starting price of around \$15,000.

The five-door Trendline is \$300 more expensive than the previous three-door models, and as a result, the 2012 Polo range now starts at \$16,990 before on-road costs.

Volkswagen has lopped \$860 off the price of the 77TSI petrol and 66TDI diesel Comfortline models, which now range from \$18,990 to \$23,990.

The only three-door Polo available in the 2012 line-up is the GTI, which continues to be offered alongside the flagship five-door model. GTI prices carry over unchanged at \$27,790 and \$28,990 respectively.

All 2012 Volkswagen Polo models now come standard with Bluetooth phone connectivity and audio streaming, Media Device Interface with USB connection cable, and daytime driving lights.

The GTI models benefit most from the 2012 Model Year upgrade, adding a 16.5 cm touchscreen system with SD card slot and six-disc CD changer, climate control, rain-sensing wipers and an auto-dimming rear-view mirror.

The Polo Trendline is powered by a 63 kW/132 Nm 1.4-litre petrol engine. It features 14-inch steel wheels, single halogen headlights, height- and reach-adjustable steering wheel, manual air conditioning, and a six-speaker audio system.

The 77 kW/175 Nm turbo petrol and 66 kW/230 Nm turbo diesel Comfortline models add 15-inch alloy wheels, twin-halogen headlights, cruise control, leather-wrapped steering wheel with audio controls, chrome interior highlights, front comfort seats and front-centre armrest, reading lights, and a multi-function trip computer.

The 132 kW/250 Nm turbocharged and supercharged GTI models feature 17-inch alloy wheels, red brake calipers, front fog lights, honeycomb grille, front and rear spoilers, black rear diffuser, dual chrome exhausts, sports suspension, extended electronic differential lock (XDL), aluminium pedals, sports seats and a flat-bottomed steering wheel.

All models have a five-star ANCAP safety rating, and are fitted standard with six airbags and electronic stability control.

Volkswagen sold 4,358 Polos in Australia in 2011, the highest figure ever and up 36 per cent compared with the previous year. Its share of the sub-\$25,000 light-car segment increased from 2.3 per cent to 3.4 per cent.

2012 Volkswagen Polo manufacturer's list prices (excluding government and dealer charges):

Trendline five-speed manual – \$16,990 (new model)
Trendline seven-speed DSG – \$19,490 (new model)
77TSI Comfortline six-speed manual – \$18,990 (-\$860)
77TSI Comfortline seven-speed DSG – \$21,490 (-\$860)
66TDI Comfortline six-speed manual – \$21,490 (-\$860)
66TDI Comfortline seven-speed DSG – \$23,990 (-\$860)
GTI three-door seven-speed DSG – \$27,790 (no change)
GTI five-door seven-speed DSG – \$28,990 (no change)

Tiguan Pacific.

Volkswagen Australia has released the Tiguan 132TSI Pacific special edition with added extras inside and out.

The Pacific special edition is based on the 132TSI – the mid-spec model in the line-up, which can normally be equipped with a 7-speed DSG. However, because of a short-term shortage of DSG units, VW has fitted a 6-speed Aisin conventional automatic from the previous Tiguan, and fitted lots of extra features at no charge.



Added extras over the standard 132TSI model include automatic headlights, fog lights, rain-sensing wipers, dual-zone climate control, and Volkswagen's Park Assist 2 system.

The Park Assist 2 system is capable of parking the vehicle for the driver, taking over control of the steering. The driver simply needs to accelerate and brake. Park Assist 2 works with both parallel and perpendicular parking.

From the outside, the Pacific is distinguished by subtle 'Pacific' badges.

The Tiguan 132TSI Pacific is powered by a 2.0-litre turbocharged four-cylinder petrol engine producing 132kW

and 280Nm. Power is fed through either a six-speed manual or the six-speed automatic transmission, and into Volkswagen's 4Motion all-wheel drive system.

The Volkswagen Tiguan 132TSI Pacific is priced identically to the 132TSI model, at **\$33,990** before on-road costs for the manual and **\$36,490** for the DSG.

More Sciroccos coming?

Volkswagen says it will consider offering a wider range of Scirocco models in Australia, though not until the next-generation version of the coupe-hatch is released in 2015.

VW Group Australia has just launched the Scirocco into the local market but has opted only for the range-topping R variant that is priced from \$47,490 (see the driving impressions article in this issue).



There are another seven more general and less expensive variants of the Scirocco III available in Europe, which launched back in 2008. The range-topping R version followed about a year later.

Other Euro models are powered by a mix of 1.4-litre and 2.0-litre petrol engines and 2.0-litre diesels, ranging in power from 90 kW to 155 kW. The R features the same 188 kW 2.0-litre turbo as the Golf R.

Volkswagen Australia says it made the decision to import the Scirocco two years ago but that it wanted the slightly fresher, sportier version for now.

"For the time being we are not bringing the old Scirocco into the country, definitely not," says VW Australia boss Anke Koeckler, "but I will look into the new Scirocco when it is presented in the next generation, and then decide from there.

"We have to bear in mind that it is a three-door [model] and that limits a little bit the capability of selling those cars [to customers]. Here in the Australian market we have a [dominant] five-door market and I don't think this will change for the future. We have the new Golf starting next year and then New Scirocco will be formed [from that] in about three years away."

Koeckler says VW Australia took so long to introduce the Scirocco because it was concerned about both restricted supply and the model's impact on Golf GTI and Golf R sales.

"At the beginning [the Scirocco] was not on our agenda," she says. "With the success we had with Golf R and GTI the decision was made not to bring Scirocco over.

"[But then we had] so much feedback from customers, the media ... everyone was asking: where is Scirocco?"

"So we looked again into the case and thought there is potential not only as substitution for the Golf R [three-door] but also incremental [sales opportunity] and to further [promote] the brand from a performance positioning.

"Availability was [still] a bit restricted last year, and we didn't want to have a case again where we have a car but not availability [for customers] as we experienced with the Polo GTI."

Koeckler says the Scirocco appeals to different customers than the Golf, and that its limited practicality will mean it won't sell in as high a number.

"If you sit in the Scirocco R and Golf R, you feel different. You feel more sporty [in the Scirocco]. And maybe with the Golf R and GTI you can still have a family in the car."

Hot Golf Cabriolets.

Volkswagen is likely to unveil a production versions of Golf GTI and R Cabriolets at this month's Geneva Motorshow, according to AutoExpress.

If it's true, it will make for a pair of compelling sport convertibles from Volkswagen, something we haven't seen for some time. Volkswagen previously showed off concept versions of the Golf GTI and R convertible at the 2011 Worthersee Volkswagen and Audi show in Germany (pictured).



Currently the Volkswagen Golf Cabriolet is offered in Australia with only one engine variant, the 118TSI. However, other markets already have access to the Golf Cab with the 2.0-litre turbocharged 155 kW/28 0Nm engine from the GTI, but without the GTI suspension or additional kit.

The real party piece, if it eventuates, will be the AWD Golf R Cabriolet, which will be one of the fastest affordable convertibles around. Featuring the same 2.0-litre turbocharged four-cylinder engine, producing 199 kW of power (Euro spec) and 350 Nm of torque. It should be capable of accelerating from 0-100 km/h in around 6 seconds flat, easily taking the mantle as the fastest Golf Cabrio in history.

Will either of them come to Australia? So far there is no official word but it's a case of waiting to see if the two models actually make an appearance at Geneva first, and then whether or not they will be a fit for our local market.

Beetle TDI.

Volkswagen has unveiled the new 2013 Volkswagen Beetle TDI diesel at the 2012 Chicago Auto Show in February. This will be the first diesel Beetle produced since 2006.

The new Beetle TDI will come with the 2.0-litre turbo-diesel four-cylinder engine as seen in various current model Volkswagen and Skoda vehicles. It produces 103 kW and 320 Nm. It will be available with either a six-speed manual or DSG auto.

Fuel consumption is yet to be officially announced, but Volkswagen estimates 8.1 L/100 km for the city cycle, and 6.0 L/100 km for the highway cycle, which is not quite as good as the US-spec Jetta with the same engine (7.8 and 5.6 L/100 km).



Apart from the diesel engine, the Beetle TDI will come with a number of distinguishing features, such as new 17-inch alloy wheels, chrome trimmings around the doors, and TDI badges.

Inside, the new version will get a special instrument cluster atop the dash including readouts for oil temperature, turbo boost pressure, and a stop watch. All models also come with leatherette seats, Bluetooth connectivity, and keyless entry and start.

The 2012 Volkswagen Beetle isn't set to arrive in Australia until towards the end of this year. It is expected to come in both petrol and diesel forms.

Up! GT ready.

Various reports are circulating around the industry that the green light has been given to put the Volkswagen Up! GT into production this year.

Both the iconic Golf GTI and the more recent Polo GTI have been an outstanding success for Volkswagen, so we assume the decision to move ahead with a performance version of the Up! was a fairly straightforward one.

Said to be armed with a turbocharged version of the standard Up!'s three-cylinder, 1.0-litre petrol engine, power will nearly double to 82 kW to the front wheels via a six-speed gearbox.

Expect the Up! GT to get a performance-style body kit, large sports alloys and twin exhaust tips.



Competition for the Up! GT, at least in Europe, will include the Renaultsport Twingo and the Fiat-based Abarth 500, both with substantially more power, but also carrying up to 100kg more weight.

If the Up! GT can display the same kind of performance characteristics its larger GTI siblings are renowned for, then we're in for one of life's little treats. The Up! range has already been confirmed for Australia but it is too early yet to say whether the GT will be included for Australian sale.

Golf 7 platform revealed.

Volkswagen has taken the unusual step of unveiling the underpinnings of crucial future models, including the upcoming seventh-generation Golf.

The new platform – called MQB for 'Modularer Querbaukasten' (modular transverse matrix) – will become the most significant in the entire Volkswagen Group, underpinning up to 60 different vehicles and body styles within the group's broad umbrella. It will replace VW's existing PQ25 (Polo); PQ35 (Golf, Jetta, Scirocco, Beetle, Eos, Tiguan, Touran, Caddy) and PQ46 (Passat), that also underpin numerous Audi, Seat and Skoda models.

The versatile MQB platform is expected to debut on the next-generation Audi A3 that will be unveiled at March's 2012 Geneva motor show, before appearing on the new Golf later in the year and spreading to other VWs and other brands such as Seat and Skoda.



Volkswagen says the MQB platform could allow for an introduction of multi-brand production lines. This could mean Audi, Volkswagen and Skoda vehicles all being produced on the same line, under the same roof. This would significantly increase production capacity and efficiencies.

One of the key aspects to the MQB platform is a common engine-mounting area. Both petrol and diesel engines will be mounted in the same way, transversely, at the same angle. This will allow for increased efficiency during manufacturing and a reduction in production costs, and should, in turn, keep purchase prices competitive.

Another new technology that will be launched with the MQB, and one that will become standard on the Golf 7 and Audi A3, is an award-winning multi-collision brake system.

In the instance of an accident, upon initial impact, the vehicle's computer is able to activate the brakes automatically to reduce the chances or severity of a secondary collision.

Up to 20 other new innovative progresses will be launched with the platform, including those that aim to improve safety, as well as infotainment system functions and dynamic advances in reducing vehicle weight.

Although little is revealed in the released images of the new Golf, the Golf 7 will be lighter compared with the current model, in spite of being slightly larger, with international sources suggesting an expected weight around the same as the Golf 4 – around 1200kg compared with today's 1300kg average.

The new platform will also be available with various powerplants, ranging from Volkswagen's EA211-series petrol engines, including 1.0-litre three-cylinder units offering 44 kW to 55 kW and the world's first four-cylinder with cylinder deactivation technology, as well as the company's EA288 diesel line-up, which produces between 66 kW and 191 kW. The fully electric 2013 Volkswagen Golf Blue-e-Motion variant is also on the way, based on the MQB platform.

VW also has the new MLB platform (Modularer Längsbaukasten), or modular longitudinal matrix), for north-south longitudinal engines. This is currently used by most of the range of Audi vehicles, and the Bentley Continental, but no Volkswagen models at present. The Touareg uses the PL71 platform.

Hundreds of VWs scrapped.

The decision to destroy old cars, whether under the auspices of a government program like Cash For Clunkers or by profit motive at an automotive recycler, should be made by informed individuals. That way, vehicles that may have potential as collectibles don't unnecessarily vanish.

That's why this story is so frustrating. According to the Tampa Bay Times, one of the foremost 'VW graveyards', Sunray Bugs of Dade City, Florida, is headed for extinction. The giant 40,000 square-metre (10-acre) Volkswagen salvage yard lost its legal battle over zoning with Pasco County, and officials have nearly finished their complete cleanup of the site. Hundreds of cars have been crushed, though the octogenarian owner, 'Corky' Yager, may have saved most of what was truly valuable, according to a long thread on TheSamba.com. Around 100 of the best remaining VWs were moved on trailers to a secure site for eventual resale.



The story of the yard's closure and demolition of over 800 VWs was possibly avoidable. Corky started putting cars there in 1990, on the grassy tree-studded fields outside of Dade City. Most of the VWs were in good condition originally, but the moist Florida climate soon turned them into mossy, rusty hulks.

But the main problem was that it was not HIS land. The owners served him an eviction notice years ago and he dragged his feet. The court gave him extension after extension. Finally he lost a third of the original property, together with all the cars on it. When the next section of land to surrendered came up, he waited until 3 days before the dead line to call a crusher so he would at least get scrap value for the cars.

Scrapppers hauled many loads of crushed VWs from there. Numerous VW enthusiasts tried to buy a Bug, Ghia, Bus or even Rabbits from Corky and were always told they weren't for sale as he was going to restore them. Later they would see the same VW crushed and hauled away as scrap.

The situation is certainly a complex one, and caused quite a few VW enthusiasts to take to their keyboards to voice their opinions – TheSamba's now-locked thread ran to eight pages. But VW fans should not be mad at the county of Pasco; or the land owner who just wanted to use his own land; they should probably be mad at Corky, the man who would not sell anything and thought he could not be thrown off someone else's property.

To see some footage of how the Sunray Bugs lot looked like before the County cleaned it out and removed and crushed almost all the VWs, go to YouTube and search for 'Sunray Bugs' – the first two returns are walking tours.



VW to have 100 factories.

The head of production at Volkswagen Group says the automotive giant will have 100 vehicle production plants around the world by 2018, and is targeting an annual capacity of 10 million vehicles.

Volkswagen's recent takeover of German truck manufacturer MAN, which has 31 production plants, pushed its initial projection from 70 factories by 2018 to 100.

The group is currently building three new production plants in China, the manufacturer's largest market in the world. It is also looking closely at Malaysia to expand its Southeast Asia operations, and is examining the potential for an Audi plant in Mexico to strengthen its North American presence. Volkswagen's existing plant at Puebla, outside Mexico City, is already the largest car factory in North America.



Volkswagen's Michael Macht told industry journal Automotive News Europe the plan was entirely about expansion, and insisted the German-based manufacturer had no intentions of closing any of its 39 European production facilities.

Macht insisted Europe – and in particular Germany – would remain “the backbone of our global success”, and said Volkswagen Group continued to invest in new technology and capacity in the region. The famous VW home plant at Wolfsburg is the largest in the VW Group, with 49,800 employees. It is the largest single automobile plant in the world.

Around 330,000 Volkswagen Group manufacturing workers currently produce more than 200 different models around the world. In 2012 the Group operates 62 production plants around the world, in fifteen European countries and a further seven countries in the Americas, Asia and Africa. Around the world, nearly 400,000 employees produce about 30,000 vehicles or are involved in vehicle-related services each working day. The Volkswagen Group sells its vehicles in 153 countries.

Volkswagen became the second-largest vehicle manufacturer in 2011, with 8.16 million global vehicle sales. The German giant is unashamed and unwavering in its ambition to become the world's largest manufacturer by 2018, and to hit 10 million sales.



VW-Porsche latest.

It's been a whole month since we last reported on Volkswagen's takeover of Porsche, and the most recent news wasn't so good for Porsche: investors had filed a US\$2.6 billion suit against Porsche over the Stuttgart maker's attempt to gobble up VW. Those same investors also filed an arbitration application against Volkswagen. That hasn't stopped a VW executive from saying that its ownership of Porsche could finally be concluded this year, according to a report in Der Spiegel.

VW had earlier predicted the deal would be done last year, then released a statement in September saying that that too many hurdles and unknowns remained concerning investigations and economic ramifications for the deal to get done in 2011. The hurdles centred around previous lawsuits, including one brought by American investors in 2010, and the fact that VW couldn't evaluate Porsche appropriately until they were settled.

However, the latest upbeat reports on overcoming the obstructions to getting a deal done this year don't mention those lawsuits. Instead, the resolved issues are a one-billion-Euro tax payment that VW can avoid by creating a holding company by 2014 to control the Porsche stake, and VW's agreeing to contractually assure Porsche retains control over its models and where it spends its money. According to that unnamed executive, this opens the door for VW to sponge up the final 50.1 percent of Porsche it doesn't own, for a price of 3.9 billion Euro – about US\$5.1 billion – but we have no idea how or why the lawsuits aren't mentioned as a factor.

In the meantime, Reuters reports that VW and Porsche are working “at arm's length” even though they have the same CEO and CFO and are busy developing cars together, a fact which is testing CEO Martin Winterkorn's patience. Earlier this month, Winterkorn was quoted as saying he wants to bring the companies closer “without needing to have a lawyer stand next to a Porsche employee every time he screws something into a Volkswagen or vice-versa.”

The VW-Porsche saga has had more twists, turns and intrigue than the Rudd-Gillard saga, but not nearly as expensive.

The Toy Department.

Camping and day trips in a VW camper have always gone hand in hand and are becoming ever more popular as retro items are making a comeback as collector's items.

In this edition of the Toy Department we look at accessories in 1:24 scale and even must have basic accessories in 1:1 scale.

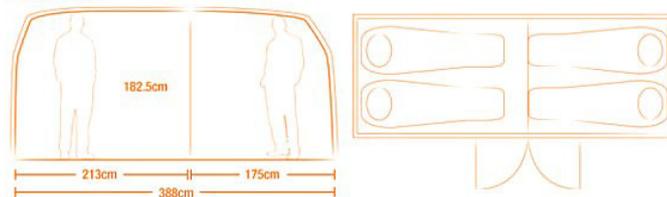
Firstly this month I have featured this cragsten plastic split window kombi made in Hong Kong in the 1970's which came with some plastic figures and accessories.



This is very hard to find model complete with all its accessories, just like the Batmobile models which are not complete for the avid collector without Batman and Robin figures.



Dimensions:



On a larger scale for those of us that don't have a VW Camper/annex, but otherwise have a Microbus/Van the camping adventure can still be achieved by having this real neat tent – can you image the reaction at caravan park when you put this up !

The life-size replica of the original 1965 VW Transporter has been officially licensed by the German car manufacturer for the first time. Each 'pop-up' tent contains two zip-separated double-size rooms and provides enough sleeping space for four or five people.

The tent available in blue, red or yellow is for sale at \$400 on line here in Oz. It measures 398cm long, 187cm high and 155cm deep, meaning it is even big enough to stand up in.



Now for other cool retro accessories that won't cost you the world and the basic must have items for your day out.

This picnic basket can be made up by buying items at your local charity shop from less than \$25 plus a cane basket and you're ready to go for around \$50.00 and that's not bad some something that's original (yes they are real Bakelite salt n pepper shakers I picked up for \$5.00)

CONTINUED on PAGE 23



VW NATIONALS 2012

AIRCOOLED CAR SHOW ENTRY FORM



Name: _____

Entrant No: _____

(Official Use Only)

Address: _____

Postcode: _____

Contact number (on the day): _____

E-mail address: _____

Rego No: _____ Model: _____ Year: _____

Vehicle Description: _____

Category Entered:

\$30 Show and Shine entry (includes one occupant)

- or -

\$25 Pre Entry (closes Friday 11th May)

Vehicles may only be entered into ONE category

Pre-entries can be done online at www.clubvw.org.au by following the Nationals links or you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc
C/- 14 Willoughby Ct, Grassmere, **before Friday 11th May 2011.**

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

In 2012 **Peer Judging** will determine the Air-cooled winners. Ballots will be provided to each entrant upon entry. Entries to all categories close at **10:30 am** sharp.

Ballots MUST be returned to the Club VW judging area no later than 12:30 pm.

The Judges decisions are final

Categories

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All

Categories

- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Aircooled - All
- 18 Non-factory Off-road and Buggies - All
- 19 VW-Powered Trike - All
- 20 Aussie Convertibles and Kit Cars - All
- 21 Best engineered/race - Aircooled - All
- 22 Rat class - All Years - All

Automatic Entry

- 40 Peoples Choice - Aircooled
- 42 Volkswagen Group Australia Car of the Day



VW NATIONALS 2012

WATERCOOLED CAR SHOW ENTRY FORM



Name: _____

Entrant No: _____

(Official Use Only)

Address: _____

Postcode: _____

Contact number (on the day): _____

E-mail address: _____

Rego No: _____ Model: _____ Year: _____

Vehicle Description: _____

Category Entered:



\$30 Show and Shine entry (includes one occupant)

- or -

\$25 Pre Entry (closes Friday 11th May)

Vehicles may only be entered into ONE category

Pre-entries can be done online at www.clubvw.org.au by following the Nationals links or you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc C/- 14 Willoughby Ct, Grassmere, **before Friday 11th May 2011.**

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

In 2012 **Peer Judging** will determine the Water-cooled winners. Ballots will be provided to each entrant and each spectator upon entry. Entries to all categories close at **10:30 am** sharp.

Ballots MUST be returned to the judging area no later than 12:30 pm.

Categories

- 23 Polo – All Years
- 24 Golf 1 - 1976 to 1983
- 25 Golf 2 - 1984 to 1992
- 26 Golf 3 - 1993 to 1997
- 27 Golf 4 - 1998 to 2003
- 28 Golf 5 - 2004 to 2008
- 29 Golf 6 - 2009 onwards
- 30 New Beetle - All Years
- 31 VW Convertible - (Golf Cabrio, Eos) – All Years

Categories

- 32 Sports Coupe (Scirocco, Corrado, Audi TT) – All Years
- 33 VW Sedan (Bora, Jetta, Passat, Vento) - All
- 34 Tiguan/Touareg/Amarok – All Years
- 35 Audi - All Years
- 36 SEAT - All Years
- 37 Skoda - All Years
- 38 VW Commercial Vehicles (Transporter/Multivan, Caddy) – All Years
- 39 Best Engineered / Race Watercooled Vehicle

Automatic Entry

- 41 Peoples Choice - Watercooled
- 42 Volkswagen Group Australia Car of the Day

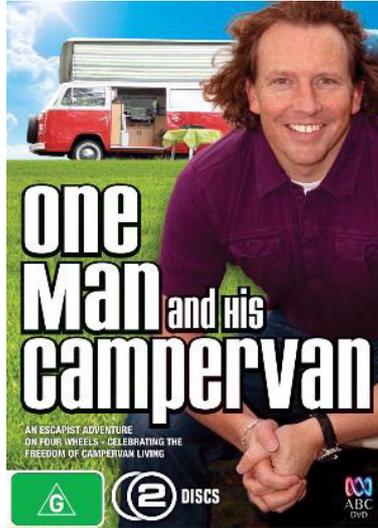


Retro Eskies from the 70's are popular again and you can pick a reasonably priced one at the local bric-a-brac or garage sale.

An outdoor setting that folds away for about \$85.00 and one of these gas cookers are great for less than \$20.00 at Kmart – it even comes with a carry case.

Don't forget a kettle for your cuppa available at most camping and disposal stores for around \$25.00 and last but not least a small 12cm fry pan.

For some cooking tips also watch the SBS series one man and his campervan each Thursday at 8pm or on line. There is



a DVD copy in the Club library, opened at the monthly meeting. See librarian Joe Buttigieg to borrow it.

Now with these bare essentials (less the kitchen sink) your ready to go enjoy the great outdoors!

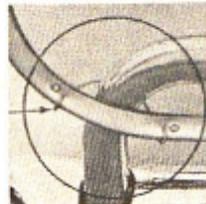
Tony Bezzina
kbezzina@bigpond.com



VA 229

INSECT & GRAVEL SCREEN

MODELS 1200 & 1300



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Fitting Instructions:

1. Remove Chrome Dome Headed Bolts either side of bumper bar assembly.
2. Place screen to front of bumper so plastic covered loops locate at bolt holes.
3. Insert longer dome headed bolts supplied, through square holed clip then through loop and tighten to bumper.
4. Place reinforcement bar of screen over bumper bar bracket. Place "U" shaped clamp over reinforcement (bar) and bumper bar bracket, fasten "U" clamp with screw and bolt provided.
5. Place spring around end of overrider bar so hooks grip to base of screen. Repeat on opposite side. This will steady screen at each end.

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Sydney German Car Show n Shine. Sunday 19 Feb.

In November last year our club received an email from Vince Thompson, President of the Mercedes Benz Club of NSW. He and Warwick Mann from the Audi Club of NSW had been discussing the excellent German Autofest in Canberra. Why isn't there a similar 'All-German' car show in Sydney?

There has been the occasional one-off show day at various German clubs, such as the one at Tempe (now closed). For the first few years of the Hubertus German Oktoberfest the event was open to all German marques, but in recent years our Volkswagen Club has been the only club to continue showing.



Vince said that the MB club already had an annual show n shine at their home venue, the Canada Bay (soccer) club at Five Dock every February. Why not expand this to include ALL German makes?

We replied that Club Veedub would be happy to support this initiative, and so the flier appeared in last month's Zeitschrift, saying to come to the Canada Bay Club from 10:00am. It was also advertised on the aussieveedubbers and vwwatercooled forums.

The day dawned bright and sunny. Lily and I were a bit slow to start as Lily had had her 11th birthday party the day before and we were both tired. But Brian turned up early for a

coffee, and we headed off to Five Dock, Lily and I leading in the Kombi and Brian following in his Golf.

We went through Burwood, then followed Lyons Rd around Canada Bay where we spotted Joe in his Superbug sitting beside the road. He pulled out and followed us as we turned right into William St.

The Canada Bay Club is a large sports club, and the show was in the adjoining car park. There were lots of Mercedes, BMWs, Audis, Porsches and late-model VWs parked about as we entered, and I saw a couple of our cars (David's Superbug, Jeff's '66 and Peter's Oval) near the opposite fence. To the right I saw Wayne and Laurie's Kombis so I headed that way. There was no organised parking areas, as being an unknown new event it was first-come first-parked. A few MB club members were pointing directions.



We parked our Kombi beside a beautiful 23-window Bus and a couple of new T5s, and we said hellos to the other VW guys nearby. Lily put the Kombi's roof up and gave me a hand wiping down the Kombi with a chamois and some spray polish, as we watched more and more nice German machinery make their way in. By the time we were happy with the way it gleamed, the car park was pretty much full.



The asphalt carpark was probably 100 metres by 50, stuffed with maybe 150 cars and now completely full. Late arriving cars were being turned away; they parked in nearby streets. Owners of the different German marques wandered about, looking at the other vehicles and complementing the



owners. At one stage a V8 Merc and a V10 Audi R8 had an engine rev sound-off; I'm not picking a winner as they both sounded great.

Alex parked his genuine Herbie up one end with Brad's KG and the other Beetles, and had Herbie's features on auto rotate. It was great to stand nearby as kids suddenly noticed Herbie's lights move by themselves, or flash, or the wipers move or the horn sound at random intervals – with no one inside! The bonnet hissing open was a classic – some kids were too afraid to go near and have their photo taken.



The sun was very hot after we circulated the car park a few times. I put a Club Veedub brochure in or on every Volkswagen we saw, including a line of wonderful late model Golfs and Polos, and gave away at least 20. What a terrific turnout!

We decided to head for the Canada Bay Club premises for a drink and see what their bistro was like. We soon had

eight or nine VW guys relaxing over a beer in the sports lounge, and were soon joined by one of the BMW guys. It was nice to chat about the excellent event and compare notes on how our clubs went about organising our activities. We all agreed it was an excellent initiative.

Many of the cars had left by the time we wandered back, but we spoke to a few of the MB club members still on traffic control and they were very happy with the turnout. It was certainly too big for this venue, even first time out! We wondered about the possibility of using the Greyhound Club next year (it has a big carpark, PLUS the grass football field inside the dog track), but MB thinks they will book Parramatta Park next time.

So the Sydney All-German car day looks to be even bigger and better next year!

Phil Matthews



Superbug mod.

See two photos of 'Front grille tray' - I made this up to stop rain water getting in the front grille and sits in the wiper motor chamber. The rain water goes into the tray and slips down the hose straight through the drain hole, great idea don't you think so. I will put a flyscreen mesh on top of the tray to stop leaves getting in. I will put some selleys glue on the lip of the tray and push it up against the grille and Bob's your uncle.



You can put this design in the magazine so if anyone who owns a Superbug (I think it should suit all Superbugs or any Beetle after 1970, (I'm not sure, you would know) they can order one from Muscat Sheetmetal at Girraween phone No. 02 9896 6000, fax 9896 6090. Ed Muscat charged me \$40 because we both come from the same island of Malta but he assured me that for a Club Veedub member he will do it for \$35 plus postage. The alternative they can place the order with me and I will bring the unit to the club and save the postage.

Joe Buttigieg
Sydney

VWMA Sydney Drag Day, WSID. Saturday 25 Feb.

VW Magazine Australia editor Craig Hughes has been the driving force behind the successful VW eighth-mile drag race day in Warwick, Queensland for a number of years now. He also organised the other drag event, at Portland on the bleak windswept south-western coast of Victoria – out past

Warrnambool and almost to Mt Gambier! Sydney to Warwick is just 852 km via Armidale, but to get to Portland needed 877 km just to get to Melbourne, then 286 km west to Port Fairy, 49 km more to the Henty Highway turnoff and another 23 km to Warwick – total 1,235 km. Brisbane racers could add another 982 km if they came via Sydney!

Sydney seemed the ideal location for a VW drag day, with WSID being a world-class but expensive venue. We ran the VW Nationals drags there a couple of times after Oran Park closed, with the 2004 event a success but we got stuffed around by the track in 2005 and we had to reschedule to the next month through another organization, Drag Combat, meaning there were no drags on the Nationals weekend. It has not been possible to have a VW-only drags at WSID again – until now.



Craig was hoping for 60-odd racers to reach 'break even' point, and there was concern when the pre-entries were rather less than this. However it was alright on the night (day), as eventually 94 entrants had a go at the full quarter mile. What a good turnout, with a great mix of not just Beetles and Kombis, but plenty of watercoolers too – they are the future of the VW scene.



For those not racing there was a show and shine, with VWs parked to one side of the pits car park. It was a hot day to sit on the tarmac, so we made sure we had a VW shade tent up. Racing set-up and scrutineering took most of the morning, so the crowds of people had a good chance to wander among the show cars, and also look at the trader stands.

Racing got under way just after lunch, with all the competitors having numerous practice runs. There were lots of familiar faces and race VWs, but also there were lots of

Club VeeDub. Aus Liebe zum Automobilklub.



drivers who had never done it before. It's amazing how all the new drag racers were soon taking half a second, or even a second, of their later runs as their technique improved.

It was great to see a real mix of Volkswagens taking part. Plenty of full-on drag race cars; fast street Beetles and daily drivers; some with big capacity engines, some turbos and some total stockers. Some had non-VW engines, either Japanese or even V8s. There were a number of Kombis, Microbuses and Pickups, both the early splits and the later '70s T2s. There were numerous support T5s but I didn't see run! A few Type 3s, lots of buggies and even a Vee.



Happily too there were lots of watercoolers taking part too. A solitary Golf 1; a few VR6s and lots of Golf 4 and 5 GTIs. Some expensive R32s could be heard, with their distinctive V6 noise. And some very late model Golf 6s, including Aaron in his Cabrio and Matt in his Scirocco 2. I think it is great to see the new generation so well represented and it makes a much more interesting event.

The food and drink facilities of the track were very good, with the pits canteen open early and the trackside units



opening after lunch once the racing started. I don't know who the race commentator was, but he said a few disparaging, ignorant and incorrect things about VWs for a little while. Then Craig joined him at the microphone and quickly but kindly set him straight on a number of points – great to hear and well done Craig.



The trial runs continued through the afternoon as the sun beat down. I didn't stay late and headed off at 4pm as I had things to do at home – but those who stayed for the serious racing later, the entry road cruise and the rock band (?) said they were all good fun.



Many thanks to Craig and his team at VWMA for staging such a fantastic event first up, and for all the VW enthusiasts who supported it. Hopefully word will really get around for next year – can't wait for the Sydney VW Drags 2013.

Look out for the next issue of VWMA, which will contain all the official results and lots of photos.



Scirocco impressions.

It's been a while, but another Volkswagen named after a wind has blown into Australia, though for the Scirocco it has travelled half the world more at the pace of a breeze rather than a gale.

The 'Sirocco' is a hot, dry, dust-laden wind that blows from the highlands of Africa across the Sahara to the Mediterranean and Sicily, Malta and Italy, mainly in the springtime. In Arabic it is known as the Qibli or Ghibli. Some southerly winds in the eastern USA have also been called siroccos. The wind also gave its name to a 1951 film starring Humphrey Bogart; Errol Flynn's yacht; and the 1981 album by Australian Crawl, that featured the song 'Errol'.

The Passat was named after a trade wind (the famous 4-mast windjammer preserved at Lübeck is also named 'Passat'); and the Golf was named after the Gulf Stream wind (Golf Strom in German), NOT the game of golf! So too the Golf-based sporty coupe was named after a wind, the sirocco. Volkswagen used the German spelling, Scirocco.



The first generation Scirocco (VW Type 53) went on sale in Europe in 1974 and the USA in 1975, built not by Volkswagen but by Karmann of Osnabrück. It proved enormously popular. LNC Industries imported several metallic silver Sciroccos in 1976, and put one on display at the Sydney Motor Show that year. But with an expected price nearly half as much again as a Celica, it was never released for Australian sale. The Scirocco I was built until 1982, with just over 503,000 made.



The Scirocco II (VW Type 53B) appeared in 1982, completely redesigned except for using the same A1 platform, and again built by Karmann. It was more powerful than the previous Scirocco, with the Euro-only 16V 1.8 engine producing 105 kW. Because VW Australia stopped selling

cars after 1981, no Scirocco II was imported into Australia. The bigger, more upmarket Corrado was built alongside the Scirocco from 1989 (also never sold here), until the Scirocco II was discontinued in 1992. The Corrado was discontinued in 1995.

The current Scirocco III (model 1K8) first appeared as the 'Iroc' concept car at the 2006 Paris Show, and debuted as a production car at the 2008 Geneva Show. This time it isn't built by Karmann (who have gone out of business), but by Volkswagen in their Palmela plant in Portugal. In Europe the Scirocco is available with a wide range of engines, from the 1.4 TSI (90 kW Bluemotion and 118 kW), the 2.0-litre TDI with 103 or 125 kW, and the 155 kW TSI from the Golf GTI. The 195 kW 'R' performance version appeared in 2009.



So while the current Scirocco has been on sale in Europe for nearly four years already, Volkswagen Group Australia has been uncertain about selling it here but last year finally announced that it would import the Scirocco after all. We only get one version, but at least it's the sportiest: the Scirocco R.

Priced from \$47,490, the VW Scirocco R replaces the three-door Golf R, to be positioned not far from the five-door Golf R (from \$49,990) but sufficiently distanced from the Golf GTI (from \$38,990).

It's also equipped like a true flagship, though. Unlike the Golf R, the Scirocco R features the company's Adaptive Chassis Control electronically adjustable dampers as standard rather than as a \$1500 option.

Another \$1300 of value is thrown into the equation with huge, 19-inch alloy wheels and ultra-low profile tyres fitted inclusively.

Then there are LED daytime running lights, metallic paint, dual-zone climate control, cruise control, bi-xenon headlights, rear parking sensors, rain-sensing wipers, multifunction trip computer, Bluetooth with audio streaming and heated sports seats.

With just a higher-end audio, sat-nav and a glass sunroof as extras, the Scirocco has the shortest options list of any current VW passenger car or SUV.

The Scirocco R is about a year fresher than the rest of the range, though it uses a well-known engine under its bonnet – the direct injection 2.0-litre four-cylinder turbo from the Audi S3 and Golf R.

Again it's detuned slightly for Australia – due to the country being classed as a hot climate by Germany to the annoyance of the local subsidiaries. So instead of the 195 kW the engine produces in Europe, there's 188 kW (developed at 6000rpm).

Not a big deal in the greater scheme of things, and the 2.0-litre turbo has never disappointed in either the S3 or Golf

R – notably the decent dollop of torque (330 Nm) produced in the heart of the rev range between 2500-5000rpm.

As the launch drive gets underway in the Victorian Alps, we note that the mini-monsoon sweeping through ski territory would be ideal for an all-wheel-drive Golf R.

The Scirocco R, however, is front-drive only, instead relying on an extended action stability control system it dubs Extended Electronic Differential Lock (XDL) and first introduced on the current-generation Golf GTI.

On the wet, twisty climb from Mount Beauty towards Falls Creek, the system, if not a match for the speedy slingshot ability of the rival Renault Megane RS250 Trophée that's equipped with a proper mechanical limited-slip diff, proves to be effective.

The XDL 'diff' can be felt nipping at the inside front wheel as the ESC applies dabs of braking to counteract the wheelspin to help maintain the desired cornering line rather than washing out wide (which would be quite literal in the torrential conditions).

While understeer will still be an inevitable consequence of misjudged speed, there's surprising traction out of second- and third-gear corners.

It's this type of twisty-road scenario that also shows off the Scirocco R's advantage over the Golf R. With a 125kg-lighter kerb weight, the coupe-hatch feels noticeably more nimble on its feet.

Those 'feet' are also further apart, with the rear axle's extra 44mm width visually noticeable looking at the Scirocco from behind, while the 51mm-lower roofline improves the centre of gravity over the Golf R.

Thick A-pillars can obscure vision around corners, though, and the sports seats could hold you in more securely.

Complementing the dynamics is tenacious grip from the 19-inch low-profile rubber, though the liquorice thin rubber does little for ride comfort, or noise levels, even with the adaptive dampers set to Comfort mode.



It's an unsatisfactory mode that allows the Scirocco R to become floaty over larger undulations without providing driver and passengers from a deserved break from the ride that becomes increasingly fidgety over bumpy roads as you move from Normal to Sport modes.

It's a contrast to our experience of the system when optioned with the Golf GTI.

For those with an eye for performance stats, the Golf R is still quicker than the Scirocco R from a standing start – all-wheel-drive helping to create a three-tenths-of-a-second gap:

5.7 v 6.0sec with 'DSG' dual-clutch auto or 5.9 v 6.2sec with the six-speed manual. It'd be more interesting and more relevant to see 80-120 km/h times, though unfortunately they're not provided by VW.

That's still genuine hot-hatch pace and the engine's characteristics are enjoyably familiar.

A nice induction rasp responds to strong throttle pedal applications as the Scirocco R accelerates, and the 2.0-litre turbo remains a wonderfully flexible unit that allows the driver to hold higher gears and rely on the meaty mid-range for momentum.



The six-speed manual is a light, slick and accurate gearbox that will please most enthusiasts, though the DSG – at least on the open road – remains a tempting option because of the paddleshift levers and exhaust parps that accompany upshifts only on the dual-clutch.

The manual provides marginally better fuel efficiency and emissions – 8.1 L/100 km and 189 g/km v 8.2 and 192, with both bettering the figures of the heavier Golf R.

As with all of Volkswagen's performance models, you'll still need to pay for the most expensive unleaded fuel, though – 98 RON.

With the departure of the three-door Golf R, it's certainly a clearer choice between the five-door and the Scirocco R.

The Golf R is naturally the more practical offering. The Scirocco R only seats four and even then headroom – but not legroom – is restricted for anyone over 175 cm tall, and the boot is deep but far from huge and with the small hatch door revealing only a relatively small aperture.

Rear vision isn't brilliant, either, and unlike the Golf R there is no optional rear-view camera.

But the Scirocco R, crucially for some buyers, is the Golf that doesn't look like a Golf.

There's even some unique interior touches, such as the triangular door and console grips, that blend with switchgear, materials and parts such as the steering wheel shared with the Golf R.

The Volkswagen Scirocco R is certainly a classic case of better late than never.

Volkswagen Scirocco R From \$47,490

Jez Spinks



After practice and qualifying in bright sunshine, weather conditions dramatically changed for race day. As scheduled, the race got underway at 6.15 am Sunday under heavy clouds, but still in the dry. The first drizzle then set in after two hours and soon turned into a genuine downpour. Pretty soon, conditions had their effects on the field too as the first drivers spun off the track, some of them damaging their cars beyond repair. Among them were, in numerical order, the # 21 Black Falcon Mercedes-Benz SLS AMG (Rob Wilson, Sean-Paul Breslin, Vimal Mehta, Sean-Patrick Breslin); # 22 United

Audi wins 2012 Bathurst 12-hour.

The #1 Phoenix Racing Audi R8 LMS has won the 2012 Armor All Bathurst 12 Hour, held on Sunday 26 February. In the Australian endurance race at the scenic and challenging Mount Panorama circuit, drivers Christopher Mies, Darryl O'Young and Christer Joens completed a total of 270 laps (1,677 km), most of them in very difficult conditions, notching up Audi's second straight win in the Bathurst 12-hour.

The famous 6.213 km sweeping, fast and undulating track was already challenging enough in itself, but heavy rain for the better part of the race did more than its best to spice up the action even more. The # 20 Erebus Racing Mercedes-Benz SLS AMG (Tim Slade, Jeroen Bleekemolen, Peter Hackett, Bret Curtis) ended up second, only 1 min 13 sec behind the winning Audi, followed by the # 33 Clearwater Racing Ferrari 458 Italia (Weng Mok, Craig Baird, Matt Griffin) in third place, two laps down.



Autosport Audi R8 LMS (Mark Patterson, Alain Li, Frank Yu) and the # 23 JBS Lamborghini LP600 (Roger Lago, David Russell, Wayne Park).

One of the early front-runners, the # 17 Il Bello Rosso Ferrari (Allan Simonsen, Dominik Farnbacher, John Bowe, Peter Edwards) had problems of a different kind, firstly running out of fuel and then, after a spirited drive during which Simonsen set a new outright race lap record at Mount Panorama in 2.06.3311 minutes, eventually retired due to electrical trouble. Just an hour past the halfway-mark, the event was also over for the # 2 Phoenix Racing Audi R8 LMS (Craig Lowndes, Warren Luff, Mark Eddy) as well, following an impact into the barriers.



Until that point, the battle for the lead had largely been a three-way affair between the # 1 and #2-Audis and the # 20 Mercedes-Benz, the three at times only half a second apart, making for some highly spectacular racing. The # 2 Audi's retirement promoted the # 33-Clearwater Racing Ferrari up into the top three where it remained for the balance of the race.

The Audi R8 LMS is based on the R8 road car and has a mid-mounted naturally aspirated 5.2-litre V10 engine that



produces 425 kW. It has a six-speed sequential gearbox and is rear-wheel drive – NOT 4WD. The reason is that it was built for the European GT3 championship for production sports cars, and the GT3 rules outlaw AWD.

In the past season, the Audi R8 LMS had already made its mark as a long-distance expert and achieved overall victories at the 2011 Bathurst 12 Hours, the Spa and Zolder 24 Hours and GT3 class victory, plus third place overall at the Nürburgring 24 Hours. You can buy a fully-built R8 LMS, ready to race, for 330,000 Euro from Audi Motorsport, Ingolstadt.

The winning #1 Audi's fastest lap of Mt Panorama during the race was 2:08.11, while the #2 Audi of Lowndes/Luff/Eddy was even faster with a 2:07.62 before it crashed. The #11 Ferrari 458 GT3 had the fastest lap of all, a 2:06:33. By comparison, the fastest-ever lap of Bathurst by a V8 Supercar is 2:08.46, set by Jamie Winchup in a Falcon in 2007.

Victory in class B for GT3 Cup cars went to the # 3 Hunter Sports Group Porsche 997 GT3 (Nathan Tinkler, Steven Johnson, Steven Richards) from the # 65 Southern Cross Lubes Porsche 997 GT3 (Scott O'Connell, Brett Niall, Simon McLennon), both teams putting in a fine performance to finish fourth and fifth overall respectively.

Class C GT4 honours were taken by the # 54 Donut King Nissan R35 GTR (Anthony Alford, Peter Leemhuis, Adam Beechey) who led their class for most of the race to win from the # 62 queenslandhouseandland.com Lotus Exige that ex-Formula 1-driver Christian Klien shared with team owner/driver Robert Thomson and lady racer Sarah Harley.

The # 53 Boss Plaster Holden HSV GTS (Rick Newman, Dean Lillie, James Atkinson) more than made up for its misfortune in qualifying by winning class D (Production-high performance) with a huge margin.

The # 50 Racer Industries Holden HSV VX-R (Scott Pye, Elliot Barbour,

Chris Pither, Ryan McLeod) came out on top in class E (Production-performance), while the Dutch-Australian line-up of Ivo Breukers, Henk Thijssen and Martin Bailey were victorious in the Invitational class with their [www.24hseries.com/Red Camel Racing-SEAT Leon TDI](http://www.24hseries.com/Red-Camel-Racing-SEAT-Leon-TDI), carrying starting number 14.

Dutch agency CREVENTIC, specialised in promoting endurance races and, among others, initiator, organiser and promoter of the Dunlop 24H DUBAI, first-ever endurance race in the Gulf region, had teamed up with the organisation of the Armor All Bathurst 12 Hour and served as co-promoter for the first time. It helped attract more foreign teams to this year's Australian endurance race.

Despite the wet weather, the official attendance figures were up almost 1,000 overall with 19,728 turning up to Mount Panorama, compared to 18,576 in 2011. For the first time the Bathurst 12 Hour went live on Speed TV Australia for the final 90 minutes of the race.

"We have seen a very spectacular race in which the battle for overall victory went down to the wire", says CREVENTIC's Gerrie Willems. "For us, it was a pleasure to have been involved in the promotion of this event, which certainly deserves to become even better-known throughout the world. Its tie-in with our 24H SERIES can add to that." The next 24H SERIES event is the 24H BARCELONA, September 7th till 9th.



Carb 102: How to jet your carburettors.

From aircooled.net

People often go right ahead and spend \$1000+ for a set of carburettors, bolt them on, and seem 'pleased' with the results. Others are upset by a backfiring or smoke-belching monster. In either case, spending the time to properly jet a set of dual (or single) carburettors is a very worthwhile task, since receiving a 'perfect out-of-the-box' carburettors is one of the biggest myths in the VW industry!

For emissions and power, the engine has to have a certain amount of vaporized fuel (liquid fuel doesn't burn), for a certain amount of air. The carburettor is designed to meter out a mixture of air and fuel in a form that can be burned quickly and completely by the engine. This is rarely done properly! For complete combustion, the air/fuel mixture must be supplied in a VAPOUR, and not with liquid droplets (remember, liquid fuel won't burn). So, besides metering how much fuel the engine gets, the carburettor is also responsible to atomise the fuel and mix it with the air entering the engine.

In addition, proper jetting is different depending on the size engine, elevation, cam overlap, etc. I have even seen the SAME engine combination require different jetting (same carbs) on two different engines! So, for someone to say "this is what you need" is ridiculous. They can get you CLOSE, but not exact. To get exact you need to spend time and patience, and dial it in. It IS worth it too!

Carburettors are simply devices that meter fuel depending on the amount of air that is entering the engine. There are a couple problems though! Air and fuel have different viscosities, and since air and fuel do not flow the same, the metering of fuel is NOT LINEAR. What this means (if this didn't make sense to you) is that you can have a

correct metering for a while, and then at certain rpms it goes off. So, you have another set of jets to 'correct' it and one more set to correct the correction!

Idle jets operate from idle to 2500-3000 rpm or so. Main jets are primarily from 2500-4500 rpm, and Air jets affect the engine from 3500/4000 on up. Lastly, you have emulsion tubes to change where it's rich, lean, etc. The complexity of jetting is that the operating range of the carburettor's jets OVERLAP, so a change in one area often MUST be accompanied by another change somewhere else, or you have problems! It makes it seem very complicated if you start at the middle. It also makes it imperative to start at the right point (our beginning), and then it's a straightforward process and will yield top-notch results!

I'm not going to bore you with too many details on carb theory (I've done enough boring you already). What I am going to spend time on now is what YOU can do to optimise what you have!

One last check: you MUST have your engine in top mechanical shape (no leaky valves, etc), no vacuum leaks, and a good ignition system (no fouled plugs) or you are simply wasting your time messing with the carbs. Read our How to Synchronize your Dual Carburetors too, before doing jetting!

JETTING PROCEDURE

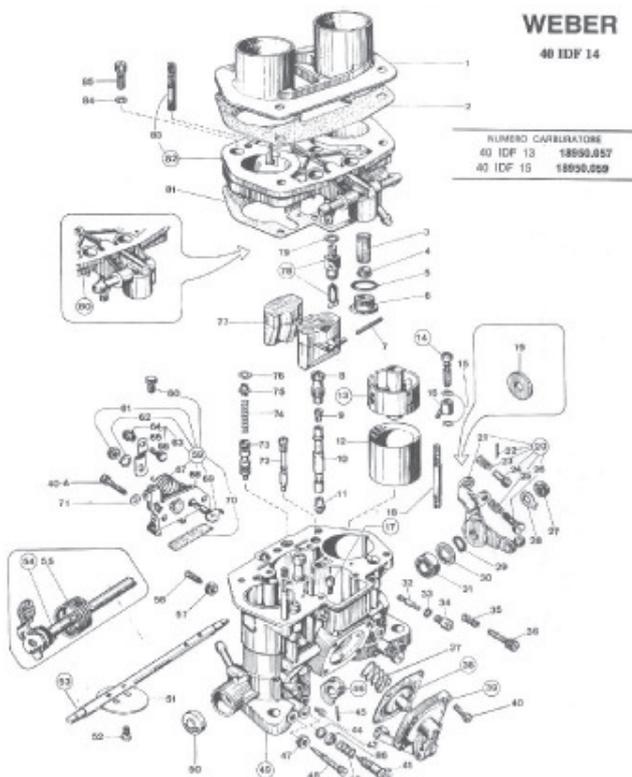
Sizes: One 'size' change on an idle or main jet is '5'. So to go richer one size from a 55 idle jet, we would choose a 60. However 'one size' on the air jet, means 15-20 if you look at the numbers! So, one 'change' in air jet size would be from 200 to a 180 or 220.

First, we need to figure out if you have the proper sized carburettor to begin with! Bigger is NOT necessarily better. Carburetors come 'out of the box' with specific venturi (also called a choke tube) sizes depending on the size carb BODY you have. Example: 40 mm (signifying a 40 mm BODY) Dellorto carbs usually come with a 34 mm venturi. The venturi is stamped with a number, and it's the narrowest channel in the body of the carb. You can see the number on it (it's usually even) if you look down the top of the carb throat. Ideally, you use manufacturers charts to find the correct venturi size. It's dependent on cylinder size and engine rpms. I'll leave this topic here, since venturi changing is not cheap. If your engine (after jetting) has no power at the top end ('lays down'), or has no power until 2500 rpm (no low end), there is a good chance your carbs are too small or too big for your application (respectively). If this is the case, then you should consider changing venturi sizes or go to larger/smaller carbs.

Why jet? If it's too rich, the extra fuel will wash the fuel off your cylinders and wear out your pistons, cylinders, and rings quickly (no oil), in addition to building up deposits on your valves, heads, and piston tops. If it's too lean, the engine will run very hot, misfire, and can eventually lead to a burnt valve(s). Get it right!

Idle circuit:

The idle circuit is the device that controls how much fuel you have at idle and it also sends fuel to the progression circuits. Where many people run into problems is that they don't understand that the IDLE JET IS THE CIRCUIT THAT THEY DO MOST OF THEIR DRIVING ON. So, this jet is critical in engine flexibility and economy. The idle jet affects engine operation up to about 2500-3000 rpm!



Almost every dual carb application I have seen with VW engines use a 55-60 idle jet. Centre-mounted carbs need a RICHER (larger) idle jet, since the carb is so far from the cylinders and the fuel condenses on the way there (keep your manifold pre-heater).

Once you've installed the idle jets, get the engine fully warmed up. Now turn the idle mixture screw on one cylinder in until you hear the engine misfire. It means THAT CYLINDER is too lean, and it doesn't have enough fuel to run properly. Turn the mixture screw slowly back out until the engine idle smoothes out again, and then go out another 1/2-1 full turn. Repeat for the other 3 cylinders.

Idle jets are available in small increments. Normally, shops stock them in round sizes of '5's, like 50, 55, 60, etc. If you have a significantly larger idle jet (48 IDAs usually come with a 70!), I recommend going down until you cannot get a good engine response with the mixture screws anymore. Idle jet sizes of 70 or so will 'run' on anything, but they don't run WELL (unless fouled plugs or 20 L/100 km is your idea of 'well').

In addition, if you have a problem with a 55/60 idle jet, and you have the right main jet, and STILL have a hesitation regardless of accelerator pump adjustment, you need to play with your idle air bleed (what the idle jet fuel mixes with)! This is a much-needed modification to 48 IDAs on the VW street engine, and is beyond the scope of this article, and you best leave that modification to an expert. Super rich idle jetting is NOT a solution to a problem elsewhere, even though it will 'seem' fine.

Once you find the idle jet size (around 55-60) you are done there! They are easy.

Main Jets:

The next jet to dial in is your main jet. As a starting point, choose a main jet size about 4.2 times Venturi Size (mm). Simple! We are only trying to get in the ballpark! If you live at a high elevation, go down one size ('5') from what you come up with. If I have a 34 venturi, my main jet size should be around $34 \times 4.2 = 142.8$. A 140-145 is where I want to be. It's usually best to start rich and go leaner as we learn, so we'll choose a 145. Someone living in Jindabyne would choose 140 (one size down).

Now, you need to DRIVE the car. Drive it hard! You really have to pay attention to how the engine is running (turn off the radio).

Spitting/sputtering/cracking is an indication of being too LEAN. Now, what rpms it's doing that, tells you which jet you need to change. 2000 rpms and lower, and you need to richen up your idle jet (go bigger). 2500-4000 rpms and you need to richen up your main jet!

Do NOT confuse accelerator pump adjustments with main jet adjustments! If the engine stumbles when you open the throttle, it could be a pump adjustment, but we'll do that later. Pay attention to STEADY throttle position when testing the main jets! It's easy to confuse the two. If the main jet doesn't solve it, try the pump. If it runs good at 3000-4000 rpm and stumbles elsewhere, your main is right and the problem is somewhere else. Try to do main jet testing from 1000 rpm up to 4000 or so. This eliminates the accelerator pump issue from your testing.

If the engine pulls OK but doesn't sound CRISP (it feels 'heavy'), it's too rich! Try to go DOWN on your main jet

one size, and try again. They are very easy to change, and this is one of the beauties of Weber/Dellorto carburetors. Once you get used to it, it goes very quickly! Whatever you do, do NOT drop a jet down the carb throat, or you have to remove the carb or fish it out (they are brass, so a magnet is of no help!). To get the engine EXACTLY right, I recommend going down on your main jets until it sputters/spits, and that means it's too lean! Go back up on the mains until it smoothes out, and you are done on the main jets

Air Corrector Jet:

The air jet jets AIR, not fuel. So, if you want to lean it out, you go BIGGER on the air jet, or smaller if you want to richen it up. The air jet affects the engine from about 4000 rpm up. You really have to wind it out to use this one, so be careful! Start with a baseline jet of 200. If it starts spitting and sputtering at high rpm you need to richen it up, so change it to a 180 air jet. You are following the same procedure as the main jet, but your 'operating window' is now 4000 rpm up instead of the main jet's 2500-4500. I have seen air jets in the range of 160-240. If you are out of this range, you need to go back to the 200 air jet, and change emulsion tubes.

Emulsion Tubes:

The Emulsion Tube mixes air from the air corrector jet with fuel from the main jet and controls the mixture from the discharge nozzle at all engine speeds that the main jet is working! Basically, the Emulsion Tube changes the diameter and location of small holes in its body. For Weber IDF carbs, the F7 or F11 is usually what you need. The F 'series' has no rhyme nor reason to the numbering system, so you can't tell anything by the number unless you look it up! But with these two examples, the F7 richens the mixture up at the bottom of the rpm range and under acceleration, while the F11 leans the mixture out on the top end a little bit, and is usually used (high rpm) when you use air jets larger than 200.

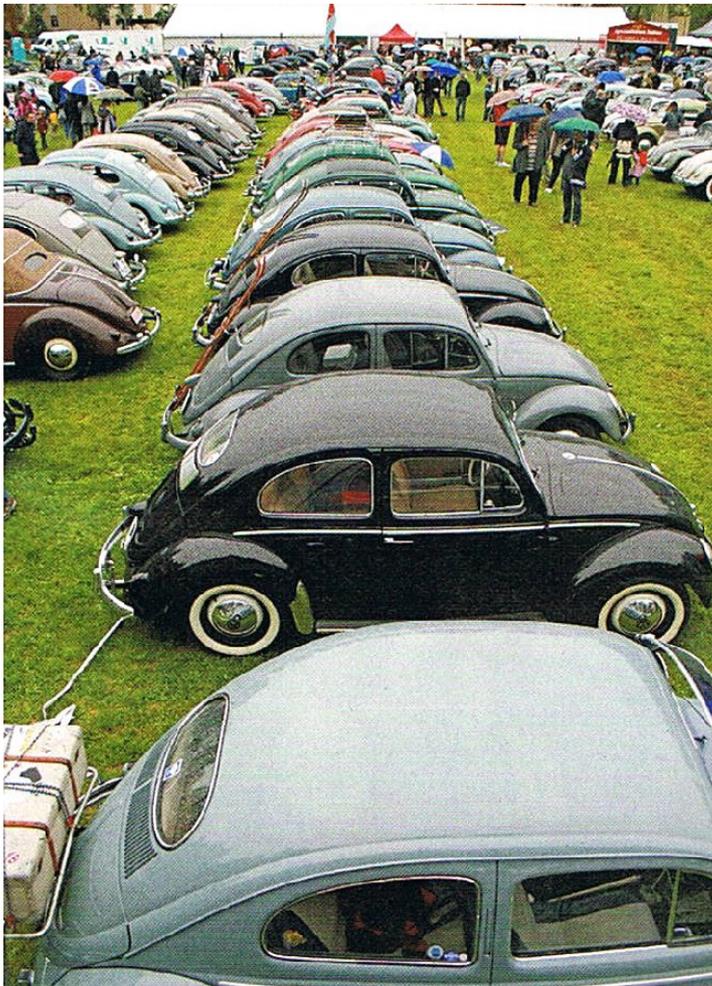
Accelerator Pump:

Remember from the beginning of this article, that air and fuel have different viscosities. They also have different densities! Since fuel is much heavier than the same 'amount' of air, when you open/close the throttle, the air will change speed MUCH faster than the fuel will (think of a heavy car vs a light one). When you open the throttle quickly, the air INSTANTLY speeds up to fill the engine. The fuel responds TO the air volume, so it has to react. But it's heavier so it can't change speed as quickly. The result is that the engine has a lot of air, and NOT ENOUGH FUEL. It leans out! So, almost all carburetors have an accelerator pump that adds fuel when you open the throttle. This gives the main jet time to start metering the right amount of fuel to the engine.

We want as little accelerator pump squirt as possible to remove the stumble from the engine.

Too much fuel will be washing our oil off the cylinder walls (wearing out our pistons and rings) as well as increasing our fuel consumption. Basically, turning the pump screw in adds more fuel shot to the engine as the throttle is opened up. Be conservative!

Hopefully you now have tools and confidence to jet your carburetors, and can stop listening to guys who are only tuning carbs by doing what everyone else is doing, instead of LISTENING TO WHAT THEIR ENGINE NEEDS.



Bad Camberg 2011.

Last July I finally had the opportunity not to be missed, with a fellow restorer and Beetle fan from Porec (Croatia), to drive 1,000 km in one direction to get to a place in Germany called Bad Camberg.

There is held every four years the world's most important and famous show for the oldest set of air-cooled VWs in the world. The exhibition space does not permit VWs built after 1957. We can expect lots of early Split and Oval Beetles, early Karmann Ghias, from the War some Schwimmwagens, Kübelwagens, and Kommanderwagens, even ancient KDF-wagens, Hebmüllers, Danner & Stauss cars based on VW, and some really early Porsches.

Willi Lottermann, a VW dealer from Taunus, ran the first VW Treffen at Bad Camberg in 1979. Like the Olympics and the World Cup, it has been celebrated every four years since. Willi passed on in 2001 and now his sons Biggi, Michael and Markus organise the show. The hard work takes two years of organization! 2011 was the ninth VW Treffen at Bad Camberg. Willi would be proud of his sons! In any event an unforgettable experience for hardcore ancient VW fans.

The route we travelled was as follows: Porec - Ljubljana - Loiblpass - Klagenfurt - Salzburg (we waved Ivo Smranaderu) - Munich - Nuremberg - Franakfurt - Bad Camberg. The same way we are returning back.



The vehicle we took was my good old 1982 Passat Diesel estate wagon, which looks like it came out of Mad Max movies. I tried to organise a group of VW guys here to come along to make the 100 Euro fuel cost cheaper, but we only shared the cost for 2 people. A bunch of interested initially fell out when the time really needed to go.

In case you don't know, Bad Camberg is in the western part of Germany, in the state of Hesse, about 44 km north west of Frankfurt. It is a little town of 15,000 people but the second-biggest town in the Limburg-Weilburg district. Bad means 'bath' in German and the town was built for its health springs. It has lots of historic buildings.

We arrived at Bad Camberg about noon the next day, and already on the streets were a bunch of Bugs. We parked the Passat in the outside area for VWs not old enough to be shown on the main lawn where the main show was done. Straight away we saw lots and lots of ovals and splits. But the weather was very wet and the rain was falling steadily. Only in the late afternoon was there a time where it stopped.

I can only say that I immediately recognized several historic Volkswagens that were reviewed in Volksworld and Ultra VW over the last 14 years that that I have followed such a newspaper.

There were really beautiful specimens, and see them live is a phenomenal feeling - to see so many old splits, ovals and Hebmüllers with other rare cars all in a heap - all air-cooled VWs has attracted the cream of the world!



There was a grassy exhibition area that was quite large, and I met some local faces that were there were looking for rare and precious Original VW parts for their projects. People were wandering around, looking and talking, under umbrellas as the rain poured down.

It's amazing how many NOS parts one can still buy if you have deep pockets (not always necessary, but in most cases). You really only need to visit the stands at Bad Camberg and the other VW show in Hessisch-Oldendorf to collect all the parts you need to rebuild that split, or oval, or barn-door Bully or whatever comes to mind. The Bad Camberg parts stands had everything. I heard lots of loud American voices from people wearing baseball caps and they were spending lots of dollars on old VW parts.

We caught some well-known firms: Wolf Parts - sheet metal from Sweden. From Germany there was Himmelservice - specializing in the interiors of the oldest VWs. Then there was the representative Klassik Fab



sheet metal parts, known here as the 'Funky Green Panels' - the highest quality reproduction sheet metal for split, oval, barn ... superb build quality, the price also, but not unattainable. The latest thing that Klassik Fab exhibited through his agents are the new mudguards for split and ovals that are a 100% accurate replica of the original versions. Those for younger models differ in several details that may be missed without a sharpened eye.



There was so much to see, but I think my favourites would be stated as follows: several pre-war KDF-wagens, and two Kommanderwagen (VW Bug with 4x4); two Schwimmwagens, two Kübelwagens, a bunch of barndoors, and several Hebmüllers. And after looking at so many beautiful splits and ovals you have a headache.

The organisers learned a lesson from 2007 when there were some custom early 1950s VWs with modern accessories



and wheels, which was not right. This time only original and accessory from the old period Volkswagens were allowed. Maybe for 2015 there needs to be extra area for modern custom VWs to connect to new fans? Like the big VW shows in England and the USA. Still the spirit of Willi Lottermann swings over the event and makes it very special and fans will still come.



The Volkswagen Museum in Wolfsburg supports the show and brought down two cars for people to see. They stayed dry by being under a tent. There was a black 1938 VW prototype, that looked almost like the production splits that came later. It was at the factory opening ceremony in 1938! It was beautifully restored. There was also a Porsche Type 64 aero racer in black. The Berlin to Rome racer was a very amazing replica built by the Hamburg Museum as the only survivor is the silver one is in the Porsche Museum in Stuttgart.



There were lots of visitors from all over the world, mostly American and lots from England. There were even a group of VW fans from Indonesia wearing batik shirts. I saw three well-known figures from the world VW aircooled scene. First John McCutcheon who is the editor of Volksworld, and Keith Seume, author of several books and is currently chief editor of Ultra VW magazine. And then I saw Ron Flemming from FAT Performance in America, the man who invented the California Look style in the 1960s and still builds engines for off road and drag racing!

Keith and Ron are now grandpas, to judge by their appearance....

Nikkola Valduzno

Learning about VWs.

For me, one of the most rewarding aspects of Veedubdom is reading all those neat reasons the kiddies use to support their totally invalid conclusions, such as how much better their ride handles now that they've dropped it nine inches and increased the caster angle to sixteen degrees :-)

A favorite is the 'fweem' crowd :-)

Block off the heat riser and guess what happens to that 'fweem' sound :-) or, for the serious experimenter, work that equation backwards and figure out where that 'fweem' sound comes from.

It's really unfortunate that so many present-day owners of air-cooled Volkswagens never had the opportunity to drive one out the showroom door. Today, most Veedubs are rolling wrecks and their owners don't even know it. They've never driven the Real Thing, have no idea how well the VW can handle, how reliable and economical it can be. And they never will, thanks to all the swell advice they get from instant experts who will do literally anything to sell their junk to mechanically naive youngsters, even if it means destroying the vehicle or risking the kid's life. (Go on kid, tear them flaps outta there! Then lemme show you how to lower that thing :-)

So where should people, new to VWs, be looking for info? So you've got pretty good sense, be mechanically competent, and hopefully willing to learn?

A good question, not just about Volkswagens but about life in general. Unfortunately, there is no pat answer.

The generic answer is that the answers to all questions will be found within yourself. You gather information, use it to formulate what appears to be the most correct answer and then test your conclusion against reality.

In effect, the answer will reflect your perceptions. The problem is, in our modern-day world, the typical youngster does not understand this extremely important learning process.

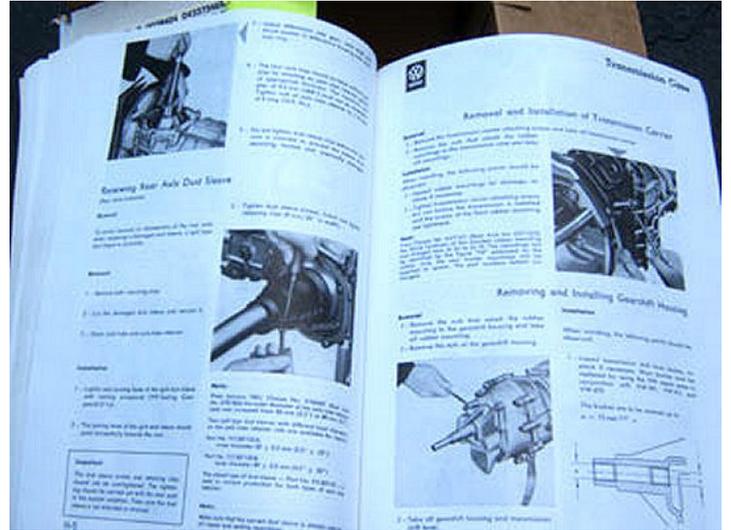
At one time all youngsters were exposed to the elements of logical reasoning in the public schools, usually between the ages of 11 and 13. This provided the foundation that allowed them to acquire knowledge from information, rather than simply memorizing the material and vomiting it back up during Finals. Mastery of Logical Reasoning (under various names) was the Rite of Passage between Primary schooling, which was devoted mostly to rote memorization, and High school, in which the student was expected to actually learn something.

Nowadays the process of learning by rote extends even to our colleges and the fact that a parrot is not a scholar is politely ignored.

As to your specific question, the best source of information is the official Volkswagen Workshop Manual, and the official Dealer Service Bulletins that came out regularly in the good old days. You can still find sets for sale at VW swapmeets and on Ebay. The 'official' manual sold by Bentley can be bought new but is an abridgement and has omitted a great deal of vital information.

The Muir book speaks in beginner language and is a good means of demystifying the automotive arts, but it is larded with factual errors.

The Haynes manuals for the wide range of VW models are probably the most cost effective source of VW information for the beginner. Get the one specifically for your



VW, and it doesn't hurt to get a few more for models before and after yours as well. There are also other useful VW manuals produced by Clymer, Autobook and InterEurope. In Australia the Scientific Publications/Gregorys VW manuals are very good but are now out of print; look on Ebay for one for your VW.

If you intend to overhaul your engine you should hold a copy of Tom Wilson's "How to Overhaul Your Volkswagen Air-Cooled Engine"

For some insight into gaining more performance from a VW engine you should study Bill Fisher's "How to Hotrod VW Engines". For bodywork, painting and so forth there are other very useful manuals, many of them produced by Haynes.

If you are a rank beginner your best bet is to start with lawnmower engines (!) They are small and you can usually get all you want for free, simply by running an ad saying you'll haul the thing away. You will need the Briggs & Stratton handbook or some similar tome (Haynes offers one) and a few tools.

People who don't understand automotive engineering often laugh when I suggest they start with smaller engines but an air-cooled one-lunger has about 85% of the 'DNA' of your VW engine - or your Corvaire, Porsche, Pratt-Whitney, Continental, Lycoming or what-have-you. They use the same Otto-cycle, the same poppet valves, the same cam/crank relationship, the same principles of ignition, carburetion, intake and exhaust. These things are the foundation you need if you want to be able to maintain your Veedub.

Once you've mastered the basics, be it engines or suspension systems, you will have established the framework of knowledge that will allow you to understand and appreciate the differences between, say, a lawnmower engine and a Volkswagen engine.... or a Lycoming engine... or any other air-cooled engine. I know that sounds a bit fey but in engineering terms, the differences are merely matters of detail rather than principle. The most significant gulf is not between a 4,000 cubic inch aircraft engine and a VW, but between liquid- and air-cooled engines, in that air cooled engines operate at significantly higher temperatures and their maximum sustainable output is determined by their fin area.

As for my comment about driving the 'Real Thing,' it was not a joke. Most Volkswagens that I see suffer from some horrendous problems of which the owner is not even aware. But by the time I see them the accumulation of such problems

have reached the point where it would be economically impossible for the typical VW owner to have the vehicle returned to spec. For the very wealthy, it's not a problem to cough up a hundred bucks an hour for several hundred or more hours of skilled labour. They come away with an antique Bug or Ghia that is literally in better-than-new condition. But for the average owner the only option is to do the work themselves, and the record shows most are unwilling or unable to do so.

You are the Mechanic-In-Charge. It can be done, and you'll learn a lot along the way. But if you don't want to do it, you're better off driving a late model Toyota.

Compression leaks.

A key factor in the long-term reliability of the Volkswagen engine, stock or modified, is maintaining a perfect seal between the combustion chamber and the barrel of the cylinder. Although compression ratio and cylinder head temperature can affect this seal, the most critical aspect is the amount of sealing surface relative to the pressure it must contain.



Here are some typical cylinder wall widths:

Stock 85.5	= 4.2 mm
90.5	= 3.8 mm (requires machining the case & heads)
92	= 3.1 mm ditto
94	= 3.5 mm ditto

The so-called 'slip-in big-bore' cylinders are merely over-bored stock cylinders. 87mm slip-ins have a wall thickness of only about 2.7 mm.

One reason for posting this information was to back-up my comments in recent posts regarding the suitability of various parts. You'll notice that the 94mm jugs actually have a thicker wall than the more common 92s, but this is only possible by also having a larger outside diameter needing larger spigot holes. Suitable only for late cases.

As a general rule, compression leaks (ie, failure of the seal between the combustion chamber and the cylinder wall) are not a problem when the engine is properly assembled & maintained, the compression ratio is 7.5:1 or less and the cylinder wall is at least 3.1 mm in width.

You'll note that 92mm jugs are right on the line. When 92s are used on engines running higher CRs the joint between the barrel and the cylinder heads is usually fitted with a copper gasket, carefully annealed at the time of assembly.

Aluminium cylinders.

The use of aluminium barrels in modified VW engines, especially those converted for flight, is a nice example of how to separate technologically naive homebuilders from their money.

On average, the cylinder barrels of an air-cooled engine contribute only 17% of the waste-heat budget. This figure is true for everything from a Weedeater to a Pratt and Whitney R-2800, the 'on average' waffle factor reflecting how the barrels interface with the heads for the purpose of heat-transfer. In a mono-bloc casting, where the head and barrel are integral, the figure can be as high as 25%. In the jugs of a real aircraft engine, where the barrel is thread and heat-shrunk to the head, the 17% figure is dead-on. For a compression interface, where the barrel is simply squeezed against the head - as is the case with the VW - the figure is actually lower. But since the factory manuals for Lycoming, Pratt-Whitney and so forth cite 17%, so do I since it allows people to look it up for themselves.

Remember the earlier article about the sealing surface between the head and the cylinder? That's why VW (and Porsche) jugs see so little heat. There is certainly plenty of heat in the heads but there simply isn't enough surface-area between the heads and the jugs to allow an appreciable amount of heat to flow from the heads into the barrels.

So why did Porsche use them?

Because it was running out of cooling air.

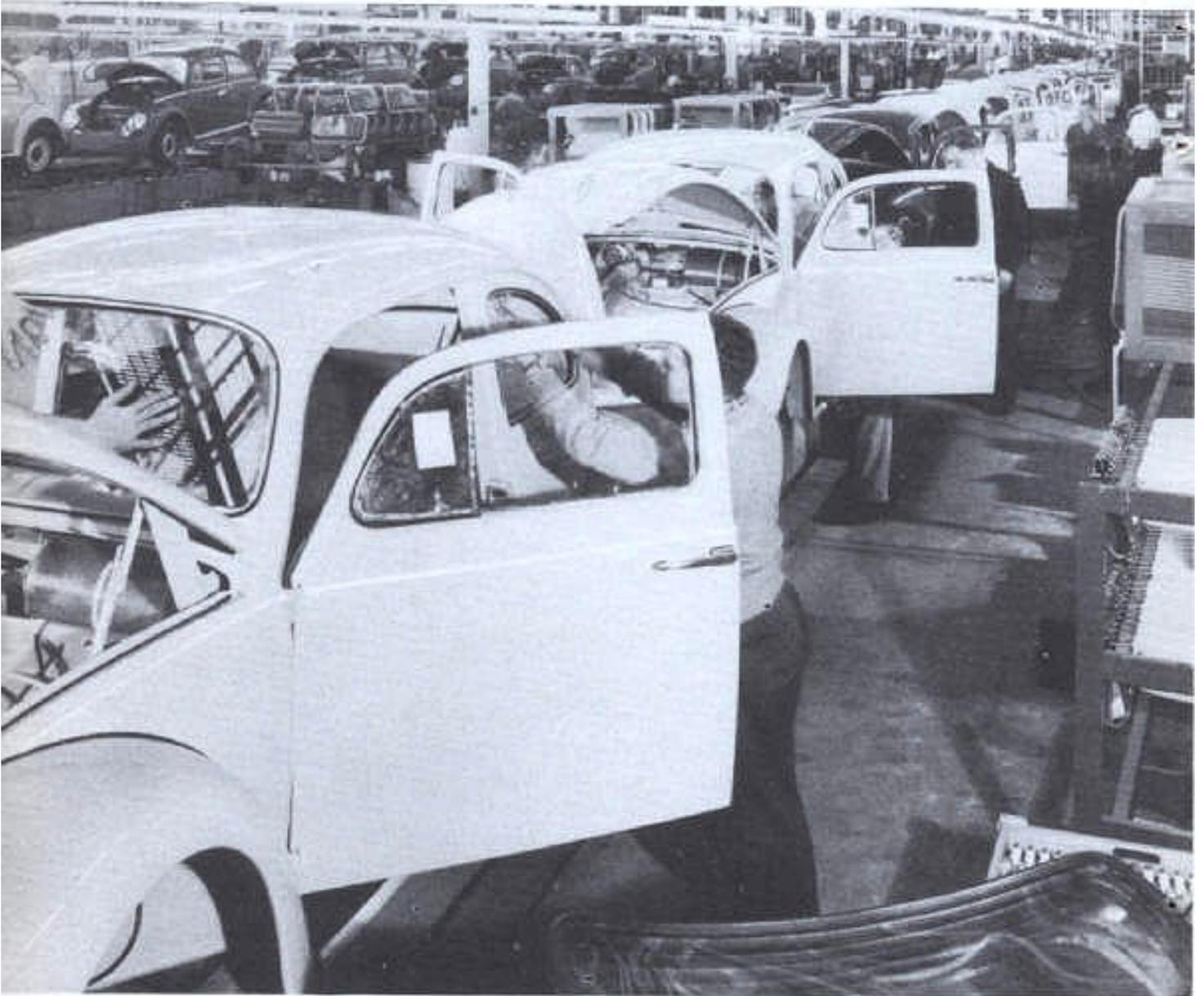
To produce more power Porsche had to get more air to the HEADS but they'd already hit the limit on the size of the blower and shrouding they could fit in that particular chassis. Their solution was to send LESS air to the barrels so they could send MORE air to the heads. But to keep the barrels from overheating they had to go to a material having a higher rate of thermal transfer... such as aluminium.



If you can afford to spend \$1800 to save 4 kg there's no reason not to use nickies (say hello to Shad when you order them :-)) but in both street and flying Volkswagens, that is their ONLY benefit. If someone tries to sell you a set because they'll automatically make your engine "run cooler," just smile and walk on to the next booth.

Bob Hoover

£12,000,000 makes the Volkswagen Australian



3141



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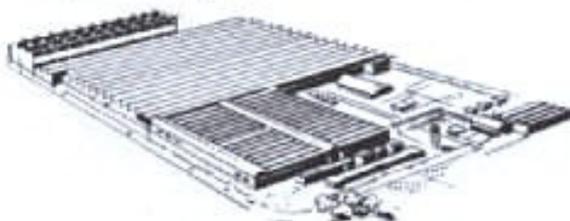
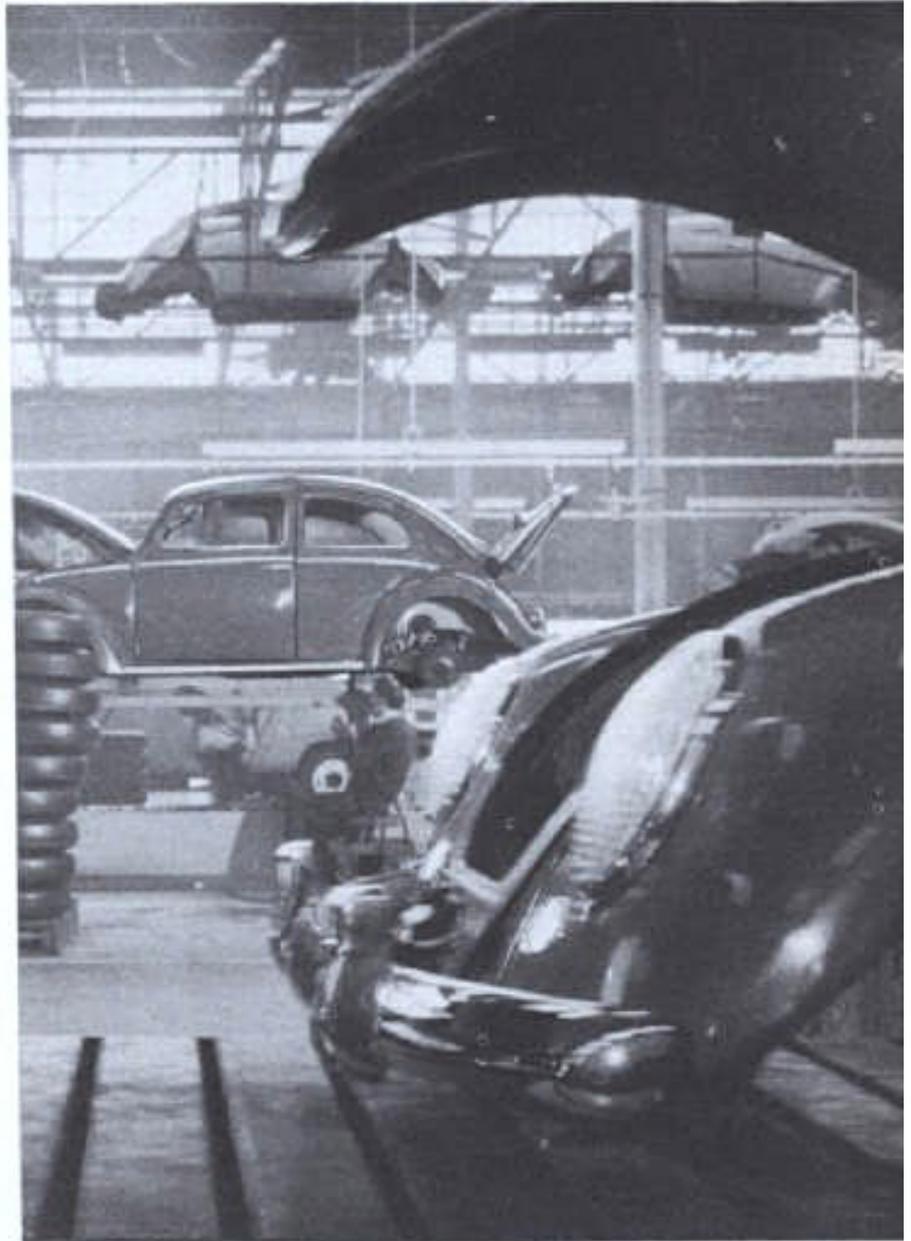
With every VW owner an enthusiast, success came swiftly — and pointed its makers straight at a formidable goal: the manufacture of VW as an all-Australian car. Now, only five years later, our Australian VW is in sight. Today it is emerging in growing numbers from an immense new £12,000,000 plant at Clayton, Victoria. When the initial building phase is completed this year, the VW will be more than 70 per cent. Australian. With so much in our favour — capital contributed by thousands of shareholders in three big Australian public companies and by Volkswagenwerk, West Germany, with Australian management, unlimited Australian industrial skill and resources, and a legion of co-operative suppliers — Volkswagen's future here is assured.

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