

Zeitschrift



2GB's Ray Hadley with Joe's Superbug.

April 2012

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**Vale George Reynolds
Thirlmere Steam Festival
Synchronising Twin Carbs
VW VolkSiebus 2,6i**

**All about the Supersprint
Shannons Wheels ACT
New VW Jetta
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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	vicepresident@clubvw.org.au	
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Brian Walker	Jeff Dunn	Herb Gutmann
John Ladomatos	Norm Robertson (JP)	
General Committee:		
Ron Kirby	Laurie & Gwen Murray	
Wayne Murray	Grace Rosch	
Ray & Shirley Pleydon		
Canberra Committee.		
Chairman:	Bruce Walker	0400 119 220
Secretary:	Renee Richards	
Treasurer	Bruce Walker	0400 119 220
Autofest/Events	Mark Palmer	0416 033 581
Registrar:	Iven Laufer	(02) 6254 1142

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

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. 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
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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

Robertson Classic Car Day

Sunday
15th April 2012

From 9:30am

The event will feature **people's choice** trophies for best European, American, and Australian classic cars 30 years and over; commercial/pickups, most original unrestored car, and ladies choice. Entry is free, but there will be a small entry fee for those wishing to enter the trophy competition. **Club Veedub will have a Volkswagen display - all members are invited to show off their VWs.**

Location: Robertson Railway Common. Take the motorway to Mittagong, Bowral and Moss Vale. Follow the Illawarra Highway to Robertson. Turn at Yarranga Street (Motel on corner) or Meryla Street (Pub on corner) and follow signs.

Venue: Robertson Railway Station is a National Trust-listed heritage structure. We regularly host visits by the famous steam trains from the Thirlmere Rail Transport Museum. The ride down from Sydney and up the escarpment is reckoned to be one of the prettiest in the country. The station complex consists of well preserved railway buildings, the 'Fettlers Shed' Art Gallery and the Railway Village Common picnic area and park. It is an attractive location with gardens, trees, picnic shelters and a renowned Flugelman sculpture celebrating the building of the railway. Vintage Machinery Display. There will be an interesting display of restored and functioning farm machinery and tractors.

Attractions: Known as the Green Heart of the Highlands, Robertson has rolling green hills, rainforests, magnificent waterfalls, stone fences and lush countryside. Stunning views of the ocean can be found two kilometres to the east. Beautiful Bowral, heart of Bradman country, is only 20 minutes away. Autumn colours are a feature of this region and Easter is a particularly lovely time to drive through the highlands. The Illawarra Fly Treetop Walk, with its stunning views over the ocean, is only 15 minutes away and can be enjoyed on your way to or from our fun day.

Village: Has a wonderful old pub, one of only two wooden pubs in NSW, with a sunny deck and bistro, bowling club, cafes, gift and antique shops, and a fantastic **Country Market open on the day**. All are within an easy walk of the Railway Common.

Gallery/ Station Museum & Kiosk: RHRSI will be running a kiosk selling famous hot pies, meals, cold drinks, coffee etc. The Gallery will be hosting a history display as part of National Trust Week's transport theme. Entry is free but a gold coin donation would be welcome. The station also has an interesting history display showing the history of the railway and the engineering feat of building this busy rail freight line.

Contact: Murray, 0407 903857

Club Veedub convoy:

Meet at Uncle Leo's fuel roadhouse at the Crossroads, Liverpool, at 7:45 am for coffee and an 8:00 am cruise departure to Robertson.



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

FISH & CHIPS

Run to Motor Museum.

Sunday
24 June



- 9:00 am meet at Uncle Leo's Caltex servo at Liverpool Crossroads (UBD 288 D6), for 9:15am departure
- To the Australian Motorlife Museum at Darkes Rd, Kembla Grange, home of the Paul Butler Collection. Classic cars, bikes, caravans, gramophones and antique items. \$11 entry adults, \$5 kids
- Then cruise to Kiama Golf Club (Oxley Ave Kiama Downs) for lunch. Pizza from \$9.50; Meals from \$12.50. Kids menu all \$9.50.
- Peer-judged trophies for Best Air-cooled and Best Water-cooled Volkswagens
- Lucky door prizes

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

Enquires Norm Robertson
(02) 4625 7057
nrobertson46@optusnet.com.au

For catering call 0409 771822



KIAMA
GOLF CLUB



Von dem Herrn Präsident.

Hi everyone, not much to report this month other than that the VW Nationals are fast approaching.

A few weeks before the Nationals the Shoalhaven VW Club are once again hosting the Berry Blast From The Past on Sunday, 6 May 2012 at Berry Showgrounds. This is always a great event and if you're around Sydney, a cruise down has been organised, see the club calendar and the flyer for more information.

Back to the Nationals, we will need many helpers over the weekend, either at the Supersprint or setting up Saturday night at Fairfield or show day at Fairfield. If you can help please make it known to a club committee member.

At the Nationals we will be using a different judging format for the air cooled VWs this year. We will be adopting a peer judging system, which has been in successful use by the water cooled cars for some time. Each entrant will receive one judging form, and they can vote for any car they choose in each category.

The main reasons for this is firstly to get car show entrants into the grounds as quickly as possible; in previous years the queues and the wait has been a major source of complaints. The other reason is that the judging fell to a small overworked band of people who became very stressed by the end of the day.

I can assure you that if you happen to win a trophy at this year's VW Nationals it will be because other car enthusiast thought that your car was the best.

I was sad to learn of the death of legendary VW racer and trials driver of the 1950s and '60s, George Reynolds. John Watt has written a tribute for this issue. And just as we went to press I learned of the death of Ferdinand 'Butzi' Porsche. He was the grandson of the famous Dr Ferdinand Porsche, designer of the VW Beetle, and the son of Ferry Porsche, who established the Porsche company. Butzi was an industrial designer and was most famous for designing the Porsche 911 in 1963. Later Butzi was the head and chief designer of Porsche Design, the subsidiary that produced exclusive Porsche watches, sunglasses, stationery sets and pushbikes. Butzi died in Austria, aged 75.

See you soon,

Steve Carter



Kanberra Kapitelreport.

A foggy 'G'day' to all from the capital, where the temps are dipping and the days are definitely short of sunlight. This month saw the 'Shannons Wheels' carshow occur. Look for a report elsewhere in the magazine. It was a great turnout for the club.

In conjunction with the carshow, there was a 30th Anniversary Gala Dinner held on the night before the event,

celebrating how far the show has come. This was a great night, with Mr Michael Bryce AM AE (husband of the Governor General) in attendance, and our own Sue Walker playing a major role on the night.

On 22 April we are heading to Tarago for a pub lunch, as always we need some numbers so email me so that we can confirm numbers to the hotel. See the flyer in this magazine or on your email.

26 / 27 May is the VW Nationals in Sydney, you should have seen an email by now with details of the local accommodation that we head for. The club is arranging a convoy again this year that will drive via Goulburn to check out the Supersprints. Now is the time to get ready for this trip, ask if you need some advice or need more information.

A reminder to make sure that the secretary has your current email details, as we use this extensively for event information and such. With a recent last-minute change to an event it highlighted the need for people to receive information after the magazine had come out...so please keep this in mind and contact us if you need to alter the information.

Bruce



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.**

April.

Sunday 15th:- Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. Free entry from 9:30am. Country market stalls, vintage machinery, antique stores and nice pubs. Club VW will have a Volkswagen display. **Join the Club Convoy at Uncle Leo's, Liverpool Crossroads, at 7:45am for an 8am departure.**

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. **Join the Club Convoy at Uncle Leo's, Liverpool Crossroads, at 7:00am for a 7:15am departure.**

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 Uncle Leo's and a nice cruise on the motorway. Lunch at the delicious Kiama Golf Club bistro. Further details on times and process 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.

Sunday 8th:- Bugs and Buses By The Bay, at Croudace Bay (Belmont) on the sunny shores of Lake Macquarie. All Volkswagens are welcome - Bugs, Buses, Buggies and all other types (modern VWs too). BBQs and shelters. Bring a picnic basket! Kids playground and skate park. Contact an and Rose on 0427 550203.

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. **Tonight is the AGM - all positions are vacant and are re-nominated / voted on. Why not try your hand at a position?** 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.

August.

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

Thursday 2nd - Sunday 5th:- Volkswagen Spectacular 2012 at Valla Park, northern NSW. Thursday and Friday is racing at Raleigh Raceway for the inaugural Ben Durie Trophy. Saturday is the VW convoy to Nambucca Heads and the swapmeet at Valla. Sunday is the Show n Shine (with Top 10 VWs). Charity auction, live bands and fireworks. Contact Donna on 0427 695203 or email donna501@bigpond.com

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

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

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

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

Marktplatz.

All ads should be emailed to: editor@clubvw.org.au

Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.

All published ads will also appear on our club website,

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

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

New Ads.

For Sale:- 1975 VW Beetle (flat window 1300). Beam front end, 4-wheel disc brake conversion, 18x7 and 18x8 Ford stud mags. New starter motor, new shocks. Full painted pan and inside body. 1x set of fibreglass guards, front spoiler, Torana tail lights and whale tail. 1x brand new wire kit. 2x doors, bonnet, seats. 1x new dash, sport seat, sun roof. 1x aluminium kick board, window. \$3,900 ONO. Phone Albert on 0435 404277 or (02) 4627 2848.

For Sale:- 1970 VW Beetle. Beam front end. Disc brakes on front. 1500cc engine, dual port with Weber carb. Front bonnet + rear. 2x new heater channel. 1x new rear panel, exhaust. New floor pan (painted floor + inside body). Seats. \$2,500 ONO. Phone Albert on 0435 404277 or (02) 4627 2848.

For Sale:- VW parts. 4 x VW doors; 1x bonnet + rear; 2x fuel tanks; 1x engine block + new head; 4x head lights; 5x spare

wheels; 1x beam front end with disc brakes; 1x motor (I think it is a 1300); 1x painted pan 1500 Bug. Plus lots more. Phone Albert on 0435 404277 or (02) 4627 2848.

For Sale:- 1974 Super Beetle. White wide rims, new tyres. New floorpans, new discs, older retrim. Older white duco respray with slightly flaking paint. Stan Pobjoy 1916cc with twin Kadrons, extractors, deep sump. Anti-surge oil pump. Type 3 casings. Engine standoffs. Car is at Helensburg. \$5,000 ONO. Phone Andrew on 0408 454372.

For Sale:- 1973 Beetle guards, curved windscreen- free. 1800 Kombi clutch kit- Sachs- still in box. \$200. Contact David Flack on (02) 4942 2175 (BH) or 0405 108284 (Mob), or email kerda3@bigpond.com

For Sale:- Subaru motor, 2-litre, about 40,000 km, new timing belt, wiring and computer, radiator, exhaust system. Update your Beetle or Kombi to a water-cooled engine- its been done many times before. Asking Price \$1500 ONO, Contact David Flack on (02) 4942 2175 (BH) or 0405 108284 (Mob), or email kerda3@bigpond.com

For Sale:- Assorted bits for Beetle, Type 3 and Kombi. 1 sets chrome wheels 14" no rubber, 1 set mags wheels 14" with good rubber, 14" studs, IRA gearbox 1971, from beam complete 1972, dash black Type 3 (Knochback 1971), 2 seats (Black from 1971 like new), tow bar Kombi original, distributor, start motor, etc. For all enquiries please phone Salvador on 0423 409 718.

For Sale:- 1978 2ltr. Kombi/Camper. Absolutely A1 cond. Wide wheels, Sunroof, Driving lights. Kenwood radio/CD. Engine recently overhauled by Wolfsburg Motors, Sydney. 2 owners only. Logbook covering every service and repair expence for 32 years. Engine manuals, VW literature. Rego



till 15/10/12. \$18,500.- Ph. John on 9999 2993. Car at Bayview, NSW 2104.

2nd Month 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.

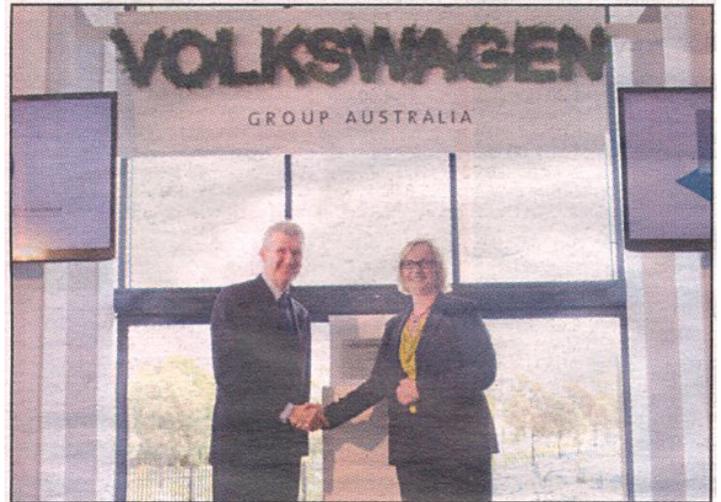
For Sale:- 1995 VR6 Passat 5sp man sedan. Good condition with some small bumps. Just been serviced, 2 new tyres and a new battery. ACT rego until June 2012. Regretful sale of my daily driver as the birth of our third child as resulted in the purchase of a Multivan. Asking \$3,000 ono Phone JP McCombie 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

VW's new Chullora HO officially opened.

Volkswagen Group Australia has officially opened its new corporate headquarters in Chullora, marking the occasion with a gala event.

In February Volkswagen Managing Director Anke Koeckler was joined by Tony Burke MP to officially open the company's new facility and the unveiling a commemorative plaque.



Volkswagen Group Australia managing director Anke Koeckler is welcomed to Chullora by Tony Burke MP.

The new state-of-the-art facility was designed to bring all of the organisation's business divisions together, providing 5,930 m² of office space for Volkswagen Passenger Vehicles, Volkswagen Commercial Vehicles, SKODA Australia, Bentley and Volkswagen Financial Services.

The new headquarters also incorporate a large combined showroom and reception area and a 16,000 m² parts and accessories warehouse. A 4,720 m² workshop and training centre designed for dealer staff completes the facility, along with a purpose-built cafe, Das Cafe.

Volkswagen's new Australian headquarters is located on Muir Road, just behind the RSCPA on Rookwood Rd and on what used to be the Chullora Railway Workshops. It is less than a kilometre from our Club's monthly meeting venue, the Greyhound Club – a nice example of VW synergy. The new headquarters is VGA's third since startup in 2001, and the largest VW has had since the Clayton factory was in operation in Melbourne in the 1960s. The new site provides ample accommodation for the 176 people employed at the site, while all areas of the facility have been designed to allow for future growth.

Ms Koeckler said moving to Chullora was an easy decision.

"The Technology Park affords the space required to bring all our business divisions together, while maintaining excellent road links to our dealer network and beyond, and for this reason we're proud to call Chullora 'home'," she said.

"The facility is second to none, and is the embodiment of our ambition and commitment to the Australian market."

The Ray Hadley story.

I met Ray Hadley at Pitt Town, 5 km out of McGrath Hill, heading towards Wisemans Ferry, where he was doing a promotion sale for Riverside Real Estate, beautiful blocks of land, plenty of clean fresh air and it makes you feel you're in the country. Ray has just celebrated 30 years of Radio and just like Bob Rogers, he could go for another 30 more. He started off with 2UE presenting traffic reports in Gary O'Callaghan's top rating breakfast show, was involved 'on-air' promotions for various programs and eventually found himself

Trades and services directory.

Trades and services directory.



ABN 45 070 734 314

Dr. Moshe

Tel: 9534 1077

A.H: 9596 1817

All Bug & Mechanical Repairs
New & Second Hand Spare Parts



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
5 minute Physical Diagnosis

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

We supply **OEM and genuine German parts**. Our specialist trained VW and AUDI technicians can fit any part. Using factory VCDS diagnostic software, we can **repair, modify and service** your German vehicle.

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!

understudy race caller to Des Hoysted and Johnny Tapp. He joined Radio Station 2GB - 873 in 2001 when major share holder of 2GB John 'Singo' Singleton had asked Ray to come across with his successful 'Continuous Call Team' to cover Rugby League.

Ray Hadley has been named Australia's best Radio Sports Broadcaster for 10 of the past 14 years. The Radio industry awards are known as the ACRAS and Ray has now won 21 in total, most recently in 2010 and 2011, winning Best Current Affairs Presenter, Best Sports Presenter, Best Networked Program for his Morning Show (9.00am - Noon on 2GB) and best Sports Event coverage for the 2009 and 2010 NRL Grand Final.



Ray Hadley was born on September 27th 1954. He grew up in the Western Suburbs but spent a great deal of time with his grandparents in Eungai Rail on the mid north coast of NSW. Ray and his wife Suzanne have four children, Daniel, Laura, Emma and Sarah.

Joe Buttigieg



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New Up! concepts.

Four design concepts based on the all-new Volkswagen Up! have been unveiled at the recent Geneva motor show.



First up is the Swiss Up! concept. A tribute to the motor show's host country, Volkswagen says the Up! is as versatile as a Swiss Army knife. Reflecting the colours of the Swiss flag, the concept sports red paint with contrasting white mirror caps and a white dashboard. The front seatbacks are finished with a leather band, provided for storing a pocket knife if the driver so desires.

Next is the Winter Up!, a concept designed for the ski slopes. Based on the Cross Up! concept from last year's Frankfurt motor show, the Winter Up! features a raised ride height, underbody protection and electronic stability control with electronic differential lock to increase its ability in slippery conditions. The Winter Up! is finished in white and blue paint, and is fitted with snowboards on the roof.

Third is the X Up!, a light car designed for late-night expeditions. Again based on the Cross Up!, the X Up! is equipped with a roof box with integrated searchlights. The burnt orange exterior is complemented on the inside with two tone trim inserts and hand-stitched logos.

Finally there's the Cargo Up! concept, a delivery van based on the three-door variant of the city car. With the rear seat removed the Cargo Up! offers a 1400-litre load space and a 426kg payload. The ride-height is boosted and underbody protection is included to increase its capability around potholed streets. Plexiglass separates the driver from the cargo, while painted rear windows keep the cargo discreet.

The four new Volkswagen Up! concepts debuted alongside the five-door Up! production car in Geneva last month. The three- and five-door Up! variants will go on sale in Australia late in 2012 (see them at the Sydney Motor Show in October!)

Polo BlueGT.

The appearance of the Polo BlueGT at the Geneva Motor Show has given us an insight into the future of Volkswagen's fuel-efficient engine technology.

The Polo BlueGT is the first Volkswagen production vehicle to feature cylinder deactivation technology, which allows the sophisticated city car to deliver the best of both worlds in terms of power and fuel economy.

The turbocharged 1.4-litre four-cylinder petrol engine produces up to 103 kW of power when all four cylinders are

firing, 34 per cent more than the 77 kW offered by the 1.2-litre turbo engine in the 77TSI model.

Despite this, when teamed with the seven-speed dual-clutch DSG transmission, the Polo BlueGT uses just 4.5 litres of petrol per 100 km under European standards, compared with 5.5 L / 100 km for the 77TSI and 4.6 L / 100 km for the 66TDI diesel under Australian standards.

The Polo's cylinder deactivation system works by shutting down cylinders two and three at engine speeds between 1250 and 4000rpm and at torque outputs of 25 to 100 Nm. The two cylinders are instantly reactivated when the driver depresses the accelerator, with all mechanical switchovers occurring between 13 and 36 milliseconds.

Volkswagen says the Polo BlueGT's engine is the first in a series of new powerplants that will become commonplace in the manufacturer's all-new 'MQB' platform, which will underpin the majority of Volkswagen Group passenger vehicles, including the new Golf Mk7.

The Polo BlueGT will go on sale in Europe from July, but Volkswagen Australia has made no announcement about its intention to introduce the car down under at this stage.



While Volkswagen says drivers will have little idea of the cylinder deactivation technology at work under the bonnet, the Polo BlueGT is differentiated by its multi-spoke 17-inch alloy wheels, lowered suspension (dropped 15mm), GT badges front and rear, black grille and mirror caps, and a number of sporty elements from the Polo GTI, including LED daytime running lights, rear spoiler and rear bumper with diffuser.

The interior sports a black roof liner and the instruments from the GTI, along with a bespoke steering wheel and blue leather-trimmed front seats.

Amarok Canyon.

The Volkswagen Amarok Canyon concept has also stormed into the Geneva Motor Show, showcasing the customisation potential of the German brand's class ute.

The Amarok Canyon concept is designed specifically for freestyle kayakers, intended to help the extreme sportsmen and women reach the most inaccessible regions of the globe.

The Amarok Canyon is 85 mm taller than the production model courtesy of a 40 mm body lift kit and chunky all-terrain tyres.



Adding to the Canyon's go-anywhere ability are roof-mounted auxiliary headlights, colour-contrasting under-body protection, 35 mm-wider wheel housings, and electrically deployed tread plates to help passengers step in and out.

Two carbon fibre kayaks are mounted to the cargo floor, which is specially designed with two formed cut-outs with soft padding, and mounted on a high-gloss black styling bar with securing straps. The paddles attach to the inside of the tailgate, while helmets, floatation devices and all other gear can be stowed securely in the cargo area.

The bright Baladi Orange colour scheme from the exterior continues inside to the seatbelts and decorative stitching. Additional auxiliary instruments showing the car's climbing and tilt angles give Amarok Canyon drivers key information for extreme off-road journeys.

The Volkswagen Amarok Canyon concept is powered by a 2.0-litre diesel engine with 132 kW and 400 Nm of torque, available from 1500-2500rpm. A switchable 4Motion all-wheel-drive system pairs with a reduction gearbox and rear axle differential lock to ensure effective power transfer in tough conditions.

Volkswagen Commercial Vehicles head of development Dr Wolfgang Schreiber says the Amarok Canyon concept uncovers the pick-up's untapped personalisation potential.

"We are using this extreme concept to illustrate one of the many diverse uses of the Amarok," Schreiber said.

"By tuning its design to an extreme sport, we are bringing the original DNA of the Amarok into focus."

Volkswagen is considering a production vehicle based on the Canyon concept, which could hit showrooms as early as the end of this year.

BlueSport still alive.

After a long period of umming and ahing, the Volkswagen BlueSport mid-engined two-seat sports car concept that dates back to 2009 may yet go into production. VW's BlueSport show car made its debut at the Detroit motor show three years ago but has struggled to progress to showrooms as the company tried to establish a business case.

The BlueSport was due to be twinned with a new Audi R4 and a sub-Boxster Porsche, but VW's development manager Dr Ulrich Hackenberg, says the VW sports car could still be built even without the sister models.

"The VW Group will have lots of convertibles in the future. The Eos, Beetle and Golf convertibles, Audi will have

convertibles, but of a roadster ... I'm working on it," says Hackenberg.

"I drove the BlueSport last summer ... and the car is fantastic. But I don't have agreement of the company [yet] that we will build it."

Hackenberg says the company needs to sell a minimum of 50,000 to 60,000 Bluesports to make investment in the sports car worthwhile.

He admits Porsche has moved away from the idea of having a more affordable sports car positioned below the Boxster, a roadster that was unveiled in next-generation form at the 2012 Geneva motor show.

"Porsche has the Boxster based on the 911 [architecture] and I think they are not looking for a smaller one. They were interested, but I am missing the [sales] volume."

The BlueSport would be a rival for models such as the Mazda MX-5, as well as the upcoming Toyota 86 and Subaru BRZ twins.



The 2009 Volkswagen BlueSport concept was just under four metres in length and powered by a 132 kW turbo diesel engine mounted in the rear, behind the two front seats. It was to be the first mid-engined VW since the VW-Porsche 914 of the early 1970s.

VW quoted 6.6 seconds for the 0-100 km/h sprint, with a top speed of 226 km/h. Fuel consumption, aided by engine stop-start technology, was rated at 4.3L/100 km.

Polo WRC development continues.

Volkswagen factory drivers Sébastien Ogier and the former World Rally Champion Carlos Sainz have been busy in Spain, continuing the development of the VW Polo for the World Rally Championship (WRC) in 2013.

The two rally aces – Ogier is seen by many experts as future world rally champion, Sainz, with two title wins and 26 rally victories is one of the most successful drivers in WRC history – covered around 700 kilometres, equating to about twice the distance of a WRC rally, without any problem in order to take new vehicle components to their stress and load limits and to thus gather important findings for the further development. Volkswagen will be making its debut in the World Rally Championship with the Polo R WRC in 2013 and is running an extensive testing and development programme until then.

“Around 70 per cent of the WRC consists of gravel tracks, about 20 per cent of asphalt and roughly 10 per cent of ice and snow,” said Volkswagen Motorsport Director Kris Nissen. “The gravel test in Spain served to simulate the roughest WRC sections and to take the car to its load and stress limits. Particularly chassis components such as the hub carriers, dampers and suspension components were successfully tested in the limit range.

“Carlos Sainz and Sébastien Ogier are working together extremely well – the two are forming a very good combination. They respect each other without any rivalry and are purposefully driving the project forwards. Our next step will be to run further tests on tarmac in order to complete our specifications book and to then check off each item on the list.”

On narrow, winding gravel tracks near Almería in the south of Spain Sébastien Ogier and co-driver Julien Ingrassia (F) were initially in the cockpit of the 1.6-litre 225 kW Polo R WRC.

“For us, it was mainly about driving this car on as many kilometres as possible on very hard ground. In parallel, we made a few minor changes to the setup in order to pick up speed step by step,” explained 28-year-old Ogier.

On the third day, Carlos Sainz shortly sat in the co-driver’s seat. “Of course that was a surprise – ten years ago, I dreamt that it would be exactly the other way around,” said Ogier with a grin. “But seriously, his experience and his input are extremely valuable to us.”

Sainz drove his last WRC rally in 2005, then switched to Volkswagen and won the 2010 Dakar Rally in the Race-Touareg. He wanted to gain an impression of the handling characteristics of the newly developed all-wheel vehicle on gravel this way and to acquire the necessary driving style.

“During my active days I drove thousands of test kilometres and hope to be able to support Volkswagen with my experience,” said the 49-year-old Spaniard who subsequently took the wheel himself and was navigated by Timo Gottschalk.

“I have a lot of confidence in the squad and the Polo R WRC will no doubt be a big hit. But we mustn’t forget that 2013 will be the Polo’s first year in the WRC whereas the competition will have been active there for many years,” said Sainz.



Golf 7 to be lighter.

TopGear UK is reporting that they have the scoop on the Golf 7 GTI, which they reckon is due to be revealed later this year. If true, the most likely date would be the Paris Motor Show in September. However that is when the rest of the new Golf range is scheduled to debut, and traditionally the hot GTI always debuts a few months later. Therefore it is more likely that the next GTI won’t officially debut until early 2013.

However, Top Gear has revealed some of the key features reported for the new GTI.



There will be greater separation between the Golf GTI and other Golf models. Currently the GTD and R are very similar to the GTI. Expect the new GTI to be given a more distinctive and individual look.

A new patented welding process allows for an aluminium roof on the next GTI, while using same production line as steel-roofed models. Much of Audi’s experience with aluminium panels will be utilised. The weight saving for the new GTI is expected to be around 100kg (while regular Golfs will lose 70kg)

The 2.0 TSI engine will feature Audi’s valve-lift system for greater torque. Expected outputs for the new engines will be around 165 – 175 kW and 350Nm, up from 155 kW / 280 Nm for the current GTI.)

Therefore the new GTI will have more power and torque, AND less weight.

The new MQB platform allows the front axle to move 40mm forward, which should offer improved handling balance. The new GTI will also have an electronically controlled mechanical limited-slip diff for better grip, and a more direct steering rack.

There will also be forward facing cameras for new advanced safety features like automatic cruise control, automatic braking and lane assist.

Should the Golf 7 go on sale in Europe in early 2013, we can expect Australian sales to commence in late 2013, or early 2014. With almost 20,000 annual sales, the Golf is the best selling model in the Australian range.

Factory VW Bus restoration in Hanover.

Restoring old Volkswagen Type 2s has become a successful venture for the Hanover-based works restoration team. The Volkswagen-owned business joins numerous other 'works' restorers working with oldies but goodies. In this case, the 'works' team base their activities on the restoration of the popular Transporter models, which includes vans, utilities, Microbuses and Kombis across numerous generations.

At Volkswagen Commercial Vehicles in Hanover, the legendary Type 2 VW Bus (known colloquially as the 'Bulli' in Germany) has its own department called Volkswagen Commercial Vehicles Oldtimers, dedicated to preserving its heritage. Formed in 2007, the team has expanded fast over the five intervening years. Not only have the experts purchased and restored about 100 vehicles – now they are offering the restoration of historic Volkswagen Commercial Vehicles ex works for private customers, inclusive of detailed documentation.

For this purpose, Volkswagen Commercial Vehicles Oldtimers moved to a new building in Hanover at the beginning of this year. An area of approximately 7,000 square metres not only accommodates the historical treasures, but also houses a machine park which includes everything from a sheet metal bending bench, lathes and milling machines to its own paint shop. The department now has a staff of 13, from mechanics to a technology historian and an event planner.

Owners of a historic Volkswagen Commercial vehicle can now have it restored here. No matter whether a full or partial restoration is required, or a Bus is simply to be made roadworthy, the "Bulli" workshop team will undertake any assignment. Paint renovation or an inspection is also possible. The staff talk through all personal restoration wishes with the customer before preparing an individually tailored offer.



The unique feature: only here does the customer receive a certified Volkswagen ex-works restoration. In addition, for each customer the team of Volkswagen Commercial Vehicles Oldtimers provides comprehensive documentation of the restoration of the vehicle, in which every step is photographically documented and described in detail. Thus the work performed by the specialists from Hanover is recorded for posterity, and customers can leaf through their folder at their leisure. Some of the replacement



parts needed when working on oldtimers are even taken from Volkswagen's original stock of Genuine Parts.

In this respect, Volkswagen Classic Parts supports the VW Bus workshop as a collaborative partner with the restoration project.

The official line is "The VW Bus is a part of German cultural heritage and has to be preserved!"

Harald Schomburg, Volkswagen Commercial Vehicles Manager responsible for Sales and Marketing, answers questions about Volkswagen Commercial Vehicles Oldtimers.

Q. Volkswagen Commercial Vehicles Oldtimers has now been expanded. Why?

"Since 2007 we have established Volkswagen Commercial vehicles Oldtimers as a separate department. A great deal has happened since then: we have bought up and restored a great number of old VW Buses. We needed more space, and on the other hand we also want to expand the department internally."

Q. What does this mean in concrete terms?

"As of now, we are offering external customers the opportunity to have their historic Volkswagen Commercial Vehicle restored by us."

Q. What's new about that?

"This is a possibility which we did not previously have. In our new premises and with a new team, we are now able to offer this exclusive service. What we perform here is a factory restoration – partly even with original Volkswagen parts – by Volkswagen mechanics and oldtimer specialists who for years have been doing nothing else but restoring oldtimers from our production."

Q. Why is this important to you?

"To us the VW Bus – or 'Bulli', as it is known to German aficionados – is an icon of great value. It is, so to speak, the emotional heart of the Volkswagen Commercial Vehicles Brand and thus a heritage which needs to be preserved. But at the same time every VW Bus still in existence is, of course, also a valuable German cultural good in need of preservation. And with each restoration, we are preserving a piece of living history."

Q. Volkswagen Commercial Vehicles Oldtimers is prepared to make every customer an individual offer. But what if the offer is too expensive for the customer?

"We offer the best possible restoration at first hand, ex-works in fact. This will have its price. However, we will charge the hourly rates that are customary in the trade. For instance, if

the customer brings us a totally unrestored VW Bus for the purpose of rebuilding it from scratch, this may cost around 100,000 Euro. However, we can also just carry out specific jobs individually or offer a partial restoration; we work this out in dialogue with the customer. And a works certificate for the restoration can only be obtained from us.”

Q. Many service providers offer VW Buses for hire. Will Volkswagen Commercial Vehicles Oldtimers be doing the same?

“This is the next step we are planning. In fact, we already rent out our Becks Bus, for instance, to Volkswagen partners and dealers, and our Currywurst Bus where original Volkswagen curry sausage can be enjoyed. We are also continually providing vehicles for film and TV productions. In future, we definitely want to rent out VW Buses to private customers too, but this will probably only be possible from 2013.”

Q. With about 100 vehicles occupying an area of 7,000 square metres, could Volkswagen Commercial Vehicles Oldtimers also be considered as a museum?

“No, it is our internal works collection. There is the AutoMuseum in Wolfsburg and the ZeitHaus museum in the Autostadt. Viewing our exclusive collection remains the privilege of customers who bring their vehicles to us.”

No Polo R.

The Volkswagen Polo R, a model that was due to become the German car maker’s road-going version of its 2013 World Rally Championship contender, looks to have exited stage left.

VW’s Polo R was expected to become a twin to the Audi A1 quattro, which has gone on sale in Europe albeit in limited numbers (333) and left-hand drive only.

The company’s development manager, Dr Ulrich Hackenberg, admits a VW Polo R production car would be beneficial from a marketing tie-in with VW’s motorsport campaign, but says VW is struggling to find a market for it.

“That is one possibility [producing a Polo R road car] ... but we need customers for such a car,” said Hackenberg. “Maybe it is easier for Audi than VW [to market a powerful, all-wheel-drive city car].”



“If we make a Polo that is helpful for the WRC, for homologation, then that makes sense. But in the Polo car we don’t think we have the customers to make a real R version of the car.”

The VW Polo R WRC car conforms to the sport’s regulations by featuring all-wheel drive and a 1.6-litre turbocharged four-cylinder engine producing nearly 220 kW.

A Volkswagen Polo R had been rumoured before VW last year confirmed entry to the 2013 World Rally Championship, based on the company creating a separate R performance division in 2010.

Volkswagen has previously offered R versions of its Passat medium car (R36) and Touareg SUV (R50), though the only current R models are the all-wheel-drive 188 kW Golf R, and the front-wheel-drive Scirocco R Golf-based coupe that went on sale locally earlier this year.

A Polo hot-hatch still exists, however, in the form of the conventional VW Polo GTI, which serves up 132 kW from its ‘twincharger’ 1.4-litre supercharged and turbocharged four-cylinder engine.

A road-going Polo R with around 170 kW would have been a serious step up from the GTI, just as the Golf R is a step above the Golf GTI.

Dr Hackenberg did reveal, however, that the company is still hoping to put the mid-engined VW BlueSport roadster into production.

New Polo by 2015.

The next-generation Volkswagen Polo could arrive in German showrooms before 2015, according to German auto magazine AutoZeitung.



The new Polo will be built on Volkswagen’s all-new ‘MQB’ platform, which serves as the basis for the next generation of smaller vehicles from the Volkswagen Group.

The latest Audi A3 is the first car to use the ‘MQB’ platform that will be used from the next Polo, Golf, Jetta, Touran, Eos and Tiguan, and perhaps even the Volkswagen minivan concept, the Bulli, if it makes it to production.

Volkswagen can barely keep up with current Polo sales globally, so expect the new Polo, which is said to be much sleeker and bolder than the current model Polo, to extend those waiting times even further.

The new Volkswagen Polo is said to offer around five centimetres more length in the wheelbase but with the same external length as the current car. There will also be noticeably more interior room and the car will be at least 36 kilograms lighter, which should translate into significant fuel efficiency gains.

No Polos are currently made in Germany. Left-hand drive Polos are made in VW’s Navarre plant in Spain, Kaluga in Russia and Chakan in India, while all right-hand drive Polos are sourced from Uitenhage in South Africa.



Beetle, a Karmann Ghia, a Manx dune buggy, a Type 181 and a Baja Bug. The word back was - "They obviously had a universal appeal and the kids just loved them"

During his stay Josh built some outdoor dwellings including a toilet, worked in the crèche (where the majority of the children are orphans) reading to the children and some time spent behind the bar.

Josh shared so many amazing stories with his family and friends and is looking at applying for a working visa during the Xmas/New Year uni break.

His group adopted a beautiful cheetah named autumn. That's her in the picture with Josh.

These images speak for themselves – on behalf of Club VW Sydney good work Josh!

Finally this month some new releases to look out for down the shops or on line if you can't wait - a new white and red 4x4 racing Baja Bug and a red Disney camp split window Kombi.

Toy Department goes to South Africa.

Joshua Hewitt from Singleton NSW recently went on a trip of a lifetime, with the sole aim of working as volunteer in St Lucia, South Africa and a holiday with a real cultural experience.

The town of St. Lucia is on the southern tip of ISimangaliso Wetland Park. Many visitors use St. Lucia as their hub because of its close proximity to many attractions in the area.

When the call came for donations and gifts for the local children, the instructions were "Small packages please." The light bulb instantly came on – what's small and about the size of Matchbox??

Club VW Sydney made a donation of six VW matchbox cars towards the cause - these included a Kombi, a

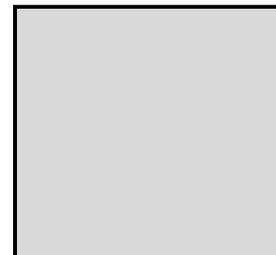


Tony Bezzina
kbezzina@bigpond.com



VW NATIONALS 2012

AIRCOOLED CAR SHOW ENTRY FORM



Name: _____

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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

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Entrant No: _____

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	#	Categories
23	Polo – All Years	32	Sports Coupe (Scirocco, Corrado, Audi TT) – All Years
24	Golf 1 - 1976 to 1983	33	VW Sedan (Bora, Jetta, Passat, Vento) - All
25	Golf 2 - 1984 to 1992	34	Tiguan/Touareg/Amarok – All Years
26	Golf 3 - 1993 to 1997	35	Audi - All Years
27	Golf 4 - 1998 to 2003	36	SEAT - All Years
28	Golf 5 - 2004 to 2008	37	Skoda - All Years
29	Golf 6 - 2009 onwards	38	VW Commercial Vehicles (Transporter/Multivan, Caddy) – All Years
30	New Beetle - All Years	39	Best Engineered / Race Watercooled Vehicle
31	VW Convertible - (Golf Cabrio, Eos) – All Years		

Automatic Entry

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



All about the VW Nationals Supersprint. Sunday 26 May.

If you haven't competed before here is a run down of the minimum requirements to run at the VW Nationals Supersprint. If you are unsure about anything please ask. Nobody likes surprises on the morning of the event.

WHAT IS IT???

A supersprint is where you enter the track in pairs with cars of similar speed. It is NOT a race. It is a time trial. The person with the fastest single lap time wins the class. You go out on the track from pit lane and have one warm up lap.

Then you have 4 hot laps (8.8km) before a slowdown lap and exiting the track. Your time isn't the cumulative of the 4 laps but your fastest single lap. It's a great buzz to be out there going as fast as you dare with no chance of being arrested. Wakefield has masses of runoff area if you overdose on bravery yet run out of ability.

DOCUMENTATION

To be eligible to compete in any (CAMS sanctioned) motorsport you need to be a member of a CAMS affiliated car club. If you are already a Club VW member then you are fine. If you are not a member but own a VW you can still join Club VW (www.clubvw.org.au) Non-VW owners need to join another CAMS car club (eg. Wollongong Sporting Car Club www.wsccl.org.au)

12 months Club Veedub membership is \$45 (\$47 on-line with PayPal fee). If you don't have a VW I can sign you up for membership of Wollongong Sporting Car Club up to 31 December for \$40. Of course you are more than welcome to join any other CAMS affiliated club near to you.

You will also need a CAMS level 2 speed licence, commonly known as an L2S. There are no driving tests or medical examinations required for an L2S. You need to download the form from the CAMS website <http://www.cams.com.au/en/Forms/~~/media/Files/Forms/Competitor%20Forms/Lv%202...> Fill out the form with your personal details and medical declaration, then send off to CAMS along with a passport style photo and the appropriate fee.

The L2S is not an indication of a person's ability to drive at speed, it is more a personal accident insurance policy. You should apply for your CAMS licence at least 4 weeks prior to your first event. If you haven't submitted it 3 weeks before the event it is probably safer to purchase it through the club. When you rock up for an event you must have your membership card and licence with you in order to run.

APPAREL

The following is the MINIMUM requirements on driver apparel as stated in our events standard supplementary regulations. It is recommended that you buy the highest quality race clothing and helmet that you can afford to enhance your safety when competing in motorsport.

a) A helmet that complies with AS1698 or better (as per the current CAMS Manual of Motorsport) and carries marking to that effect, or is otherwise specifically approved by CAMS.

b) Non-flammable clothing, including cover from throat to wrists to ankles (apparel of nylon or similar material is forbidden). Flame retardant overalls, or better, are highly recommended

c) Suitable flame retardant footwear (thongs, open sandals, high-heeled shoes and nylon joggers are forbidden), and

d) In open cars, goggles or a visor with a lens material other than glass (to AS1609) are mandatory as are leather or Nomex gloves which entirely cover the hands.

e) All driver helmets and apparel must comply with Schedule D of the CAMS Manual

VEHICLE PREPARATION

All vehicles are catered for in our supersprint. There are separate classes for vehicles based on their level of modification (classes exist for unmodified vehicles) from lightly modified street cars, highly modified sports sedans, and purpose built open wheel race cars.

Full details of vehicle categories is available to view at <http://www.supersprints.com.au/rules-and-regulations/2012/2012%20Vehicle%20Re...> Interstate visitors should note that these may be different to what you are used to running. The following is minimum standard for road-registered vehicles (unregistered is stricter).

If your car is safe for road use then there shouldn't be any problem with preparing it for club level motorsport. There are again a few minimum requirements. You need to fit a 900g fire extinguisher. When you buy it pay attention to the mounting bracket. Most of these things are basically designed to hang the extinguisher on a kitchen wall.

The CAMS regulations state that the bracket must withstand a 25G impact. If the bracket doesn't look like it could hold 25kg, you should choose another. You don't want to get hit with a kilo of steel in an accident. There are CAMS approved ones out there that you can find through a search engine.

You need to mark your battery location with a blue triangle. Using blue electrical tape is acceptable for this. Numbers need to be put on both sides of the car. You can make numbers with tape, print numbers and tape them on the inside of windows, or paint it on with white boot polish. If you want to be really fancy of course you can buy vinyl stick on numbers.

As with driver apparel, it is recommended that you go beyond the minimum standards. Enhance your safety in any way possible. Rollcages, race harnesses and window nets are significant safety improvements.

If you have any questions, please email me at clfraser@gmail.com

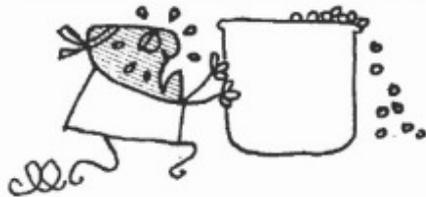
Chris Fraser

CAMS Manual of Motor Sport, 1962.

A partly apocryphical account of why we are here.

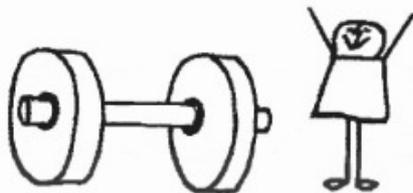
About fifty centuries ago, in the fertile flood-plain between the Euphrates and the Tigris, a sweating peasant named, In-Jinnah M'Kanik, was pushing a large wicker basket full of dates from the nearby palm-trees to his humble tent. In Jinnah, like most of the human race, was hot, tired and angry. Muttering "There must be some easier way to do this" his eye fell on

a section of fallen palm log, and it occurred to him that he might be able to roll his basket along using the log to support the weight and permit forward motion. The idea worked, but of course, only until the log slid out from under the back of the basket. His wife, B'aksit Reiva, suggested that he get two logs, and put one under the front as well. Thus the first front-end suspension was devised, and the phrase "easy as falling off a log" first used.



Down at the oasis that night, a few of the boys got talking, and one of them suggested tying one log in place under the basket, to save constantly replacing the rear one. This In Jinnah did, and the idea worked fine. However, as soon as he got into soft sand, he found it took four camels to move the thing. So he whittled away some of the wood between the sides, and produced a device that looked something like two cones, apex to apex. The design was soon superseded. In-Jinnah's wife (whose name, B'aksit Reiva, meant "Moonlight over the Palm Trees" and soon became corrupted to "Backseat Driver") suggested reducing the weight of the assembly even more, and Jinnah hacked away with a bronze fragment he'd picked up in a junk shop in Ur, until he produced a thing like this:

Not to be outdone, date-carriers all over the district got to work on the idea. Every new design, sketched out on a handy piece of papyrus, evoked ironic cries of



"Here's another In-Jinnah M'Kanik," so "Engineer-mechanic" was eventually the general title for these hopeful artisans.

Urged on by his growing fame, and finding onerous the labour of carving away all the best part of the log, In Jinnah bethought himself of cutting two sections and fitting through them a strong branch. or ek-sul, to use the Chaldean phrase. So the ek-sul (or axle) came into being and at last Jinnah had a workable assembly, which he called "Ka-at" which could be translated as "useful thing" and pronounced "cart".

The only fly remaining to mar Jinnah's ointment was the screech made as the discs of wood revolved around the

"ek-sul". Dry and gritty, the Ka-at progressed over the sands to the accompaniment of first, a dull "ooo" then a sort of shrill squeak - "éel".

"Ooo-eel", "ooo-eel" it went. So Baksit Reiva called it a "ooeel," and thus there came on to the stage of human history one of the most simple yet far-reaching inventions.

Over the centuries of conquest and trade that followed, the wheel spread across the known world; by 1600 B.C. it had reached Egypt, and enabled Pharaoh's legions to dash headlong to their own destruction at the hands of Cecil B. De Mille in the Red Sea, possibly the first genuine multiple traffic accident due to excessive speed; it was used by Ben Hur in the record lap of the first Latin G.P.; it carried Caesar and Charlemagne; Boadicea, with a special hub-cap, successfully cut her enemies, and even her own careless pedestrians, down to size; upon it Marie Antoinette rolled to the guillotine, Napoleon's guns to Moscow, and the Conestoga wagons to California and television fame in the longest reliability trial hitherto recorded.

Stephenson's "Rocket" gave the wheel new and tremendous significance, for, throughout history until his first steam-locomotive, the wheel was still the load-bearing and animal propelled device it had been in the desert east of Eden.



Stephenson made it work for itself. And it was the enunciation of the basic principle of internal combustion that followed the discovery of petroleum and the inventive drive of the Industrial Revolution in Europe that opened the door to a new age of transport, and allotted to the wheel its functions of driving and steering, and later, braking.

In 1877, Nikolaus Otto, a German engineer, propounded the principle of a reciprocating internal combustion engine with four strokes of the piston to each power explosion. The "Otto cycle" of induction-compression-power-exhaust (or "suck, push, shove, blow" as it might be called) is the basis still of 90 per cent. of engines, and these all spring from Gottlieb Daimler's adoption of the four-stroke principle in his gas-engine of 1883. Unknown to Daimler, who was a former employee of Otto's, another brilliant German engineer was also working towards the production of a self-propelled vehicle, and in 1886 actually produced an auto-tricycle. This was Karl Benz, whose name became linked with Daimler's in after years both as the title of a famous firm and as fellow-inventor.

Later in the same year, 1886, Daimler produced the very first horseless four-wheeler, forerunner of the millions that changed the face of man's society-and its seat, too, for that matter.



Daimler first drove his vehicle through Bad-Cannstatt in Germany in 1886. By 1890, such is the maniacal herd-

instinct of man, the first national automobile club was formed—in Monaco.

Over the next few years, national clubs were formed in many countries: France 1895; Belgium and Austria 1896; England 1897; Italy, Holland and Switzerland 1898; Germany 1899; Hungary 1900; Ireland, Denmark, South Africa 1901; U.S.A. 1902; and Spain, Portugal and Sweden in 1903.

Those were the days of exciting and dangerous road races. Undoubtedly the worst and wildest of these was the “Race of Death” scheduled to run from Paris to Madrid, but stopped at Bordeaux, so dreadful was the carnage among drivers and spectators. By a grim coincidence, the winning car was called Mors, which means “death”. The subsequent public outcry virtually ended open road racing on the Continent, though the Italian Mille Miglia survived until the late 1950’s before it, too, resulted in mass tragedy,

To protect their interests and the growing sport of automobilism, the national clubs formed a grand alliance - the “Association Internationale des Automobile-Clubs Reconus” (A.I.A.C.R.). In those high and far-off Edwardian days, Australia was of course a distant part of the Empire, and only recently had achieved partial political independence. So far as the A.I.A.C.R. was concerned, she was part of “the territory of the R.A.C” and such motor sport as there was here then was controlled from England.

Upon the formation of the Australian Automobile Association, the R.A.C. delegated certain of its powers to the A.A.A and so matters stood till after World War II, by which time the A.I.A.C.R. had changed its title to “Federation Internationale de L’Automobile” (F.I.A.).

In 1952 another body was formed in Europe whose interests were solely those pertaining to touring motoring. Upon the A.A.A. becoming affiliated with this group (the A.I.T), naturally it gave up sporting powers, and this is where we came in.

To exercise these powers on behalf of the R.A.C the Confederation of Australian Motor Sport was formed by existing sporting enthusiasts in Australia, and its existence dates, therefore, from March 1st, 1953. In 1958, having completed five years of control, C.A.M.S. was granted provisional autonomy on the recommendation of the R.A.C and, this having been ratified by the General Assembly of the F.I.A. in 1960, in that latter year Australia became a separate and equal partner with the

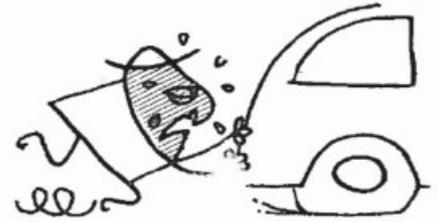
older countries which had seen the very earliest days of the horseless carriage.

Today motor sport in Australia is a great and still growing source of participation and interest. Racing, of both the highest international standard and on local club-tracks, is a year-round thrill. Enormously expensive world-class tracks exist in New South Wales and Victoria, and the famous Bathurst and Longford circuits in N.S.W. and Tasmania comprise closed public roads. Other first-class circuits have been devised and built from wartime airstrips and taxi-ways in Queensland, West Australia and South Australia. In addition there is a number of circuits of a mile to a mile-and-a-half long, built on private property in various rural areas. An annual circuit of top-line events, including the Australian Grand Prix, determines the Champion Driver; there are at least a score of diversified hillclimbs; innumerable gymkhanas and social meetings are held by the 20,000 club members, and (most popular of all with actual competitors) the characteristic reliability trials and rallies are amongst the longest and hardest in the world.

It is in these latter events that the best and worst crews and cars are found out. Ingenuity, skill, patience, fortitude. good humour-all are tested to the fullest.

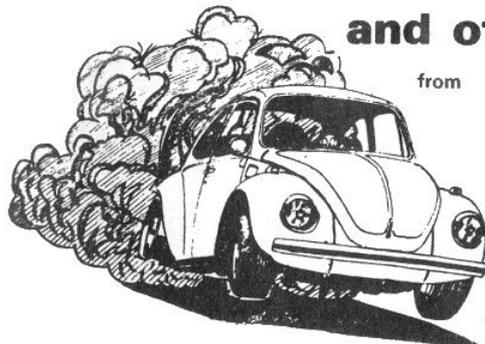
Somewhere along a dark and lonely road, on a cold and rainy night far removed in space and time from the hot sands of prehistoric Mesopotamia, it is not unlikely that there can be found a stranded, struggling crew with a wheel deep in mud echoing the words of In Jinnah of immortal fame: “There must be some easier way of doing this.”

The Wheel, it might almost be said, has turned full circle.



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Thirlmere Festival of Steam 2012. Sunday 4 March.

I had a really early night on Saturday. Daddy and I watched the Muppet movie then we went to bed. Daddy got up really early to pack the Kombi. He tried to lift me out of bed but woke me up. We had to go early to meet everyone at Uncle Leos at 7:15 am! At school days I don't get up till 7:45am.

Jeff and his beetle were already there, and Joe and his Super bug, Norm, his little boy and his Standard Beetle, and John in his green Kombi. Daddy bought me a hot chocolate and we watched Joe fly his little model helicopter. It was funny to see birds trying to attack it!☺



We left at 7:30. I don't know where Brian was but he didn't come! This made me sad ☹.

We drove down the highway, first the 3 Beetles than the 2 Kombis. Joe led the way and turned off at the Picton Rd. It was really cloudy so no one was parachuting.

We took the turn off to Thirlmere and followed some old cars. We parked in the main street and went for a walk. We bought some mini doughnuts and a drink and I looked at souvenirs. There were lots of stands! I decorated a special cupcake for mum, but I ate it!☺

I also bought some sour rope in rainbow flavour. There were lots of rides! And I couldn't pick which one to go on first! I went on the one that I think is called the Cha-Cha but I



could be mistaken. Next I went on the dodgem cars, then the swing chairs, then and the jumping castles. The ground was very boggy because we have had so much rain. I also went inside the clear plastic balls in the little pool. I fell over lots!

Then we went into the school hall and looked at the cute little model trains. I got to drive the XPT and could make it go really fast by turning the knob. I also stopped at the little station. (I am so clever! ☺)



Daddy wanted to look at the steam trains but I met up with my cousins James, Hannah, Oliver and Ashleigh with my Aunty Colleen. We went for a walk and looked at the Army jeeps.

At lunchtime there was a street parade. Jeff went in his Beetle with a pretty girl, behind a fire engine. Then Dad and I in the Kombi followed Jeff. Everyone was waving at us and Dad was tooting the horn. I felt so embarrassed because



everyone was looking at me! But Dad was smiling and waving.

After the parade we decided to leave and we waved goodbye to our Veedub friends. I was very tired so we drove back. I had an ice cream when we met up with Mum at Rhodes Shopping Centre. It was an exciting day!

By Lily ☺

George Reynolds.

Legendary Australian Volkswagen race driver George Reynolds passed away peacefully on Sunday evening 4th of March, at Willowmeade aged care facility at Kilmore Vic, at the age of 83.

George was brother-in-law of fellow VW Trials driver of the 1950s, Eddie Perkins (father of V8 race driver Larry Perkins). In March 1954 George and Eddie set an Australian record by driving from Perth to Melbourne, 3,380 km, in 38 hours 57 minutes – in one of the first 30-bhp 1100cc Beetles imported into Australia.

George finished second in the 1957 Ampol Trial with Lance Perkins, and tenth in the 1958 Ampol Trial with Ivan Tighe. In those days CAMS prevented Ampol drivers from also competing in the Mobilgas Trials.



At Calder, outer Melbourne, George and his all conquering 1300cc Beetle shows the way to Brian Sampson in the Austin lancer, and Peter Mantaon in the mini.

George found most of his successes in production sedan racing, competing at Victorian circuits such as Altona, Calder, Sandown and Winton in a 1958 1200cc Beetle fitted with a 1300cc Okrasa engine that produced over 100 bhp. George did his own engine development work, utilising the engineering workshop at the Melbourne University School of Medicine.

In 1960 he entered the first ever Armstrong 500 production car race, held at the rough, windswept Phillip Island circuit near Melbourne. He shared the drive with Eddie Perkins. While George and Eddie's VW did not finish the race, other VWs finished fifth, sixth and seventh in the 750-1300cc Class B. The following year, in 1961, George and his co-driver Greg Cusack were the only VW to enter. They finished fifth in class, and fourteenth overall.

The third Armstrong 500 in 1962 saw George and Jim McKeown record an historic class win, first in the under £900 Class D in their Volkswagen 1200, and seventh overall. This was the last time the race was held at Phillip Island, and in 1963 the race was moved to Mt Panorama, Bathurst. George

and Jim McKeown competed again, this time finishing third in class behind the class-winning Volkswagen of Barry Ferguson and Bill Ford, and the Mini 850 of Don Holland and Lindsay Little.

In 1964 George moved away from Volkswagens and shared a Ford Cortina GT with Bob Jane, which went on to win the race outright. George is therefore a member of the exclusive club of outright winners at the Bathurst classic.

Over the years gone by he was once a member of the Holden Dealer Team, and he often rubbed door handles with many racing and rally greats, such as Harry Firth, Bob Jane, Allan Moffat, Barry Ferguson, Greg Mackie, Greg Cusack, Frank Kleinig Des West, Bob Watson, Barry Seton – just to name just a few!

George was also successful racing Formula Vees, competing in the Victorian Association races for years in the 1960s. He also represented Australia at the 1968 World Formula Vee Championships at the famous Nurburgring in Germany. His Vee sported a kangaroo emblem on the side.

In recent years he competed in the 1993 Lombard London-Sydney Marathon; the 1995 Round Australia Mobil Trial; the 1996 Bathurst Legends Rally; and the 2003 Redex Trial Rerun, all in his trusty red VW Beetle rally car. In 2000 he was planning to compete in the London-Sydney Marathon in his Beetle, but the opportunity came up to drive a Volvo that belonged to Motor racing great Derek Bell! At 71 years of age George could still manage to drive halfway across the world (and in a Volvo), and still produce a great result among his younger peers to finish 42nd out of a large field of cars. No wonder he was known as a Legend of car trials and marathons, and not just by Volkswagen enthusiasts – of which George was always one.



On a personal note, I'm so glad I had known George over the years, especially the 1996 Bathurst Legends Rally, and playing a part with him in the 2000 London-Sydney marathon, and with the priceless and knowledgeable advice he has given me so that I can continue with my VW motorsport interests for years to come.

George is survived by his wife Sophia and their daughter Meisja. R.I.P George Reynolds.

John Watt

Shannons Wheels 30th Anniversary Dinner. 24 March 2012.

Shannons Wheels, the largest Canberra-based carshow, celebrated its 30th anniversary recently by way of a gala dinner, held in Belconnen. The event brought together many participants from years gone by and included a number of local enthusiasts that have displayed their vehicles at every show.

The special guest for the night was Mr Michael Bryce AM AE (husband to the Governor General), who spoke about his personal motoring experiences and relayed many humorous stories, keeping the crowd well entertained. It was particularly interesting to note that not only was Mr Bryce's first car a Volkswagen (oval Beetle), but he wants his next purchase to be a Golf.

Sue Walker, who is a committee member in the Canberra Chapter, is the chairperson for the Council of ACT Motor Clubs. Sue gave a speech on the night, thanking Mr Bryce for his attendance and also congratulating all those members who have been involved with Shannons Wheels for the past 30 years. Certificates were given to some local enthusiasts, awarding them for their commitment to the show.

Mr Michael Bryce is pictured (left), with Sue Walker (right).



ACT Shannons Wheels. Sunday 25 March.

The annual Shannons Wheels carshow was held recently, an event that traditionally brings together around 1200 vehicles of all types, in the nations capital. This year, the event had to be moved at short-notice, due to the possibility of vehicle damage on the waterlogged lawns in front of Old Parliament House. Luckily our members received the information in time and it was a good example of why members should ensure that our secretary has your current email address listed.



The Club VeeDub display drew 34 cars this year, which was an excellent turnout, with the following breakdown: 4 Golf's, 1 Golf Wagon, 2 Polo's, 2 Jetta's, 1 Bora, 13 Beetles, 10 Kombi's, and 1 Thing. Some of these cars arrived and departed at different times and it was a great display.



Included in our attendees were two cars from Sydney - an early Beetle and a 'lowlight' Kombi - thank you so much for travelling the distance and attending our event.



Thanks to everyone who came along and made it a great day. Next carshow will be the Shannons German Auto Display (formerly German Autofest) on 23 September - be ready!

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The new VW Jetta.

The new Volkswagen Jetta has stormed back to the pointy end of Australia's medium car class thanks to new design, new standard features, improved fuel economy and sharper pricing.

The latest Volkswagen Jetta is an all-new car, and the Passat-inspired styling will go a long way to shaking its 'Golf with a boot' flavour. The two no longer share exterior body panels, although the Jetta still rides on the Golf's PQ35 platform. The new Jetta was designed by VW Mexico, under German supervision, and has 70% Mexican content.

Volkswagen Australia has simplified the Jetta range, which means there are fewer models to choose from.

The **103TDI** Comfortline is now the only diesel model, with the 77TDI and 125TDI Highline models from the old range no longer available. At \$34,990, the 103TDI is \$1,000 cheaper than before. The bad news is, it's \$6,000 more expensive than the entry price for a diesel in the old range, which puts the diesel option out of reach of those with sub-\$30,000 budgets.

The good news for those shoppers is the base petrol model – the **118TSI** – now starts at \$26,490. That's \$2,500 cheaper than the old starting price for the Jetta range and a substantial \$4,500 below the price of the previous 118TSI. Also available is the 118TSI Comfortline, which is equipped to the level of the 103TDI Comfortline. Volkswagen Australia expects the 118TSI Comfortline to be the volume seller in the new range.

The **147TSI** Highline retains its position at the top of the Volkswagen Jetta tree. A \$1000 price reduction means the Jetta range tops out at \$37,990, coming in just beneath its big brother, the Passat, which starts at \$38,990.

Although the sixth-generation Volkswagen Jetta is an all-new car, the drivetrains have been carried over with the key specifications unchanged. All models except the top-spec 147TSI Highline enjoy minor improvements to fuel consumption and acceleration.

The 118TSI is powered by a 1.4-litre twincharged (turbocharged and supercharged) petrol engine with 118 kW of power and 240 Nm of torque. Combined cycle fuel consumption has dropped to 6.5 L/100 km for the six-speed manual model and 6.2 L/100 km for the seven-speed dual-clutch DSG automatic (down from 6.8 and 6.6 L/100 km respectively). The sprint from 0-100 km/h is now dispatched two-tenths faster in 8.3 seconds.

The 118TSI is a tremendous engine for a \$26,490 base model. The same engine is available in the Golf from \$29,490, making the entry-level Jetta great value from a mechanical perspective.

The 1.4-litre has been around for a while now, but rather than showing its age, it simply exudes more refinement (although it must be said the engine has been linked to some poor reliability issues in the past). Teamed with either the manual or DSG, the 118TSI a hard unit to complain about. There's enough power when you ask for it, and minimal lag when you

stomp down on the accelerator.

There's a tremendously progressive sensation as you accelerate that makes you feel in control. With either transmission and regardless of your speed, you can always sit the engine below 2000rpm, which makes for a quiet cabin experience and improved fuel efficiency.

My early impression is that the \$32,490 118TSI Comfortline is the pick of the bunch, although if you're on a budget and are happy driving a manual, the \$26,490 118TSI manual represents pleasing refinement and top value.

The 103TDI Comfortline retains the 103 kW/320 Nm 2.0-litre turbo-diesel engine, and as before is only available with the six-speed DSG. Like the 118TSI, the 103TDI is two-tenths quicker than before (0-100 km/h in 9.5 seconds). Even better is the improved fuel consumption, which is down from 6.0 L/100km to just 5.5 L/100 km on the combined cycle.

The 103TDI doesn't feel particularly zippy, but with more torque than any other Jetta, the extra pull from low down is certainly noticeable and appreciated around town. There's no hint of diesel clatter once you pick up speed, and only a slight gruffness when you're crawling.

Surprisingly, the 147TSI Highline is now slower and uses marginally more fuel than before, despite weighing 33 kg less than the previous model. The 147TSI produces 147 kW of power and 280 Nm of torque (if those figures sound familiar, it may be because it's the engine from the previous Golf GTI). Accelerating from 0-100 km/h now takes 7.5 seconds (three-tenth slower), while it uses fuel at a combined rate of 7.9 L/100 km (old model used 7.8 litres/100 km). That said, Volkswagen claims the new model achieves identical figures in city and highway conditions, and produces marginally less CO2 than the previous model (183 g/km vs 185 g/km).

The 147TSI is the model to go for if you're after a bit more fun. It's \$5,000 cheaper than the current Golf GTI with the DSG but has just 8 kW less power. There's plenty of turbo lag when you jump on the accelerator, but the reaction borders on brutal, especially when you consider the Jetta is a rather sedate-looking medium family sedan. It sounds positively sporty too, with a more perceptible note in general traffic and a high-pitched scream as the engine dances above 5000 rpm and pins you to the back of your seat.

All Volkswagen Jetta models equipped with a DSG transmission allow you to change gears manually using the gearstick. The gearboxes often sit in the higher gears to achieve optimal efficiency, so kicking back manually is great

for overtaking and for those times when you're channelling your inner racer.

Like most Volkswagen products, there's a stronger emphasis on a sporty ride than cushiony comfort, with the feel likely to appeal more to engaged drivers rather than A-to-B cruisers. That said, the Jetta is far from uncomfortable, and only gets a bit jittery around corners on rougher surfaces.

The electro-mechanical power steering makes low-speed manoeuvres like parking a breeze. Rear visibility is also reasonable, despite the largish C-pillars. At higher speeds, there's more weight to the wheel. There's an encouraging amount of resistance through corners, although the feeling at dead centre is a little lifeless.

The brakes are quite sensitive and have a touchy feel when prodded. As you push down through the pedal range, however, the brake response evens out for a progressive, confidence-inspiring sensation.

At 4744 mm long, 1778 mm wide, 1473 mm tall and with a 2633 mm wheelbase, the new Jetta is 190 mm longer, 3 mm skinnier, 14 mm taller and has a 55 mm larger wheelbase than the model it replaces. The Volkswagen Jetta has grown up considerably, and is now just 25 mm shorter than the traditionally larger Passat sedan.

The boot volume is down 17 litres from the previous model, although at 510 litres the Jetta's boot is still larger than that of a Commodore or Falcon. As before, a 16-inch steel wheel is standard in all Jettas – making it full-size in all but the 147TSI Highline, which rides on 17s. All models feature 60:40 split-fold rear seats for addition storage space, while the Comfortline and Highline models have the added convenience of a load-through portal in the middle rear armrest.

The entry-level 118TSI comes standard with 16-inch steel wheels, daytime driving lights (not LEDs), cruise control, manual air conditioning, leather steering wheel and chrome/aluminium interior finishes.



The basic audio system includes the usual CD player and auxiliary input, and Volkswagen has finally come to the party with standard USB connectivity and Bluetooth phone and audio streaming. The Bluetooth system is not the most intuitive to set up the first time, but once connected it works well and should make your life easier.

You can pick the Comfortline models (118TSI and 103TDI) from the outside by the 16-inch alloy wheels, chrome grille highlights, and front and rear parking sensors. Other highlights of the mid-spec models include automatic headlights, rain-sensing windscreen wipers, dual-zone climate control, nicer cloth seats and lumbar adjustment for both front occupants.



The range-topping Highline scores 17-inch alloys, front fog lights with cornering function, sports suspension (lowered by approximately 15mm), leather upholstery, heated front sports seats, and a 6.5-inch touchscreen audio system with a six-CD changer and an SD card slot.

Safety reaches the usual standards with six airbags, ESC (Volkswagen calls it Electronic Stabilisation Program), ABS, EBD, ASR (traction control) and electronic differential lock. The new Jetta also gets the Crash Impact Sound Sensor (CISS) system from the Golf, which detects the sound of a crash and improves the responsiveness of the vehicle's other passive safety features.

The cabin has a premium look and feel to it. Some may find it lacks a bit of character, but most will appreciate the clean design and functionality. The dash is covered in soft-touch plastic and the buttons and dial all have a high quality feel.

Whether trimmed in cloth or leather, the front seats are supportive remain comfortable on 100km+ journeys. Like most cars in this class, the rear bench seats two adults in comfort, while the middle position is best for smaller kids or short trips. Rear legroom is adequate, although anyone above six-foot tall will be either hunched or slumped in the back.

With its sharp new price and larger dimensions, the Volkswagen Jetta is now better equipped to take on the most popular vehicles in the medium class, including the Toyota Camry, Ford Mondeo, Mazda6 and the Honda Accord Euro. If the Jetta sounds like a winner to you, the Skoda Octavia is also worth taking a look at, as it is available with the same powertrain options (and more) and an impressive standard features list. Overall, the Volkswagen Jetta is an impressive medium sedan that is great to drive, efficient, comfortable, well packaged and neatly presented. You won't be disappointed if you park one in your driveway.

Manufacturer's list prices (excl. govt and dealer charges):

118TSI six-speed manual	\$26,490
118TSI seven-speed DSG	\$28,990
118TSI Comfortline seven-speed DSG	\$32,490
103TDI Comfortline six-speed DSG	\$34,990
147TSI Highline six-speed DSG	\$37,990

Major options:

- Metallic/pearl effect paint – \$500
- Satellite navigation – \$2500 Highline/\$3000 Comfortline
- Sport Package – \$700 Highline/\$2000 Comfortline
- Electric glass sunroof – \$1900 (Comfortline/Highline only)
- Leather upholstery – \$3000 (Comfortline only, standard on Highline)

Carbs 103: How to synchronize dual carburetors.

From aircooled.net

One of the most common technical questions is, "How do I synchronize my dual carburetors?" In this article I attempt to clearly explain the procedure.

First you need to make sure the engine's ignition timing, valve adjustments, and other items are all correct. You want to do one thing at a time, right? Make sure you end up adjusting the carburetors to a TUNED engine, not one that has other problems. Remove the air cleaners, and make sure there are no vacuum leaks (spray starting fluid around the carburettor bases and intake manifolds while the engine is idling).

There are two easy ways to synchronize dual carburetors, and the method is the same, but the tool used is different. One tool is called a Uni-syn (or similar), which uses a ball or piston in a glass/plastic tube. The piston moves higher in the glass if MORE air is moving through the carburettor (when the Uni-syn is placed on top of the carburettor throat, with NO air bypassing the Uni-syn). Remember, no vacuum, leaks, and the Uni-syn must seal tight on the top of the carburettor or velocity stack.

If you have Kadron carburetors, the air cleaner stud gets right in the way of using the Uni-syn. so you have to use a section of tube (I use a cut off Pringles' can) to space the Uni-syn above the top of the air cleaner stud.

The other method I use is to get a length of 15 mm hose (or so), and place it sideways over the throat of the carburettor, and carefully listen to the other end. **WARNING! *MAKE SURE THIS ENGINE WON'T BACKFIRE OR YOU WILL BE DEAF IN NO TIME***

Warm up the engine (normal operating temp), and then disconnect the carburettor linkage from one or both carburetors (I do both). Now, when you put the Uni-syn on the top of the carburettor (one throat), you need to rotate the disc (that is on the threaded piece) up or down to centre the piston in the glass. It doesn't matter how much air is moving through the carburettor now, as long as the engine's idle speed doesn't change when you put the Uni-syn on the carburettor. If the idle speed changes, either the Uni-syn's opening is practically closed, or that cylinder has a vacuum leak, which you missed! Now, go ahead and centre the piston (measuring cylinder #2), then measure #4 (you don't have to check #1 and #3 since they are on a common shaft, unless you took them ALL THE WAY APART). The piston



will be higher or lower. If it's higher, the second carburettor you are measuring is allowing MORE air into the engine than the first one is, and if it's lower, the opposite is true.

With the 'hose method', you just need to listen for the pitch of sound you hear (you want them to sound the same).

Next you adjust the little set screw which is the throttle stop, and which is the idle speed adjustment on these carburetors. Turn the screw in (clockwise) to flow mere air, and out to flow less air. You want to match the intake airflow from side to side on the engine.

Now, here's my little trick. If you want a slower idle speed, screw the 'more airflow' carburettor adjusting screw out, decreasing the flow, and slowing the idle while evening out the two carburetors. If you want a faster idle while evening out the two carburetors, screw the idle screw in on the 'slower' carburettor (speeding it up). If the idle is already OK, move one out a little, and the other in a little! Just do this a few times, and re-measure (and calibrate your Unisyn) each time until the airflow is equal and the idle speed is OK. After you synchronize a few sets of carburetors, you will be able to

do it really quickly and look like a Pro! In fact, the most time consuming part of adjusting a set of dual carburetors is removing and reinstalling the linkage and air cleaners!

After this is done, you need to connect your linkage up (a little tricky!) so it DOES NOT CHANGE THE THROTTLE POSITION ON THE CARBURETTORS (which you just spent time measuring and adjusting). Usually, the linkage will be off on one or both sides. This is what the threaded rods are used for. Loosen the locknuts on the linkage (leave the ball-joints connected at either end), and thread the rod one way or the other. Sometimes the rods and ball joints are left-hand threaded on one end, so that when you turn it the entire linkage rod gets longer when it's rotated one way, and shorter the other. Make sure you don't thread one side too far out (it will fall out), or too far in. Also, aluminium linkage

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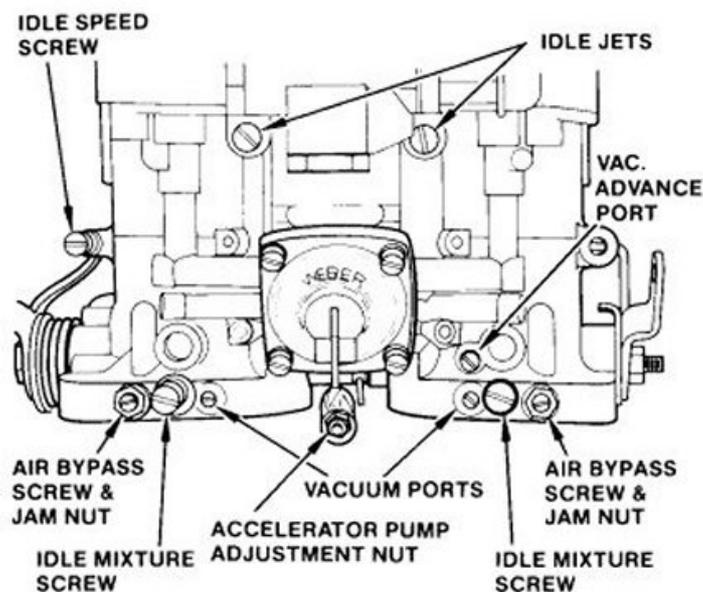
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(usually identified by an aluminium hex crossbar) has a tendency to strip or seize. If you can move the adjustable rods, get some grease or never seize on it ASAP!

Now comes a part of synchronization that is usually overlooked. You want both carburettors to have identical throttle positions at all points (NOT just idle). You also need both carburettor adjustments to be unaffected when sitting at idle position (same carburettor position with linkage attached as when it was disconnected).

Next you need to adjust your idle mixture. The adjustment screws are located at the base of the carburettor, and usually on the outside (Weber or Dellorto). Back each of them out 3-4 turns.



With the engine fully warmed up and idling, slowly turn them in (do one at a time), and CAREFULLY listen to the idle quality and speed. As you turn the screw in, you will hear the cylinder misfire (it's the one you are turning in, and it's running out of fuel). Once it misses, turn the screw back out until the cylinder fires properly again. Now turn it out 1/2-1 turn more. You are done with that cylinder. Now, do the next cylinder, then the next, until you have done all the throats.

Of course I am assuming the jetting is already in the ballpark for this application. If you cannot get the cylinder to lean misfire (miss), or can't STOP it from missing, there is an ignition or jetting problem that needs to be addressed before you synchronize your carburettors. If this is the case, start following the carburettor jetting procedure before you attack the idle adjustments (don't waste your time on fine tuning until your main jetting is close). After the jetting is correct, double check your synchronization then finish with the mixture screws.

The procedure I have outlined here suits all dual carburettors, even dual single barrels (except you only have one mixture screw per side, since one barrel feeds TWO cylinders). Other important things to check are that the linkage pieces 'match' from side to side, and from carburettor to carburettor. The linkage has to keep the carburettors at the same adjustment at ALL throttle positions, not just idle! Part of this is that the carburettors have to open at the same rate, and if one side opens faster than the other, the car may run

fine at idle, but hesitate and miss when on the road. Make sure the linkage is symmetrical. Also, you need the vertical throttle rods (if it's crossbar linkage) to be matched in their pitch from vertical. This ensures that the two carburettors open at the same rate, since the crossbar is rotating the same on both sides.

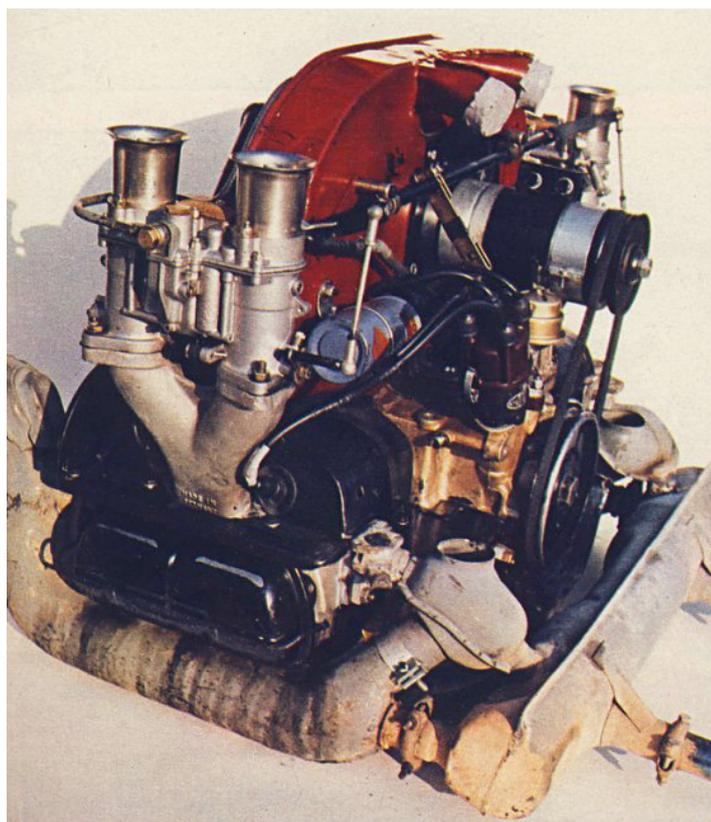
Sometimes you have to add/remove washers from various ball-joints on the linkage to adjust the threaded rods so they are at the same angle on both sides of the engine, but the engine will run SO much better, and it's amazing how many 'experts' miss this important detail.

Another dual carburettor tip: It would be good if your carburettors have a throttle STOP (full throttle) also, so the butterflies or carburettor arms do not get bent if they are opened too far. Make sure you have full throttle at the carburettors when you have the gas pedal to the floor, without bending or stressing anything. You do not want to bend anything; those carburettor parts are expensive!

One final tip: I tend to go on the small size for carburettors, since the engine makes more USABLE power throughout the rpm band. The engine may make less peak power, but you will out accelerate the same engine with larger carburettors (you have more power across the rpm band)! I can only say to trust my experience.

I hope this article has cleared up the 'voodoo' that surrounds proper dual carburettor adjustment. Many people do not want you to know how simple it is, and others are afraid of purchasing dual carburettors for their car for fear that they need constant adjustment. This is simply false: the carburettors do not lose their adjustment. For this to happen the screws would have to MOVE or get clogged with dirt, varnish, etc.

What does happen though, is that the engine changes, and carburettor adjusting is needed to get back to a perfect setting! Adjusting dual carburettors is just common sense once you know the principle behind it. Good luck!





190 Nm, an increase of almost 9 per cent right where it counts, low down in the lugging range.

Part of this improvement can be attributed to the adoption of the more up-to-date Bosch Motronic M 1.5.4 electronic management and fuel injection system in place of the same supplier's mechanical K-Jetronic. Among the Motronic's features is a fuel supply cutoff on overrun, designed to aid fuel economy. A cyclonic air cleaner has been adopted to improve filtration for expended engine life, with the bonus of better intake noise suppression.

To make the most of the better torque characteristics, the final drive ratio has been changed from the previous 4.833 to 1 to a longer 4.571 to 1.

Newly designed and larger diameter alloy wheels, up one inch to fifteen, and lower profile radial tyres, 205/65 in place of 205/70, contribute to the alteration in overall gearing.

The overall effect of all these changes are improvements in fuel economy and top speed but slightly inferior acceleration compared to the 2.5i, which just about makes the exercise worthwhile considering the nature of the vehicle. In real terms, you are not likely to notice the loss of sprinting ability but you will appreciate fewer trips to the petrol station. Interestingly though, our Microbus' test weight was 50 kg more than the Caravelle 2.5i we tested in May 1991 which, given the blunt shape, might account for some of the lost urge.

On the other hand, it is also possible that the quirky gearlever arrangement worked better on the Caravelle than on the Microbus. First is isolated left and back of the gate and the change to second takes time and concentration to execute smoothly; it is the biggest drawback to initiating rapid progress. Our testers even attempted standing start runs from second to try to bring down the times. The ploy did not work but it did highlight the engine's torquy nature - second gear pullaway in normal driving is an accepted technique. Of course, driving full-bore through the gears also brings about

VW Volksiebus 2,6i

South African CAR magazine, September 1995

Stepping into a 'Kombi' for the first time after a lengthy absence is like visiting an old friend at home - some of the furniture and ornaments may have changed a little but the comfortable ambience is still there. The large, near-horizontal steering wheel, the panoramic view, the wiggly-wand gearlever, the walkabout space, the distant thrum of the rear-mounted engine is all so familiar.

The latest incarnation of Volkswagen's stalwart people carrier is the Microbus 2,6i which, on the face of it, is little changed from the 2,5i. But the increase in capacity is significant, for it marks the venerable Volksie's continuance into the new era of unleaded fuel.

Regular CAR readers will recall that, in the May and August issues last year (1994), we reported that the T3 Microbus platform was one of the first affected by Volkswagen AG chief executive Ferdinand Piech's programme of reducing the group's (VW/Audi/Seat/Skoda) chassis platform count to just four. However, Uitenhage announced they had gained a stay of execution on the South African market, hence the update for unleaded fuel.

Which is not to suggest that superseded 2.5-litre engines are not suited to unleaded, since according to VW, they are compatible with adjustments that will be advised in due course. What is likely is that the lower octane of unleaded will result in some power loss for the 2.5-litre versions while the extra capacity of the revised engines will largely compensate for the loss.

The increase in capacity of the Audi-based five from 2480 to 2553 cc has been achieved by increasing the stroke from 92.8 to 95.5 mm, the bore remaining at 82.5 mm. On currently available fuel this has done nothing for the engine's maximum power and torque outputs, which stay at 100 kW at 5 000 r/min and 200 Nm at 3500 r/min respectively. What it HAS done is improve the torque at 2 000 r/min from 175 to



Despite its dated origins, the Microbus is still the benchmark when it comes to assessing people carriers. Revisions have been made to the in-line five in readiness for the introduction of unleaded fuel.

the characteristic porpoising effect so it pays to take it easy and from your elevated seating position watch the rest of the traffic scurry about.

Claims of improved fuel efficiency are substantiated by the test vehicle's 7.43 L/100 km at 60 km/h against 8.33 for the Caravefle. At 80 km/h the figures are 8.58 against 9.9 but at 120 km/h the two are practically identical as aerodynamics come into play. Our fuel index of 15.36 L/100 km for the test vehicle was backed up by a tank-to-tank consumption, including the actual full test programme, of 16.25.

To put things further into perspective, a comparison of key figures is given opposite.

We expected to achieve improved braking performance with the Microbus because with the bigger wheels come 277 mm diameter ventilated front discs in place of 258 mm solid discs. Unfortunately, our test vehicle had a tendency to lightly lock up the driver's side rear during the stopping sequence with a result that the average time was practically identical. Remember, too, the extra mass.

Otherwise, the Microbus formula is much as before. The seats are covered in typically practical flat woven cloth but do not offer enough support for ache-free distance travelling. The flat door panels, straightforward facia and overhead lit instruments give away the vehicle's ancestry, but it all adds to that familiar feeling and does little to detract from the vehicle's demeanour. The minor controls appear robust and the accuracy of the speedo and odo continues to be nearly spot on.

One desirable option fitted to our test vehicle was the overhead air conditioner, which worked well to bring down the temperature in what is, after all, a large interior with a big glass area. Outlets are strategically sited along the centre of the roof and the air is boosted by a four-speed fan that is a bit noisy on the top two settings. However, it is not necessary to maintain full blast for very long.



The 'Kombi' Volksiebus has endured and the title has been the accepted generic term for such vehicles for almost as long as they have been in existence. Plus points are a comfortable interior and a smooth, quiet ride. Ready access from the front seats to the rear is a boon too. From the driver's point of view however, the awkward gearchange seems to be something that can't be fixed. Notwithstanding this criticism, VW's Microbus remains the benchmark for locally available family carriers, and with its new heart, looks set to carry the mantle for some considerable time.

Note – VW's South African factory continued to manufacture the T3 'Volksiebus' for another ten years after Germany replaced it with the front-engine T4 in 1992. The South Africans replaced the old wasserboxer flat four with in-line Audi five cylinder engines, first 2.3, then 2.5 and 2.6-litre, together with revised rear body metalwork, larger side windows and new four-light front grille. As far as we know, no one has yet brought one into Australia. VW South Africa eventually ended production in June 2002, after 20 years and more than 265,000 had been built – Ed.

SPECIFICATIONS

POWER AND TORQUE

Revs per minute	Power (kW)	Torque (Nm)
2000	40	100
3000	45	150
4000	50	200
5000	100	180
6000	90	150
7000	80	120

Fuel requirement	97-octane Coast	Boosting	vacuum
	93-octane Reef	Handbrake position	floor
Cooling	water	STEERING:	
ENGINE OUTPUT:		Type	rack and pinion
Max power I.S.O. (kW)	100	Lock to lock	3,75 turns
Power peak (r/min)	5 000	Turning circle	10,7 metres
Max usable r/min	6 250	MEASUREMENTS:	
Max torque (N.m)	200	Length overall	4 570 mm
Torque peak (r/min)	3 500	Width overall	1 845 mm
TRANSMISSION:		Height overall	1 920 mm
Forward speeds	five	Wheelbase	2 460 mm
Gearshift	floor	Front track	1 602 mm
Low gear	4, 111 to 1	Rear track	1 588 mm
2nd gear	2, 333 to 1	Ground clearance	190 mm
3rd gear	1, 476 to 1	Licensing mass	1 660 kg
4th gear	1, 023 to 1	Mass as tested	1 770 kg
Top gear	0, 816 to 1	SUSPENSION:	
Reverse gear	3, 667 to 1	Front	independent
Final drive	4, 571 to 1	Type	double wishbones, anti-roll bar
Drive wheels	rear	Rear	independent
WHEELS AND TYRES:		Type	semi-trailing arms
Road wheels	alloy	CAPACITIES:	
Rim width	6,5J	Seating	10
Tyre make	Goodyear Grand Prix SA2	Fuel tank	85 litres
Tyre size	205/65 R 15	Luggage trunk	712 dm ³
Tyre pressures (front)	220 to 280 kPa	Utility space	1 640 dm ³
Tyre pressures (rear)	230 to 280 kPa	WARRANTY:	
BRAKES:		12 months unlimited km	
Front	ventilated discs	36 months anti-corrosion	
Rear	drums	TEST CAR FROM:	
Hydraulics	dual circuit	Volkswagen South Africa	

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VW heat risers.

Bob, no matter what I do I cannot get both sides of my preheat tubes to heat to the same level. The right side gets very hot while the left side gets only lukewarm. I was told that this was not a problem. Anyone who knows different, please let me know. The preheat tubes do not connect correct???????

Yes, they do connect. But you may not have a problem. The heat-riser gives up its heat to the manifold in order to ensure proper vaporization of the fuel. That means one side should be cooler than the other.

The manifold pre-heat pipe is in fact one pipe about 1.2 metres long that runs from one of your exhaust stacks to the tailpipe of your stock muffler. That puts the inlet at in a zone of high pressure (ie, the exhaust stack) and the outlet in an area of low pressure (ie, the peashooter on the left side of the muffler).



The pressure differential is important because the hot exhaust gases give up their heat to the centre section of the intake manifold casting (ie, where petrol absorbs the heat and changes its state from an atomized liquid to a true vapour). Once the exhaust gases have given up most of their heat, you must have that pressure differential to insure adequate gas-flow through the pipe.

Fail to pay attention to those fundamental rules of physics and the system won't work.

And as you may have noticed, virtually all of those kewl after-market exhaust systems ignore those fundamental rules.

What you get with those oh-so-kewl after-market exhaust systems is an inlet on one exhaust stack - and the outlet on another exhaust stack. Which guarantees the system won't work.

Why not? Because you are trying to dump from a high-pressure area to a high-pressure area. Instead of a manifold heater, you end up with a fluidic yo-yo. And a hole in your wallet. And a VW that doesn't run very well.

When exhaust gases are cooled they can no longer support a host of combustion products. The combustion products, from water to soot to metallic compounds, are deposited on the walls of the exhaust system plumbing. When the plumbing is small, such as the manifold heater pipe, the combustion products will eventually block the pipe.

"Eventually" can be up to a 150,000 km on an engine with a stock exhaust system or as little as thirty minutes (!)

with one of those kewl after-market systems and their fluidic yo-yo.

If you thought all that was a gas, you'll love what comes next :-)

So the kiddie installs one of those go-fast/make-noise exhaust systems that all the magazines say are really, really kewl and worth at least 10hp, mebbe more - and the kid quickly discovers his ride runs like shit. Of course, it can't be the really, really kewl exhaust system so it hasta be that stock distributor or the carb or the fact that as a mechanic the kid would make a fine janitor and hasn't cracked a book since sixth grade, when he learned how to type and now learns everything he needs to know via the internet, including how to fix his ride :-)

The 'fix', according to all the instant experts, is to install a really kewl 009 dizzy and a set of Kadrons, complete with failure prone linkage and cheesecloth air-cleaners. And sure enough, the thing now runs at least as well as it did before, mebbe even better. Of course, he's now spent about \$500 (which is what all those instant experts really cared about). And with those grossly deficient air-cleaners, mechanical advance distributor and those rich-running Kadrons, the service-life of his engine just took a header into the porcelain fixture, which is also counted as a Big Win by all those instant experts drooling to sell him a new engine and all the neet stuff to go on it.

If you've got a stock exhaust system and aren't getting an adequate amount of heat to the manifold, drop the engine, pull the manifold and clean the heat-riser.

If you've got an after-market exhaust system, chances are the heat riser flanges are simply tacked on to the exhaust stacks, which guarantees the heat riser pipe will clog up.

Back in the sixties EMPI offered a header-type exhaust system that really worked. It carried the heat-riser outlet all the way to the 4-into-1 collector. Worked great. You can make one just like it - looks like this.



If you run a centre-mounted carb on a horizontally-opposed engine you need supplemental heat to insure proper vaporization in the runners. No mystery to any of this, it's in all the books and has been for seventy years.

But I saved the best for last :-)

Virtually all of those really-really kewl after-market exhaust systems address only two of your four cylinders. So

long as you run the stock heat exchangers, all you've done is upset the volumetric balance of the engine.

Wanna go-fast/make-noise? Pull your peashooters and install some zoom-toobes. Most of the restriction in the stock system is in the peashooters, the big canister is just an expansion chamber. Get rid of the peashooters and you'll have about the same reduction in back pressure as you get from installing an 'extractor' on only two of your cylinders - but without upsetting the volumetric balance or causing the heat riser to clot shut.

I'll leave you guys to figure out why you don't see these unimportant details mentioned in the magazines :-)

What is my recommended method for opening a plugged pre-heat tube? Nasty chemicals? The old ex-clutch-cable-in-the-drill trick? The oxy-assisted burn it out? How about 'None of the Above' :-)

The fastest method is to use media blasting and a flexible wand.

I know St. Muir sez to use oxy-assisted burnout but take it from me, never use oxygen-blast. You'll melt the aluminium jacket that bonds the manifold to the heat riser long before you burn away the deposits inside the heat riser. (This is another example of the many destructive errors in the Muir book.)

Oxy assisted burnout works fine with cast iron manifolds and was the standard procedure for Model A's and V8 Fords but it simply does not work on the VW intake manifold. Why? Because by the time you raise the heat-riser pipe to the required red heat, the aluminium jacket will have long since melted away.

Soak & Poke (ie, carb cleaner and spinning a cable inside the pipe) works but is slow and messy. And it doesn't have to be a clutch cable. Handbrake cable will work - as will any multi-strand steel cable. Just rotate the cable in the direction opposite of the lay and the end will 'fluff up', make a pretty good brush.

The real problem with cleaning the heat riser is when it's completely blocked. All of the usual methods work best when the pipe is still partially open. Once it becomes blocked your chemicals can only work on the end of the plug, a relatively small area. Your cable-brush is most effective scrubbing the wall of the tube rather than boring a hole through a solid plug.

And finally, the tube isn't round. Under the aluminium casting, where the two pipes are siamesed together, the heat riser is crushed down to a D-shape. This insures the largest possible contact area between the pipes but the D-shape prevents any brush from getting into the 'corners'. And if you don't get the pipe really clean, the residue will act as a 'seed', attracting combustion products and quickly clogging up again.

Media blasting works better than any of the other methods.

Vinyl or rubber tubing works fine as the applicator wand. Once you break through the plug it takes only a few minutes to scour the pipe clean.

But don't use heat. And don't remove nuts with a chisel. The fact a procedure is valid for a steam engine or a Model T doesn't mean it can be applied to a Volkswagen :-)

Bob Hoover

Leaky valve covers.

Bob, my valve covers have started to bleed on me and I'm gonna be replacing the gaskets here shortly. My question is, what can I do to make sure there won't be any leakage when I put on the new gaskets? Is there a gasket glue I can use or something along those lines; how bout doubling up the gaskets?

With the valve cover perfectly clean, attach the new gasket to the valve cover using any common gasket cement (Permatex, Indian-head, etc).

Do not attempt to use two gaskets. A second gasket will not fit. The system works perfectly well with just one.

There are three principle causes for leaky valve covers, two of which are obvious and one that is not.

The two obvious causes are: (1) Age and heat causing the gasket to become compressed and hard so that it no longer forms a seal, and (2) The gasket gets out of position, either because the gasket is not properly glued to the valve cover, the valve cover is bent, the wrong valve cover is used or casting flash on the head prevents the valve cover from seating properly.



The less obvious reason has to do with the sealing surface around the valve gallery — the head surface against which the gasket is pressed to form the seal. If this surface becomes scratched or dinged — even slightly — it will not form an oil-tight seal. These scratches and dings usually occur when we adjust the valves.

If the sealing surface is not perfectly smooth, make it so, using a mill-cut file and #320 or finer sandpaper.

The edges of this sealing surface should have slight chamfer (0.8mm or less).

The typical Veedubber ignores this accumulation of tiny scratches and dings because it's 'obvious' such minor things can't cause an oil leak :-)

Properly assembled, the VW engine leaks no more oil than its water-cooled cousins.

Bob Hoover



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