

Zeitschrift



The Volkswagen Up! now on sale.

November 2012

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The Toy Department
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



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

Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub 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 (02) 9534 4825
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Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to receive Zeitschrift as a full-colour PDF from our website - 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.

Back issues are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (>2006) are also available at www.clubvw.org.au

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

We thank our VW Nationals sponsors:

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Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

It's on again!

Boris' VW Picnic Day & Swap Meet 2012

***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 18th November 2012

Where: Cook Park at Dolls Point, right beside Botany Bay.

Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- Come rain or shine!
- Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.
- Car Display (no judging or trophies)
- VW Swap Meet - clean out your garage!
- Toilets on site.
- \$5 general entry. \$10 for swappers.
- All VWs welcome - air and water-cooled, old and new.
- Polish your VW for the summer and have a fantastic day!



Presented by Club VeeDub Sydney

Sponsored by Vintage Vee-Dub Supplies
(02) 9789 1777

SUNDAY JANUARY 20TH 2013



Pics from 2012



Join us for Picnic by the Sea!

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am, departing at 10:30am and finishing at Stanwell Park at 12:30pm. If you're not up for a cruise head straight to Stanwell Park and meet us under the Club VW Marquee.

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach. All donations on the day will go to the Cancer Council.

Contact Aaron Hawker – 0413 003 998

VW Pizza and Pasta Restaurant Night

Let's start off 2013 with a Pizza and Pasta night at Monte Carlo's Pizzeria at Riverwood. Great Italian food, best pizzas in southern Sydney.

Bring Your Own Grog.

Don't forget to wear your best Hawaiian shirt!



Saturday 2 February

From 7:00pm



**Monte Carlo Pizzeria
208 Belmore Rd
Riverwood**

(parking in the rear - enter laneway
off Cairns St)

Ring Dave Birchall on 9534-4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday 30th Jan.

Von dem Herrn Präsident.

Hi all,

Well, after some really busy months in September and October, not too much happening now as we get closer to Christmas. We are already running flyers for events in January and February! If you would like to organise an event, please run it past myself or another committee member to work out suitable date. Or come along to one of our meetings and tell us what you have in mind.

I believe everyone who attended the Southern Highlands Motorfest at Chevalier College at Burradoo had a good time. I'm told it was a much better turnout of VWs this year. I couldn't make it this time, maybe next year. There's a report from Joe in this issue.

Boris' Picnic Day is the next event that's coming up on the 18th November at Cook Park, Dolls Point. We will need a hand on the day cooking sausages, manning the entry gate, etc.

Apart from our club meetings (and the club Christmas party at the December meeting), the only other event is the Melbourne Day of the VW 2012 at Yarra Glen Racecourse in Victoria. It's on the 25th November, in case you are considering the trip down. A few of our members will be going.

Our December club meeting includes the annual Christmas Party. This will be held on Thursday the 20th December, 2012. Please bring along a wrapped present (value \$5 or so) for the Xmas raffle, and you'll get some free drink coupons. Some great snacks and nibblies will be provided – don't miss it!

The Motor Show was held at Darling Harbour last month. Volkswagen's stand was one of the biggest, and we got to see the new Beetle, the Passat Alltrack and the new Up! For the first time. As well as most of the current range – more than 20 VWs on display. And if you showed your VW ignition key you could grab a free coffee.

Well I think I finally wore the RMS (RTA) down, they allowed me register my long term, highly modified (Subaru-powered) Beetle project a few weeks ago. I hope to attend as many events as possible with it.

See you soon,

Steve Carter



Kanberra Kapitelreport.

A hearty 'Gday' as we hopefully get into Spring. Still a bit chilly here in Canberra but I suppose this is it.

This month we cruised off to Bredbo to check out the Christmas Barn and have lunch at the local pub. We had an OK turnout and I hope everyone enjoyed the trip. A few more cars would have been good but it worked out OK.

On Sunday 18th Nov we will be having Marques In The Park, at John Knight Park, Belconnen. Traditionally we

field a few cars for this one and often we don't have a lot of space, so feel free to come along and wave the flag. Some great cars from all clubs go on display so come along even if you don't bring your Volkswagen. We'll be emailing members on this one, so make sure your email address is correct with us!

In December we'll be running our Xmas Lights Cruise again. Jay and Chris have stuck their hand up for 2012 and will be handling it for us. That will be somewhere in the vicinity of the last week before Xmas, so keep your eyes posted on the email and the magazine.

I have sent the trophy list from German Auto Display to the magazine for printing (see below). Congratulations to the trophy winners. We're making a few small changes for the event next year, and we'll keep you posted as we get closer.

A farewell to our Secretary (Renee) and Graphics Designer (Neil) who move away in the coming weeks. Thanks to both of you for your help in the chapter and I hope the relocation goes well. The club appreciates your commitment. We're now searching for people to fill these positions, so please let us know if you're interested.

Our attendance at local events hasn't been huge and it's disheartening to arrange events and get a small turnout. We're going to try pushing for attendance at the other club events advertised in the magazine. I urge everyone to check out the upcoming items for the Sydney area and outskirts. Some dates may clash with local events but in general we need to get more of the club cars out and about.

Just for this month we have moved the November monthly meeting to Monday 3rd December. Feel free to come along.

Bruce



Canberra German Auto Display winners:

- BEST AUDI – Marcus Lieu, '11 Audi S3
- 2ND AUDI – Peter Davies, '94 Quattro
- BEST OTHER VAG (SKODA;SEAT) – Vincent Tse, '08 Skoda
- BEST MK 1 (GOLF; JETTA) – Ryan Lewis, '76 Golf
- BEST MK 2 (GOLF; JETTA) – Jose Castro, '91 Golf
- BEST MK3 (GOLF; VENTO) – (data unavailable at time of printing)
- BEST MK4 (GOLF; BORA) - Lincoln Bruan, '01 Bora
- BEST MK5 (GOLF; JETTA) – Jason Lucia, '06 Golf
- BEST MK 6 (GOLF; JETTA; SCIROCCO) – Anthony Mitchell, '10 Scirocco
- BEST POLO (ALL MODELS) – Troy Hagan, '07 Polo
- BEST PASSAT (ALL MODELS) – Lorenzo Thomas, '09 R36
- BEST OTHER WATER COOLED (TRANSPORTER; TIGUAN; TOUREG; CADDY) – Michael Molnar, '10 T5
- BEST UNIQUE CLASS (RARE WATER COOLED) – Peter Shelley, '80 Caddy
- BEST BEETLE UP TO 67 – Iven Laufer, '67 Beetle
- 2ND BEETLE UP TO 67 – John Collins, '58 Beetle
- BEST BEETLE 68 – 76 – Graham Ingram, '73 Beetle
- 2ND BEETLE 68 – 76 – Mark Whitnall, '74 Karmann
- BEST BEETLE MODIFIED – Peter Huckstep, '69 Beetle

BEST KOMBI UP TO 67 – Mark Smith, '67 Kombi
2ND KOMBI UP TO 67 – Lee Jones, '67 Kombi
BEST KOMBI 68 - 79 – Graham Patterson, '73 Kombi
2ND KOMBI 68 - 79 – Jack Lawrence, '73 Kombi
BEST KOMBI MODIFIED – Rhiannon Walker, '75 Kombi
BEST OTHER AIR COOLED – Taylor Keith, '68 Type 3
BEST OTHER AIR COOLED MODIFIED – Paul McLinden, '61 Buggy
BEST UNIQUE CLASS (AIR) – Andy Luzzy, '53 DNS
BEST RAT (ALL) – Warren Schulz - '67 Kombi
BEST ROD (ALL) – Paul McLinden, '61 Buggy
BEST DISPLAY (ALL) – Jim Smith, '67 Kombi
ENCOURAGEMENT AWARD (ALL) – Greg Bower, '63 Beetle
CAR OF THE DAY (ALL) - Wayne Murray, '72 Kombi

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.*

November.

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

Sunday 18th:- Boris' Picnic Day 2012 at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for the summer and enjoy a day by the bay. All VWs welcome, old AND new. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

Sunday 25th:- Melbourne Day of the VW 2012 at Yarra Glen Racecourse. Show n Shine, trade displays, swap meet and more. Public entry 9am. For more info visit the VW Club of VIC at www.vwclub.com.au

December.

Monday 3rd:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

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

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

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



XMAS PARTY. Bring a wrapped present (~\$5 value) to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.

January.

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

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

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.

Sunday 20th:- VW Summer Cruise 2013. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30 and finishes at Stanwell Park at 12:30pm. Or just meet us at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the beach close by. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome - water and air cooled. Phone Aaron on 0413 003998.

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

February.

Saturday 2nd:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Ring Dave Birchall on 9534 4825 to confirm your booking and numbers - leave a message if no answer. Leave your name and number of people attending! Closeoff for booking is Wed 16th Jan. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt!

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

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

Sunday 17th:- Sydney Super Swapmeet at Hawkesbury Showground, racecourse Rd Richmond, from 6:00am. \$20 one-man swap sites, additional adults \$5. Lookers \$5. Free parking. Weekend passes and Saturday setup available for large sites. Car parts and collectables, veteran and vintage cars, customs, classics, street machines. Phone 0410 447927 for more info or visit www.vvcaa.com.au

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

Sunday 23rd:- Sydney VW Drag Racing at WSID, Eastern Creek. Day/Night 1/4-mile drag racing. VW Bracket Racing, stock to pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, plenty of food and drink. Presented by VW Magazine Australia - visit www.vwma.net.au for more information.

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

March.

Sunday 3rd:- Thirlmere Festival of Steam 2013 at Thirlmere, NSW. Steam train rides, steam museum (Trainworks), model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. **Club VW convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45am departure.** Arrive by 9:30am. Street parade (2 VWs max) at 1pm.

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

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

Sunday 17th:- Old Car Annual Show and Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry; \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds, Revesby**, cnr River and Milperra Rds, at 7:30am. Then we can all arrive (and park) together.

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

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

May.

Saturday 25th:- VW NATIONALS Supersprint at Sydney Motorsport Park, Eastern Creek. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 26th:- VW NATIONALS 2013 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids rides, entertainment, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information.

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: 1978 2-litre Kombi Camper. A1 condition. Mid-section pop-top, sunroof, aluminium bull bar, driving lights. Kenwood radio-CD, roof rack, wide wheels. Engine recently overhauled by Wolfsburg Motors (Sydney). Same owner for 32 years. Logbook covering every service/repair. Engine manuals, VW literature. Rego until October 2013. \$18,500. Phone John on (02) 9999 2993. Car is at Bayview, Sydney.

For Sale:- 1968 Semi-Automatic Beetle (white). Superb original condition. I purchased vehicle in 1969 from my place of work. Vehicle is garaged. Ten years ago complete overhaul including motor, gearbox and auto. In last six years, the vehicle has been stripped to bear metal, re-sprayed with original colour, replaced all outside rubbers with German rubbers. Two years ago I overhauled all brakes including new discs. For the last 10 years this vehicle has only been driven for local area short club runs. Has never been in an accident. Vehicle has original number plates (AFO 177) and original dealer's sticker (Swantons Hurstville) Please give me an offer. Laurie Toscano Nelson Bay (02) 4981 1779.

Wanted:- I am looking for swan-winged VW front hood mascot. For all intents and purposes it was the same as the one with the rocket on top, excepting instead of the rocket it had swan wings. I am offering \$500.00 to purchase one or if I can borrow one to have it reproduced I would be happy to share the proceeds with the owner. Last of all a good close up picture with correct dimensions would also be appreciated. If anyone can help, please contact Tony on gyro14u@bigpond.com as I am deaf and cannot use the phone.

For Sale:- 1989 VW Transporter (T3) for sale. Blue with windows. Purchased new in April 1990 and outfitted with TRAKKA conversions:
-front polished bullbar
-rear step and bar
-sliding right rear window
-full roof lining
-rear carpeting
-rust and paint protection
-rear seat with three seatbelts converts to full flat sleeping bed with raised head area and storage underneath seat.
Van has been well maintained and serviced regularly, garaged, no rust, radio cassette, front and rear speakers, curtains, 416 000 km, registered till Apr 2013. Owner in need of a smaller VW now.
\$7000. Phone Joanne on 0431 800 976 or email Joanne.Gill@det.nsw.edu.au

For Sale:- VW wheels and tyres. 4x as-new Michelin Energy XM2 tyres 4,300 km, Size 205.65 R15 \$200.00. 4x 14-inch, 6-inch wide 4 stud VW Beetle wheels w/-good tyres \$100.00. Stuff is in Seven Hills NSW. Phone Laurie 02 96715810.

Free to Good Home:- I have a what appears to be an original Kombi roofrack 1300 W 2300 L. Free to a good home if someone is interested. Contact William Livingstone at rydegdoors@bigpond.com or phone (02) 9809 1965 (BH) or mobile 0412 961 427

For Sale:- For Sale: 1971 VW Super Beetle chop-top convertible 1600cc for restoration or parts. I purchased the complete and running (Drove it from the car trailer to its current parked place) vehicle around 16 months ago with the intentions of undertaking the restoration this bug needs. I also have bought a lot of spares to use in the restoration including new floor pans, second rusty floor pan, front seats, L&R doors, boxes of internal and external parts and new unused fibreglass front wide guards, bonnet, front bumper. I also have the original engineering certificate approved by the RTA. Looking through the paper work it's last owner has had it in storage since 2001 and not registered since. Asking \$850.00 but are open to any reasonable offers. Need it off the front lawn. Contact Craig Coyle on 0404297686 or craig883@hotmail.com.au

For Sale:- 2-litre Kombi engine. Recently reconditioned.
Honed
New rings std
New std bigends
New std mains
New mild camshaft
New gaskets thru out.
All parts from Vintage Veedub Supplies. POA. For enquiries contact Robert White at rwjawwhite@bigpond.com

For Sale:- Immaculate condition Kombi seat with hinged quarter back for access to rear Seat. \$95. Robert White 0419437132 or rwjawwhite@bigpond.com.

For Sale:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (std and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many hard-to-get original NOS VW parts. Contact Lorenze on (02) 9630 1048 (Northmead).

2nd Month Ads.

For Sale:- 1969 Single-cab Kombi pickup. Registered until June 2013. 1600 twin-port engine, green in colour, drives well. Unmolested body, needs a new home, selling to enable the completion of Dual cab project. Asking Price \$7990.00 ONO. Contact Iain Hickman on 042 0373460 or email i.hickman@hotmail.com.

For Sale:- NSW black/white 'VW-018' number plates. My father has been a VW fan since he came to Australia when he was young (he is of German descent). We have owned VWs all our lives. Unfortunately my father has had a big stroke and can no longer drive. He has private NSW black/white number plates 'VW 018'. We are looking to sell them but have no idea how to go about it as we know they worth good

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dollars. Its not only the value but my father being a dedicated proud VW owner himself all his life we want to do him proud. We know VW collectors are true lovers with their hearts like my dad John :) If you are interested, please email Wendy Davison at dorothygabriel11@bigpond.com

For Sale:- 1957 Kombi Microbus. Very rare 90% original Microbus as featured in the ABC TV series, 'Collectors.' Everything works beautifully and comes with factory full length roof rack and ladder plus a few rare spares. Ideal for a serious Kombi buyer who wants a genuine 1957 time capsule. Original paint and too good to do a typical Kombi resto. Most important, it has no rust and has been serviced regularly including a new, full brake job. Please, no tyre kickers, only those who really want a very rare original Microbus. Currently on Historic plates. \$35,000. Phone Ray Black on 0419 200 517.

For Sale:- VW Eos convertible, Turbo Diesel 2008. 6-speed manual, grey with black leather, alloys, ABS brakes, airbags, air conditioning, 2-zone climate control. CD player, cruise

control, central locking/remote keyless. Immaculate condition. Only 1 previous owner, full service history. Suit VW enthusiast. Only 55,670 km. Great value at only \$29,999. Phone (02) 9318 8800 for more details.

For Sale:- 2008 VW Golf, silver, only 68,700 km, Rego expires Nov 2013, Only \$22,500. Phone 0400 826427.

For Sale: VW parts for Beetle, Type 3, Kombi: Gear box (double-joint); Front end complete with disc, 4 holes; 1971 - bonnet for Type 3; 1972 engine for 1600 Type 3 (doesn't run); Seat front and back; Wheels original 4-stud wheels, 5-stud wheels, mags etc. Call Sal on 0423 409718, Blacktown NSW.

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VW Up! now on sale.

The all-new Volkswagen Up! compact city car is now priced from just \$13,990, having been released on sale in Australia on October 6.

The \$13,990 before on-road costs price applies to the three-door variant of the sub-light Volkswagen Up!, while the identically equipped five-door model will cost \$1000 more at \$14,990 before on-roads.

The sharp pricing means the pint-sized Up! will undercut the entry-level version of the brand's larger city car, the Volkswagen Polo, by up to \$3000, allowing it to compete directly with some of the cheapest vehicles on the market, including the Holden Barina Spark (from \$12,490), Nissan Micra (from \$12,990), Proton S16 FLX (from \$13,990) and the Suzuki Alto (\$11,790).



Unlike some of its competitors, however, the Up! will only be available with a five-speed manual transmission from launch. A self-shifting automated manual gearbox is available overseas but Volkswagen Group Australia has not announced any plans to introduce it as an option at this stage.

The Volkswagen Up! breaks new ground in the city-car class, becoming the first vehicle of its size in the world to come standard with an autonomous braking system. The City Emergency Braking function scans the road ahead at speeds between 5 km/h and 30 km/h and brakes automatically to avoid a crash or reduce its severity if the driver fails to do so.

Other standard features in the four-seat-only Up! include four airbags (dual front and sides), electronic stability control, 14-inch steel wheels and a full-size spare, manual air conditioning, cloth upholstery, and a six-speaker AM/FM radio with CD player and AUX input.

For \$500, the Up! can also be equipped with an innovative portable infotainment unit called Maps + More. The five-inch touchscreen module incorporates satellite navigation, Bluetooth phone connectivity with text-to-speech and audio streaming functions, multi-function trip computer and a micro SD card slot for media player and picture viewer options.

Likely to be popular is the \$600 Comfort drive package, which adds cruise control, rear parking sensors and a multi-function display trip computer with outside temperature, trip time and length, speed warning, average and current fuel consumption and distance till empty measures.

Those wanting a more upmarket look and feel from their Up! can opt in the Comfort style package which, for



\$2500, includes 15-inch alloy wheels, front fog lights, front and rear carpet floor mats, heated front seats, leatherette seat upholstery with white stitching, and a leather-bound steering wheel, handbrake lever and gearknob.

Driving the Volkswagen Up! is a naturally aspirated 1.0-litre three-cylinder petrol engine producing 55 kW of power (at 6200rpm) and 95 Nm of torque (at 3000-4300rpm). With a five-speed manual sending drive to the front wheels, the Up! accelerates from 0-100 km/h in a reasonable 13.2 seconds.

Fuel economy is more impressive, with the Up! consuming just 4.9 litres of fuel per 100 km on the combined cycle, although its requirement to be refuelled with premium unleaded petrol (ie 95 RON) will increase the cost of filling its 35-litre tank.

At 3540 mm long, 1641 mm wide, 1476 mm tall and riding on a 2407 mm wheelbase, the Volkswagen Up! is more than half a metre shorter than the Polo (although its wheelbase is just 49 mm shorter), as well as 41 mm narrower and 24 mm lower.

There's 251 litres of cargo space with the back seats in place (30 litres less than the Polo) and 951 litres with the 60/40 split backrests folded forwards (one litre shy of the Polo).

Seven paint colours are available: white, red, black, light blue, dark blue, light silver and dark silver.

See the new VW Up! at your VW dealer now.

Volkswagen Up! manufacturer's list prices:

Three-door manual – \$13,990

Five-door manual – \$14,990

Optional panoramic electric glass roof – \$1400





Up! is Australia's cheapest 5-star car.

The Volkswagen Up! is the cheapest car in Australia to come standard with a five-star Australasian New Car Assessment Program (ANCAP) safety rating.

Launched locally in October, the Up! scored 33.37 out of a possible 37 points in ANCAP's recent assessment, including a rating a 14.2 out of 16 in the frontal offset crash test and 14.17 out of 16 in the side impact crash test. ANCAP found a slight risk of serious chest and leg injury for the driver in a front-on crash and a slight risk of serious thorax injury for the driver in a side crash.

The Volkswagen Up! is the first 'sub-light' city car in the world to feature an autonomous emergency braking system, which Volkswagen calls City Emergency Braking. Until now, the technology has been reserved for larger, more expensive models, and is still either optional or not available altogether in a number of luxury cars.

The Up!'s braking system uses a laser sensor integrated into the upper section of the windscreen to scan the space 10 metres directly in front at vehicle speeds of 5-30 km/h. The information is relayed to a computer and if it deems a collision is imminent, the brakes are applied automatically to either avoid an impact or reduce its severity.



ANCAP chairman Lauchlan McIntosh said it was encouraging to see Volkswagen making safety a priority over other features.

"ANCAP is pleased to see that the Up! provides advanced safety features as standard and offers other occupant comforts such as Bluetooth as optional extras," McIntosh said.

"It is hard to fathom why features that protect vehicle occupants are sold as optional extras by most manufacturers yet alloy wheels and leather seats, for instance, come as standard. The move by Volkswagen to include AEB in the Up! as standard across all variants is a welcome change.

"The standard fitment of safety features and safety technologies is something ANCAP has been advocating for some time and all manufacturers should follow Volkswagen's lead."

The Up! is priced from \$13,990 before on-road costs in Australia and is now available for inspection and test-drive at your local Volkswagen dealer.

Golf GTI concept.

A concept car previewing the 2013 Volkswagen Golf GTI has been revealed in leaked images, hours before the hot-hatch's official unveiling on the eve of the 2012 Paris motor show.

The concept was shown at the Volkswagen Group's evening gala event ahead of the show.

Volkswagen's show car indicates the production version of the Golf GTI is not far away, with all the GTI's traditional cues applied to the seventh-generation VW Golf that also made its public debut in Paris.

The horizontal grille gains that trademark red line, and the alloy wheels are of a more dramatic design than those found on regular Golfs – though this time there's a five-blade design compared with the telephone-dial-style alloys of the previous two Golf GTIs.

The rear end features twin outboard tailpipes, releasing exhaust gases from an engine that is an uprated version of the existing EA888-series 2.0-litre four-cylinder direct-injection turbocharged petrol engine.

With 162 kW, there's a 7 kW power increase over the outgoing GTI, while torque is set to increase to 350 Nm, and amazing 70 Nm more than before. The GTI's new peak torque figure now matches the output of the outgoing European-spec Golf R, and exceeds the 330 Nm generated by the 'hot-climate' Golf R version delivered to Australia. That's good enough to cut a few tenths from the Golf GTI's 0-100 km/h acceleration capabilities – just 6.6 seconds.

In addition, the Golf 7 GTI will be available from next year with an optional power boost package in what will be a first for the iconic German hot-hatch.

The optional GTI Performance pack variant adds another 7 kW for a peak output of 169 kW. Performance pack models also score larger brakes and a front axle differential lock designed to reduce power-related understeer.

The added poke cuts another one-tenth off the standard GTI's 0-100 km/h sprint (6.5 seconds versus 6.6 secs) and adds 3 km/h to its top speed (249 km/h versus 246 km/h). The Golf 6 GTI took 6.9 seconds to reach triple figures and ran out of puff at 240 km/h.

Despite the performance hikes, the installation of a stop-start system and a series of other efficiency enhancing measures (weight savings, aero improvements, etc.) sees the Golf GTI's combined cycle fuel consumption fall 18 per cent to 6.0 litres per 100 km – astonishing, a level that betters the most frugal petrol model in the current Golf line-up, the 77TSI at 6.1 L/100 km.



Like the current model, a six-speed dual-clutch DSG transmission will be available as an option to the standard six-speed manual gearbox.

Also new to the Volkswagen Golf GTI line-up is the brand's progressive steering system, which is intended to reduce the degree the driver is required to turn the wheel by varying the steering system's ratio – lightening up when parking and performing low-speed manoeuvres, and becoming tighter and more direct for spirited drives on twisting roads.

Naturally, the 2013 Golf GTI benefits from all the technological advances of the regular Golf hatchback range, including the innovative multi-collision brake system and new infotainment systems.

Distinguishing the Golf GTI from the basic range is a set of red brake calipers, honeycomb grille with red double stripe detail, polished blade-style 17-inch 'Brooklyn' alloy wheels, tinted LED tail-lights and twin chrome 80mm tailpipes.

Signature GTI elements can be found inside too with tartan seats, a flat-bottomed steering wheel, golf ball manual gear knob and red ambient lighting all making an appearance.

Golf 7 Bluemotion.

A production-ready concept of the all-new Volkswagen Golf Bluemotion was also unveiled in Paris, previewing the diesel-powered small hatch that looks set to become the most fuel-efficient non-hybrid vehicle on the market.

The new Volkswagen Golf Bluemotion concept – the most economical Golf in history – uses just 3.2 litres of fuel per 100 km (88.1 imperial mpg!) and emits only 85 grams of CO₂ per kilometre, making it 15 per cent more fuel efficient and 14 per cent cleaner than the previous Bluemotion variant based on the outgoing Golf 6.

By comparison, the expensive petrol-electric Toyota Prius hybrid consumes 3.9 L/100 km and emits 89 g/km CO₂.

Under the bonnet of this third-generation Volkswagen Golf Bluemotion sits a brand-new 1.6-litre four-cylinder diesel engine that produces 81 kW of power and 250 Nm of torque – the latter figure maintained between 1500-2750 rpm.

The new engine incorporates a number of efficiency-enhancing measures including reduced internal friction, thermal management system with shortened warm-up phase, exhaust gas recirculation and a cylinder pressure sensor, as well as an oxidation

catalytic converter, a diesel particulate filter and a NO_x storage catalytic converter to control emissions.

The car itself is significantly lighter than the old Bluemotion, with 37 kg cut from the body and 26 kg shaved from its running gear, while ultra-low rolling-resistance tyres with higher air pressure, longer gear ratios for the five-speed manual transmission, stop/start technology, battery regeneration system and aerodynamic modifications all contribute to the more economical package.

Drag has been reduced by almost 10 per cent, and compared with other Golf 7 models, the Bluemotion features a 15 mm lower ride height, lateral air guide elements on the rear window, a partially masked front grille and front air inlets, optimised cooling airflow with unique underfloor panels and a tailgate spoiler.

Volkswagen says the 50-litre fuel tank gives the Golf Bluemotion a theoretical range of 1561 km, meaning owners who drive an average of 15,000 km per year may potentially only need to refuel 10 times annually.

Environmental organisation Greenpeace crashed the unveiling of the Golf Bluemotion at the Paris motor show, continuing an idiotic campaign against the German brand supposedly based on its CO₂ emissions.

Volkswagen research and development chief Ulrich Hackenberg was making a video presentation about the most economical VW Golf in history. He was interrupted by the loopy green group displaying a large yellow banner with a message written in French that made reference to Volkswagen "polluting us all." This was also accompanied by the release of some balloons (made of non-biodegradable plastic).

Reports say a Volkswagen spokesman who then took to the stage said, "The Golf is the most economical and efficient car in its class and we're delighted Greenpeace are here to recognise our work with their comments on our products and technology." The protesters were then removed from the Volkswagen stand by Security.

The stupidity of the Greenpeace protesters was obvious – they chose to protest high CO₂ emissions at the launch of the vehicle that releases the least.

The Volkswagen Golf Bluemotion launches in the UK around the middle of 2013.

The seventh-generation Golf is set to arrive in Australia in the second quarter of 2013. Volkswagen Group Australia is yet to confirm the addition of the new Bluemotion to the line-up, although since it was available in the outgoing Golf range its inclusion sometime after the initial launch appears certain.



Golf styling defended.

The man responsible for the design of the Volkswagen Golf 7 has defended his creation against criticism that the new small VW's styling is overly conservative.

Head of Volkswagen Group design Walter de Silva told US industry journal Automotive News he was convinced the trend of 'overdesign' – emphasised by "too many lines [and] too much styling" – was over, and clean and timeless was the way forward for the seventh-generation Golf.

"[The design] can't be only for one or two seasons," de Silva said. "People want to understand what they buy.

"There is a certain security in our design. When you know that it keeps the resale value, it's important for a family. That's our intention."

De Silva suggested the complex design of some modern vehicles like the BMW 3 Series, Ford Fusion (Mondeo) and the Hyundai Sonata (i45) was already becoming dated. By contrast, Golfs from generations past still look fresh.



Three years ago, de Silva told UK publication Autocar he could not sleep at night when he thought about the Golf 7, such was the weight of expectation he felt to get the next evolutionary design chapter right.

The all-new Volkswagen Golf was unveiled in Berlin at the beginning of last month, and made its first official public appearance at the recent Paris motor show.

The standard Golf range will go on sale in Australia in the second quarter of 2013, with the sporty GTI, Golf R hot-hatch, versatile wagon and soft-top Cabriolet variants all set to follow in the succeeding months and years.

Beetle Cabrio spotted.

The next-generation Volkswagen Beetle Cabriolet has been snapped by spy photographers in Germany, with its fabric roof both up and down and wearing minimal camouflage.

Caught in silver, red, and black, the new Volkswagen Beetle Cabriolet test cars have some minor detail-hiding stickers over the headlights and tail-lights and fake stuck-on turn signals on the bumpers.

While the Cabriolet will follow sometime after the Australian launch of the Beetle sedan in early 2013, the fixed-roof version of the new Beetle has already made its way into UK showrooms with a line-up of both petrol and diesel engines, ranging up to a 147 kW turbocharged 2.0-litre TSI,



also expected to power the Cabriolet.

The motors will all have a focus on efficiency and be available with both six-speed manual transmissions and dual-clutch DSG automatic gearboxes.

VW's platform strategy.

In what is clearly a textbook case of 'less is more', the number of platforms the Volkswagen Group produces is about to reduce dramatically. But somewhat ironically, VW Group engineers claim the result will be a wider range of vehicles with a greater level of differentiation.

According to Volkswagen's general manager of chassis development, Dr Horst Glaser, "the customer doesn't care about what parts are in the car."

Hence, the all-new MQB (Modular Transverse Matrix) platform that underpins the new-generation Audi A3 and Volkswagen Golf 7 is identical in its DNA, just like the previous Audi A3/Golf 5 platform (2004) and the original A3/Golf 4 (1997). But the MQB and its 'toolbox' configuration packs a real technological punch.



Glaser pointed out: "there are so many 'screws' to change the properties, that A3 differs greatly from the Golf."

The modular platforms enable unique steering characteristics and suspension set-ups, but they also mean the engineers can use the 'toolbox' to alter things like front subframes, switching from a steel one to an aluminium one.

It's a cost-saving exercise, but it allows a C-segment car (Golf size) to boast the driveability, refinement, and technology systems normally found in a D-class car (Passat). What the customer gets is a more refined car for the same money.

MQB is first underpinning new A3 and Golf, followed by next-gen Volkswagen Tiguan and Audi TT – but coming up is MLB (long-wheelbase, transverse front-/all-wheel drive), as well as future vehicles built on MSB (front-engine, rear-/all-wheel drive – the Porsche Panamera platform).

There's also a modular 'infotainment' matrix (called MIB), but the one driving enthusiasts will be most interested in is the Volkswagen Group's future mid-engined modular platform.

Audi AG head of technology and product communications Cristian Bangemann stated the importance of ensuring individuality: "the brands [must] have a different character – that's the most important thing."

And when one brand's sports car is going to share parts with other sports cars from the same broad family, Bangemann and Glaser agreed that maintaining individual character is fundamental to each sports car's success.

Does that give the green light for the rumoured Audi R4 and Volkswagen BlueSport roadsters? Not yet, but there's definitely still plenty simmering beneath the corporate façade.

New budget VW brand?

If you thought that owning and operating Audi, Bentley, Bugatti, Lamborghini, Porsche, Seat, Skoda, Ducati, MAN, Scania and Volkswagen passenger and commercial vehicles was enough, you'd be wrong.

The Volkswagen Group is rumoured to be looking at launching yet another brand, this one specifically geared as a no-frills manufacturer for developing nations and parts of Europe. Essentially, Volkswagen is looking to take on budget Romanian manufacturer Dacia, which is owned by the Renault-Nissan alliance.

A report by German trade magazine Auto Bild confirms the move but the Wolfsburg-based company has so far insisted that no firm decision has been made.

According to the report, the new brand will launch in 2015 with three models priced between 6000-8000 Euros (\$7600-\$10,000), and will find its biggest market in countries such as Russia, India, Brazil and China.



Production of the cars is likely to take place in either China or India, which means the brand may one day have a chance of an Australian entry, particularly if Renault decides to pull the trigger and introduce Dacia down under, as was

recently suggested.

There's potential for Volkswagen to use the platform of the soon-to-be-revealed successor to the Chinese-made, front-wheel drive Santana as a starting point for its budget brand. Alternatively, VW's Brazilian factory makes several small models (Fox, Gol, Saviero) that could also serve, but in recent times have also been modernized to Euro standards.



In years gone past it may have been possible for VW to market SEAT or Skoda as VW's 'cheap' brands, Spanish SEAT being a former FIAT subsidiary and Czech-based Skoda being tainted by its iron curtain past. But with VW ownership both companies have moved upmarket. SEAT is now positioned as a 'sporty' brand (although sales have flopped outside Europe), and Skoda is booming as a 'lifestyle' alternative to similar Volkswagen products.

Volkswagen bought 23% of Suzuki in 2009 as a starting point for a new range range of small cheap cars, and to get a toe-hold in the Indian market, but this relationship came to an end in an acrimonious fashion.

Interestingly Volkswagen still owns the rights to the 'DKW' and 'NSU' nameplates, both cheap car makers of the 1930s (DKW) and 1950s (NSU). Perhaps Volkswagen could resuscitate one of them?

VW will be careful not to damage their brand in established markets with any new 'cheap' model. Historically, Australians have always been prepared to pay more for a better model Volkswagen. In the 1960s the Deluxe Beetle was nearly as expensive as a basic Holden but was much more popular than the cheaper, bare bones Standard and Custom Beetles. In the 1970s VW only offered the top 1600 Superbug, not the cheaper 1300cc versions sold in Europe, and the Superbug easily outsold the cheaper 1300 torsion bar Beetle. In turn the new Passat and Golf outsold the air-cooled models, even though Australia only saw the luxury LS and GLS Golfs, not the basic European L and GL models.

Volkswagens have traditionally been relatively expensive in Australia, especially so in the late 1970s. In recent years prices have reduced in relative terms but VWs are still more expensive than Hyundais and Kias (but better too). The Polo was previously the entry point in the Australian range, as Golfs and Passats moved higher upmarket.

The entry-level Volkswagen Up! city car has recently joined the local range, giving Volkswagen a player in Australia's cheapest vehicle segment with a starting price of \$13,990.

The Toy Department.

By the time you read this article there will only be 6 weeks (or 42 days left) until Christmas.

Now that you have got over the shock there may still be time to order an exclusive Premium ClassiXXs model Type 2 or T3 VW Bus, Camper or Commercial vehicle just in time for Christmas.

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Most of these are available on online shopping from Germany direct and so take advantage of the strong Aussie dollar in exchange for the Euro.

Some deals including shipping costs could secure you a limited edition model for around \$50 or even better if you shop around and delivery times will vary from 12 to 21 days.

Just released is the 1/43 two tone white over green Deluxe Microbus which is a limited edition release of 500 pieces.



This release is identical to the two tone Marino yellow/pastel white Microbus released some 3 years ago with all the chrome extras including jail bars and chrome bumpers in keeping with the deluxe releases of the time.

There certainly is something for everyone in the VW Transporter range and I can still remember how we all were saying that we need some more good quality diecast T2 (1968-79) models; well now we have it and the popularity and availability of some later T3 models which are now also available.





The images this month speak for themselves and you will agree the detail is exceptional. To browse, go to www.modelissimo.de and choose English. Select All Types and choose 'VW'. There are hundreds to choose from.

Good luck with your purchases and if you require any advice I am more than happy for you to contact me.

Tony Bezzina
kbezzina@bigpond.com





Southern Highlands Motorfest. Sunday 28 October.

We met at Uncle Leo's at the Liverpool Crossroads. It was really early and only four vehicles turned up: my Superbug, Brian's Karmann Ghia, Jeff's 1974 Superbug and John Clark's two tone Kombi. I later learned that Phil didn't come this time as his daughter Lily was a bit sick.

We had some coffee and breakfast, had a chat and waited for any latecomers. Notice the little helicopter flying in the foreground.



We left at 7.30 am sharp. Brian followed us to the Picton turnoff and the rest of us arrived at the Motorfest





about 8.30am. It is held at this time every year at the Chevalier College, just outside of Bowral.

There was a chill in the air, a little cold, glad I was wearing a jumper. But the day got warmer as the Sun was coming in and out of the clouds for most of the day. Laurie and his family were already there with their Beetle, and Wayne's blue Kombi.

We also had a few other members turn up in the morning, including Peter in his Oval.

It was an enjoyable day. Congratulations to Carl who told me he had finished runner up in the pre 1960 models with his 1958 two tone blue beetle.

Joe Buttigieg





Canberra to Bredbo VW Cruise. Sunday 14 Oct.

On Sunday 14 October, the Canberra Chapter of the club cruised to Bredbo, a small village south of Canberra on the way to the Snowy Mountains. It has an interesting history.

The village is on the Monaro Highway, 86 km south from Civic and just 33 km north of Cooma. The village originally started to support graziers in the district around 1850. Bredbo was proclaimed a village in 1888.



Gold was discovered in the area by the Reverend William Branwhite Clarke (who also discovered gold at Kiandra). A gold field was proclaimed along the Bredbo River, which was worked until 1921. In the 1930s a geological survey was undertaken and a mine opened and operated until 1942. The fields at Cowra Creek were worked from 1888 and are still popular for fossicking.

Bredbo sits on the former Bombala railway line, which extended south from Queanbeyan to Cooma and finally to Bombala. The line first reached Bredbo in 1889 at a time when there were just eight houses. The NSW-ACT border



follows the railway line as far as Williamsdale. People driving to the snow in the '80s would remember the level crossing at Bredbo, when the main highway traffic stopped to let the small rail-motors pass. The railway officially closed in 1989, but one final special train was run from Canberra on 3 March 1990. Since then the level crossing has been removed and the highway re-engineered, but the overgrown rail line either side can still be seen. Bredbo's rail yard and platform is still there, but nowadays overgrown.



We checked out the Christmas Barn – a large shop filled with decorations and Xmas items galore, and then had lunch at the local historic Bredbo Inn. It dates from 1839, originally built as a stagecoach post. The inn occasionally hosted the famous poet Banjo Patterson in the early 20th century. The pub lost half of its roof in recent weeks during heavy winds, and is locally known now as the ‘pub with no roof’.

Thanks to everyone who came along, I hope you enjoyed the trip.



both of you.

Also at the show, one car arrived and was found to be leaking fuel soon after. The fuel line had worn through impact in the rear suspension and chose the carshow to finally open up. Whilst we had a few people assisting with various facets, Mandy flew into action, having brought tools to the show and even a spare piece of fuel line, and was able to repair the line and make the car safe again. Two thumbs up!

Thanks to Iven for the photo of Mandy.

Bruce



Stories from ACT German Auto Display.

I wanted to highlight two particular stories from our recent car show. Firstly, one of our members – Chris – spent some time before the show making some special VW signs for use at the show. They were made in the shape of the old VW ignition keys, and are on a post mounted on old brake rotors. They showed the way for both Air and Water cooled cars and turned a few heads. Thanks for your time and engineering prowess! Chris was ably assisted by Jay, well done to the



Sydney Motor Show. 19-28 October 2012.

While the Melbourne Motor Show had been running since 1925, the first Sydney Motor Show was held in 1954, at the old showgrounds at Moore Park. Coincidentally this was Volkswagen's debut year in Australia, and NSW distributors Lanock Motors Pty Ltd showed off the new VW 1200 Sedan and Transporter at the show. The sedans were displayed in the Manufacturers' Pavilion, and the commercials in Pavilion B – the cattle pavilion.

Lanock Motors (and later LNC's other subsidiary, Volkswagen Australia Pty Ltd), would continue to display at the Sydney Motor Show through the '60s and '70s, but in the later years as VW's sales declined there was just one small VW stand, usually in the Commemorative Pavilion or the Showbag Hall. By the early 1980s the VW stand would feature just one T3 Caravelle and a couple of Audis. The last VW stand was in the AMP Pavilion in 1985, as LNC Industries ceased all VW imports the following year and was instead selling Subarus, Renaults, Lancias and Fiats.

In 1988 the Sydney Motor Show moved to the brand-new Exhibition Centre at Darling Harbour, as the old Showground had been sold and would be converted into today's Fox Studios. There was no VW stand in 1988, but there was an Audi stand, courtesy of new importers Ateco

Industries. In 1989 Volkswagen returned to the Sydney Show for the first time in four years, with Ateco debuting the full range of the latest T3 Transporters. Volkswagen was Back!

Later importers TKM, and Inchcape, presented a VW stand each year through the 1990s, sometimes together with Audi, sometimes separate. The Golf Cabrio, Passat 3 and Golf 2 GTI were first shown at the motor show in 1990; the new T4 Transporter in 1992; the Golf 3 VR6 in 1993; the Golf 3 Cabrio, Vento and Passat 4 in 1994; the Polo in 1996; the New Beetle in 1998 and the New Beetle Turbo in 2000. The VW stands were getting bigger and better, but VW did have to share some limelight with Audi, and later SEAT, under TKM/Inchcape. The VW stand was manned by Sydney VW dealer staff. And I remember that TKM/Inchcape did NOT like giving away VW brochures!

Volkswagen Group Australia was formed in 2001, fully owned by VW Germany, so finally the era of Australian VWs sold and serviced by a third party was over. The VW stand at the motor show became much larger and much more professional, with the latest Euro VW décor, a huge range of VW vehicles and attractive contract staff in sharp suits or stylish skirts.

In 2005 the Polo GTI made its world debut at the Sydney Motor Show, the first time ever that a world Volkswagen model had made its debut in Australia. VW AG 'Volkswagen Brand' CEO, Dr Wolfgang Bernhard, flew to Australia to meet with VWGA boss Jutta Dierks to launch the Polo GTI before the world's press. Then in 2007 it was the turn of the Touareg R50 to have its world launch at the Sydney Show. To date, these are the only two occasions on which this has happened.

2007 was also the year that the VW stand first moved into the adjoining 'Pavilion 6', where the Shannons Classic cars had been previously. This made the VW stand bigger than ever, although they shared with Skoda and Bentley that year. The Golf Wagon was shown, for the first time ever in Australia, but was badged as the 'Compact Wagon', a name not used when it went on sale a few years later. Outside you could take a ride in a Touareg around the 'off-road' track.

In 2008 VW was back in Pavilion 6, and with no Bentley this time it was the biggest Volkswagen stand ever. For the first time we got to see the Polo and Golf BlueMotion; Golf Pirelli and Passat CC. Except for the Polo Bluemotion, all of these were later released for local sale. This was the first year I remember going to each VW vehicle and noting the VIN code for each – model code and manufacturing code.

With the new Australian International Motor Show contract coming into effect in 2009, there was now only one show per year, alternating with Melbourne, rather than having a Sydney AND Melbourne show each year. There was no Sydney Show in 2009.

In 2010 the Sydney show was smaller, with pavilion 6 not used. VW was in Hall 3 in the centre of the show. The major new showing was the Amarok, but there was also the new Polo GTI, the Golf BlueMotion, the Golf Adidas and the Golf R. But I had difficulty in getting VW brochures, with staff reluctant to give out more than one, and no free coffee for VW owners on the opening night when I visited.

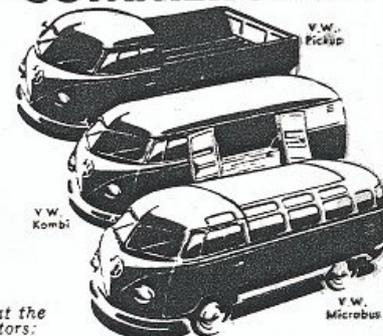
With the show in Melbourne in 2011, the Motor Show returned to Sydney and Darling Harbour in 2012. What would be in store this time?

I didn't make the mistake of visiting on opening night



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this time, but waited four days before visiting after work. This year there was no Shannons Classic Cars at all, and no aftermarket stands of any kind. The long foyer area outside the halls was vacant and empty, apart from the entrance pay counters. That's a great shame. The aftermarket stands at the old Motor Show at Moore Park were one of the highlights, selling car polish, oil additives, accessories, motoring books, model cars and all sorts of automotive bric-a-brac. I can still remember the guy selling ignition spark booster kits from his Ford Zephyr! But not any more. The Motor Show now is completely sterilised and is nothing more than a giant new car showroom.



Outside on the grass was a VW Amarok stand, with three twin-cabs (one with tray cover), a single cab and a storage bin cab-chassis on display next to a VW marquee and some VW signs. The VW girls on duty were very friendly and happily gave me a pile of VW brochures, plus an Amarok drink bottle (which will be raffled at the next meeting).

There was a 4WD track this year, but was Ford-only. As there was nothing else of interest outside, I paid my \$22 and went inside. I started at the Convention Centre end, near pavilion 6, but it was empty and barricaded off. The showguide told me the floor area was just the 5 halls this year, and several makers didn't show. There was no Audi stand, no BMW, no Mini and no Jeep. Hmm, not a good turnout.

After wandering about the other makers for an hour or so, I made my way to the Volkswagen stand in Hall 2. Rather than my blue Club VW shirt I wore last time, this time I was in a tie and jacket, with metal Club badge.

The VW stand was huge! There were 24 VWs I counted, of almost every type in the current local range, on display. Only the big Crafter was missing, too large for the



stand, but the rest of the range was there. There were three new VW models, seen for the first time.

The 2012 Beetle was the first, in white mounted on a rotating stand. It looks better in the flesh than it does in photos, and is a considerable improvement on the previous New Beetle. It had no pricing information but is due for local release early next year. I'm sure we'll hear more about it.

I noted that the Beetle is a Type 16, according to its VIN, which is a model code previously used by the Mk1 Jetta. I guess then you could say it's a 'Type 1' without stretching things too far. What am I saying? Naah, actually, it's a Golf.

The Passat Alltrack wagon was also new, with its higher stance, underbody protection and 4Motion AWD. It also had no pricing info, but is included in the range literature so must be due for release imminently. An interesting addition to the local Passat lineup.



Thirdly was my favourite, the Up! It has been on TV quite a bit, and here were three of them, side by side. A black four-door with white stripes; a plain white four-door, and a neat red two-door. The little 1-litre 3-cylinder VW engine looks tiny and takes up hardly any space, but puts out 55 kW. That's 74 bhp in the old money – more than enough to keep up with traffic or cruise at 110 km/h. The Up! seems tiny, but its wheelbase is 2407 mm – some 7 mm longer than a Beetle's – and it is quite roomy inside.

Interestingly the Up! is a Type AA, according to its VIN. To my knowledge this is the first Volkswagen model with a non-numeric model code of any kind. Normally they are either two numbers, or a number and letter.

Two- or four-door are the only Up! Choices at the moment, with the one engine and gearbox choice to start



with. My daughter Lily has already said she wants an Up! for her first car, so as she's 11 I have six or seven years to wait for a good second-hand Up! to appear on the used car market. And starting from just \$13,990 I think they'll be very popular.

So with the Up! As VW's new base model, the Polo is now the next step up. Here was a white Polo GTI and a blue hatch to admire, but actually there are 4 different Polo models – Comfortline, 77TSI, 66TDI and GTI to choose from. The Polo is a fine car but tends to get a bit forgotten, sitting under the Golf and now squeezed from below by the Up!



The Golf hatch is now available in 8 different models for Australia – 77TSI, 90TSI, BlueMotion, 118TSI, 103TDI, GTD, GTI and R. Most of these also offer the choice of two or four doors, and manual or DSG, so suddenly you have 17 or more variations. On display here was an example of the more interesting Golfs – a blue Bluemotion, a red GTI, a white R. Plus a silver Golf Wagon – available in 90TSI, 77TDI, 118TSI and 103 TDI versions. Oh and a silver Golf



Cabrio – 118TSI only. The Golf is VW's biggest selling current model; two in every five VWs sold today are Golfs.

There was a beautiful metallic green Scirocco R, the only version available in Australia. It looked lean and mean and drew many favourable comments from passers-by. This was the first time a Scirocco had been on display at the Sydney Motor Show – except for one silver Mk1 example shown at the old Motor Show in 1976. Sadly the Mk1 Scirocco was not sold here, and the Mk2 from 1982 wasn't even shown, let alone sold. But at least we have the Scirocco 3 now, and in top R form.



There was one graphite metallic Jetta, looking much better now with its new nose and tail. The Jetta is available in 118TSI, 103TDI or 147TSI forms.

The Eos has also been freshened with the current VW nose and Audi-style taillights, and the red example on the stand looked beautiful. The Eos has a choice of 103TDI or 155TSI.



Together with the Alltrack, the Passat was represented by a normal sedan and the CC (although strictly speaking, the CC is no longer a 'Passat' – it's just the 'Volkswagen CC'.) The Passat has a choice of 118TSI, 125TDI or V6FSI, the only VW car model with a choice of a six-cylinder engine.

A metallic bronze Tiguan represented the second-most popular VW in the current range, second only to the Golf. The Tiguan has a choice of 118TSI, 132TSI, 103TDI or 155TSI.

The Touareg is the biggest and most expensive VW in the current range, although the mighty V10 of a few years ago is no longer available. Nor is the V8! Today the Touareg comes with with the 150TDI or V6TDI.



VW Commercial Vehicles occupied the far right of the stand, showing off a red T5 Multivan, two Amaroks and a Caddy. At the rear of the stand was a display of Volkswagen Shop accessories and souvenirs, and a giant TV screen that played current VW ads continuously.

I went from car to car, taking photos and noting the VIN model and factory codes of each. I was soon approached by several stand staff, wanting to know what I was doing! I explained about the VIN codes and that we keep a reference page on the Club website. I pointed out that one Golf had a factory code of 'P' – not 'W' as they usually do (W for Wolfsburg, of course). Did they know where that one was made?

The two young VW guys, and one VW girl, had no idea. One told me he had worked at VW stands all over the world and had never been asked that question! He thought P for Poland, but the nearby Caddy had an 'X' for Poland – and Golfs aren't made there. I pointed to his iPad and suggested he go to www.clubvw.org.au and I would show him. Sure

enough, on our Reference pages under VIN Codes, was the answer – P is Mosel in Germany (M is Mexico, in case you're wondering). None of them knew that Golfs were made in Mosel, and they spent a few moments exploring our website. They were most impressed with the design and the content!

After that I was a celebrity, being fondly called the 'VW club guy' by the stand staff. They gave me a wonderful hamper of all the current VW brochures and booklets, in a neat VW bag, and then invited me into the VIP area for a free coffee. They were especially interested that VW fans would also own classic OLD VWs!



It was a pleasure to visit the Motor Show this year, and one I enjoyed more than any other that I have been to over nearly 40 years. I don't have to add that the VW stand was by far the best! Thank you to VWGA for their hospitality.

Phil Matthews





Australian VW Kombi campers.

SOPRU

Head Office: E. Sopru & Co., (Motorised Campers Pty Ltd), Beaconsfield St. Auburn NSW. Branches in Adelaide, Melbourne and Perth.

Sopru was for 15 years the approved manufacturer of VW Campmobiles for VW Australia Pty Ltd. Technically, only a Sopru camper can be called a Campmobile (as that was their registered name), but the name has become universal. Volkswagen Australia was the first maker to officially include campers in its Australian line, and sell them through their official dealers.

Eric Sopru began as a caravan converter in the Adelaide suburb of Enfield in the 1950s, and began converting small vans in the 1960s, including Morris, Bedford, Commer vans, and some VW T1 Transporters. Sopru designed and built their own camper conversion of the new, larger T2 Transporter in 1969, and these quickly became very popular in Adelaide. Sopru opened a second conversion shop in Melbourne in 1971.

Sydney's LNC Industries, owners of Volkswagen Australia, quickly took a controlling interest in the company and established a new Sopru head office and production facility at Auburn in Sydney. Sopru campers were sold brand-new through VW dealers Australia-wide, and Australia's largest VW dealer Lanock Motors (also LNC-owned) established Campmobile rental businesses at Camperdown and Wollongong. Sopru parts were integrated into the official Australian VW parts catalogues, with their own CMP and DOR part numbers.

Sopru stopped converting new VW Transporters in 1979 when imports of VW Type 2s ended, but they were still successful by converting Ford, Toyota and Nissan vans instead. Sopru moved to larger premises in Rydalmere in 1981, but the caravan/campervan craze of the 1970s was over

and business declined. Parent company LNC Industries sold their 'Motorised Campers' division, which included Sopru, to Trakka in 1985.

Sopru camper designs went through a process of evolution over the years. An early design with a wardrobe on the sliding door side was not popular, nor was placing the fridge sideways behind the driver. By 1973 Sopru had standardised on their familiar interior layout of cupboards and sink

down the driver's side, and a second cabinet behind the front passenger for stove/fridge.

Early Soprus had a 1kg gas bottle mounted behind the passenger seat, but this was changed to an externally-opening fibreglass box with 4kg gas bottle. Originally the sink was just a rectangular stainless steel tub, but this was improved to an integrated sink, dripboard and work area (where the 240-v hot plate was later added). The first water tanks were 20-litre

plastic jerry cans mounted in the cupboard, while later Soprus had larger steel water tanks mounted outside, under the floor.

By 1975, when development and sales of the Sopru Campmobile were at their peak, the range of Sopru conversions consisted of four variations of the VW Kombi.

The Adventurer series, with conventional extending roof, was divided into three stages: Basic, Traveller and Deluxe. The Basic stage includes a double upper berth, rear seat/bed,

curtains, cupboards, wardrobe, floor and side linings, stainless steel sink, 45-litre water tank, table, 240-volt wiring, roo bar and front spare.

The next step up, the Traveller, added a 56-litre three-



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Stand 47, First Floor, AMP Pavilion

72

SYDNEY INTERNATIONAL MOTOR SHOW - 1976

way Electrolux fridge, a two-burner cooker with griller, a 4.5 kg gas pack, an additional utility seat, a roof rack and a retracting side step. This was the largest-selling version.

The Deluxe stage added a 240-volt hot plate, an extra 240-volt power point, more cupboard space, additional fluorescent lighting, cloth trim and a folding exterior table with a bottle rack.

There was a large range of Motel Extras for the three versions. A 3 x 2-metre tent annexe was available, together with a mosquito net set - one for the sliding door, one for the window.

A screened sliding window was available above the dining table. Other possible extras included headlight guards, fog and driving lights, rear mud flaps, radio/cassette player, rear window demister, seat covers, tow bar, weather shield, wheel brace and windscreen protector.

Since the Sopru conversions were sold through VW dealers, much was made of the benefits of VW Diagnostic Service, with trained VW dealer staff able to check out all Campmobile systems. In addition, brochures hailed the 2000 cc twin carb engine, beautiful fresh air/heating system, power disc brakes up front, extra large pressure

regulated rear drums, and impact absorbing front section. European (Westfalia) versions of the Campmobile were also available through VW's overseas tourist delivery system - customers were invited to contact their VW dealer or VW Australia at North Ryde.

Sopru's fourth variation of the VW theme was known as the Wanderer Deluxe. It had a fixed high roof with no upper berth or roof rack. It carried extra storage lockers within the roof, and the equipment level was otherwise the same as for the Adventurer Deluxe. However, it was not popular and was discontinued in 1976.

Sopru built and sold over 12,000 Volkswagen Campmobiles up to 1980, the highest-selling campervan in Australian history.

DORMOBILE

Head Office: Dormobile Australia Pty Ltd. 9 Wiluna St, Fyshwick ACT 2609. Also a display centre in Camperdown, NSW.

Dormobile was a British company that began in the 1930s by converting Ford vans. They first converted split-window VW vans in the UK in the 1950s, and some of these found their way to Australia with their owners. Just prior to LNC Industries taking control of the Australian Sopru company in 1973, they were the Australian agency for the British Dormobile campers. Dormobiles could be ordered new through Volkswagen dealers, they were featured in VW Campmobile brochures and Dormobile parts were listed in the VW parts catalogues. However this arrangement did not last and LNC relinquished the Dormobile franchise in 1975. Dormobile UK then set up their own Australian agency in Canberra.

Dormobile conversions were readily identified by their unique English-style side-hinged extending roof, rather than the vertical lifting roof used by Australian campers. The Dormobile roof incorporated two fixed windows with curtains, two ventilation hatches, two fold out single bunks and a fluorescent light. There was also a switch that flashed a

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NAME

ADDRESS

CODE

MAKE OF VEHICLE

warning light on the dash if the roof was not lowered properly when the ignition was turned on. A roof rack was optional.

The basic floor plan and particleboard furniture was similar in each model. A full-length cabinet ran along the right hand side to provide cupboard and wardrobe space, while also housing a plastic sink and drain board. 23-litre jerry can for water, foot pump and a 56 L three-way fridge connected to gas, 240 and 12-volt power. A cabinet behind the front passengers seat accommodated a two-burner and grill cooker, and had space for two 2 kg gas bottles. Possible extras included fridge gas pack, tow bar, deluxe upholstery, cabin bunk and an electric water pump.

The individual parts of the Dormobile conversions were available separately for those converting their Kombis in stages, or by do-it-yourself.

SWAGMAN

Head Office: Austro Camp Away Conversions, 150 Frances St, Lidcombe, NSW 2141. Agents in Melbourne and Adelaide.

The distinguishing feature of Swagman conversions was their exclusive fibreglass furniture, for which some important advantages were claimed. The smoothly moulded cupboards and benches were easily cleaned, had no sharp edges and came in a choice of 18 colours which were impregnated through the material. This meant that scratches wouldn't mar the finish so much as they may with wood veneers. The fibreglass was said to be much lighter than the conventional particle-board furniture used in Sopro campers, as well as more flexible and less likely to squeak and rattle. The unitised furniture, which could be bought in individual pieces or sets, was easy to fit or remove.

Standard equipment included a luggage rack, relocated spare tyre, indoor/outdoor cooker, side step, at least one screened window, screened wind-up roof hatch, a filtered plenum chamber through-flow roof vent, sealed and floor vented gas bottle compartment, 45-litre underfloor water tank, roll out shade awning, foot operated water pump, rear seat belts and a tension chord for the roof sleeve.

The Swagman roof was also unique. It was squarer in section than the curved profile of the Sopro and Dormobile roofs, and it had an integrated front section. The fixed lower half of the moulded roof extended all the way to the front of the van, and included a storage bin above the driver and passenger. The lifting section then commenced rearwards of the storage bin. Slots were included for tying down roof loads, with rope or elastic strap.

Swagman stopped converting Volkswagen Kombis in



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Please send further details of your Swagman Campers to:

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Address

Postcode



the late 1970s. However they still exist today, as a maker of large luxury coach/bus motorhomes. Their website is www.swagman.com.au

TRAKKA

Head Office: Trakka Van Conversions, Military Rd, Neutral Bay NSW 2089.

Trakka was founded in Sydney's Neutral Bay in 1973 by Dave and Sally Berry, and began by converting the hugely popular VW Kombi, and later the Toyota Hiace and Troop Carrier. Trakka introduced a number of innovations to Australian-made VW campers, such as plywood cabinets, swing-out stoves and tables, compressor fridges and swivel seats, which became possible in Kombis when the fully-imported models appeared in 1977. These did not have the steel partitions behind the front seats.

In the 1970s, no less than eight variations of the Kombi

were available. Most expensive was the Wanderer with fixed high roof, being very much like the Sopru version of the same name. All the other models had Trakka's low profile extending roof. In order of increasing price they were the basic Trakkeroo, the Sportsman II, Adventurer II, Cruiser, Adventurer, Adventurer III and the Bronco.

All had the roof, curtains and tracks, 12 volt fluorescent light, vinyl covered plywood floor, rear seat/bed, side panels, cupboards, two burner cooker, ice chest, sink, pump and water tank. All except the Trakkeroo included a table. From that point, the buyer tailored the equipment level according to his requirements and budget, from Trakka's long list of equipment and extras.

Some of these extras included front and rear crash bars, tow bar and wiring, Recaro seats, awnings and annexes, front cab hammock, door pockets, stone guards, roof rack, skyports, radio/cassette, bigger fuel tank, suspension mods, wheels and tyres, bigger shocks, carpet.

Sales boomed and Trakka moved to larger premises at Chatswood in 1977, and also opened a second office and factory at Northgate in Brisbane. Trakka introduced a low-profile pop roof for the VW, which gave just as much room when raised as the bulky Sopru roof, but folded down almost as flat as the standard steel roof. They improved the design still further in 1979 by building Australia's first gas strut-assisted roof. This design was protected by a patent for 16 years.

Trakka was the first local converter of the new T3 Transporter in 1983, and they incorporated their innovations such as the swivel seats, plywood furniture, swing-out stove, eutectic compressor fridge, heat-exchanger hot water system and gas-strut roof. Trakka also converted the later Wasserboxer and Syncro T3s.

Trakka purchased the old Motorised Campers division from LNC Industries in 1985, and thus became the 'official' VW camper converters in 1987 when Ateco gained the Australian VW franchise and reintroduced new

VWs to the Australian market. Trakka made the local versions of the T3 and T4 'Multivan', which were sold new through Volkswagen dealers. Trakka converted the T3 Syncro Kombi that was entered in the gruelling 1990 Australian Safari, and it not only finished the event but won its class outright. This helped the T3 Syncro win the Overlander 4WD of the Year award.

The T4 Transporter appeared in 1992, and Trakka designed an exciting new range of campervan, people-mover and Multivan conversions. The options were greatly increased as the T4 came in a choice of two wheelbases. Trakka also designed and produced the first fully wheelchair-accessible version of the VW T4, which incorporated an underfloor hoist.

Further demand for Trakka's VW, Toyota, Mercedes and Hino conversions led to a move to new premises at Mt Ku-ring-gai in 1999, which enables a capacity of 1,000

vehicles per year.

Today, apart from other makes, Trakka still makes passenger/people mover, Multivan and Campervan conversions of the current T5 Transporter and the large VW Crafter van. The 'Trakkadu' pop-top camper is based on the VW T5, while the Jabiru and Trakkaway are based on the VW Crafter. A huge range of options and accessories are available.

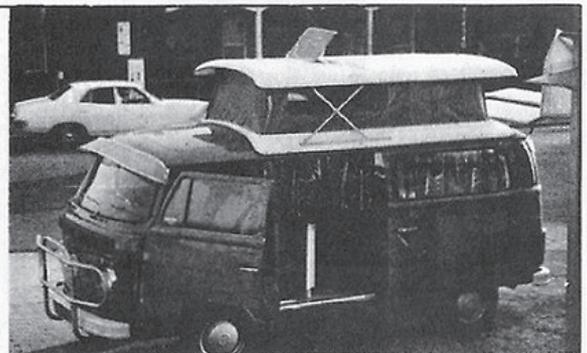
Have a look at the current range of Trakka VW conversions at www.trakka.com.au

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literally thousands of 'copycat' competitors, and had grown into a multi-million dollar enterprise. Along with it had come a host of secondary developments - accessories, tyres and performance equipment. Volkswagens commanded almost black-market prices, and engines from the exotica such as Porsche and Corvair rapidly slipped into the 'unobtainable' category as performance enthusiasts grabbed them to power their super-lightweight buggies. The Manx began to appear all over the 'States as fibreglass manufacturers took out franchise rights to build the

Meyers Manx-mania.

Off-Road Australia magazine, 1974

Manx-mania is a unique experience - a psychological sexual union between man and machine. A union achieved - like true sexual satisfaction - after perseverance, tenderness and understanding. A Manx is no mere machine, it is a blending of personalities, embodied in stubby, fibreglass body which transforms a lowly Volkswagen Beetle into an eye-catching display-piece.

Few Manx buggies reach the street as 'just a dune-buggy built on a VW'. Most are an extension of their owners' personalities. They reflect a need for 'something different', a desire to do everything better than the next person, the satisfaction of doing-it-yourself and in many cases a love of the outdoors, the ability to get-away-from-it all.

Many people begin building a Manx with just this latter thought in mind, and begin with nothing more than a basic kit. Soon they're swept up in the thrill of achievement, the need to go just a little further, to make their end product look just that tiny bit better than the one down the road. This is the start of Manx-mania - it's a fun disease which, once started, is hard to stop.

The Manx, still in many people's minds the best looking buggy design around, was the 'catalyst', which when added to a dormant desire to get 'off the road', produced a reaction which set the United States afire in the early 1960s.

Bruce Meyers, a Californian engineer, built a one-off fibreglass body which he fitted to a shortened VW floorpan. He supplemented this with big fat soft tyres and headed for the Californian coast, and disappeared over the sand dunes away from the maddening crowds.

There was literally nowhere the buggy wouldn't go!

Astounded by his discovery, he built a few more on a limited production basis and the craze was under way. Within months it was hard to buy a wrecked or second-hand Volkswagen in California, and what had started out as a backyard design exercise became a full-scale production line project.

Within years the Meyers Manx business had gained

Manx and cash in on a booming and lucrative market.

It was in July of 1967 that the Manx came to Australia. It started (where else?) in Surfers Paradise, when two bright young Queenslanders - Ed and Bob Turnham - came home from a world trip with the sole Australian franchise rights tucked neatly away in a briefcase.

The first bodies were built in Brisbane by Trend International and submitted for inspection to the Meyers Manx parent company. To ensure a continuation of manufacturing rights, each body had to meet certain minimum requirements. The shells had to be a certain weight; and the finish could be nothing less than perfect.

This same standard of manufacture has been maintained since the Manx introduction to Australia. The bodies are still being built by the same people although the marketing rights have changed hands.

The new owner of Manx Buggies (Aust) Ltd., is Tom Poots, a former PMG technician and buggy enthusiast. He took over from the Turnhams less than six months ago. His showroom and store is in East Brisbane, and once inside the doors a buggy enthusiast finds himself in a veritable 'Alladin's Cave' of goodies.

Tom has not only taken over the Manx side of the business, but also the accessories, performance equipment and, where necessary, the manufacture of fully built-up buggies.



But even Tom admits this side of the business is only a minor part. After all, 90 percent of the fun is in building it yourself. However a few people prefer to 'get in and drive away' rather than go through the time-consuming hassles of 'do-it-yourself.'

Building your own buggy can be a lot of fun, and a lot of heartache. Unless you have the money to do everything just right you can spend literally months, even years, before your buggy is on the road and running properly. Sorting an engine can be one of the biggest problems.



Manx Buggies can help overcome some of the problem by offering a complete service. The 'basic' kit offers virtually only the body components. Then there's kit 'A'. This is the most sought after, and oft ordered. It includes all the hardware, a windscreen, lights and bits-and-pieces. With this kit, and the remains of a Volkswagen wreck, you should have all the necessary parts to build a mobile buggy.

Then come the trimmings. These include the chrome front and rear bumper bars, skip-plates, a selection of seats, adjustable front end kits, extractors and dress-up gear for the motor.

Full instrumentation is a necessity on a performance buggy, and about the best instruments available are in the new VDO or Stewart Warner ranges. Manx Buggies also have 'glass hard tops for their buggies and optional vinyl side curtains, rear curtains and all the trimmings, and they handle such musts for off-road usage as Donaldson cyclopac aircleaners, Frantz oil filters and exterior oil-coolers. Transaxle straps are another must off the road, and for outright power you can head for the big-bore kits which give your VW up to 2180cc capacity. There's also a range of wide wheels and tyres to match. You can even get a shortened floorpan, with running gear and an engine, if need be.

For those who don't fancy the out-and-out buggy, how about changing your beetle into a good-looking chopper? The Baja kit is a Manx option at \$165 for a seven-piece conversion kit. You unbolt your front and rear guards, take off the bonnet and engine covers and run an oxy-torch through the remaining overhangs. Clean up the cut, add the fibreglass components, a new set of additional headlights (Hella Universals) bigger wheels and tyres, a coat of paint and that's about all there is to it.

Unfortunately the buggy boom has never really taken off in Australia to the extent it has in the USA, due mainly to the unbending 'to the letter of the law' interpretation of the

registration laws.

The Manx has almost never been legal in NSW, as this was privilege allowed to only a few local (NSW) manufacturers, such as J&S. And even then, most agreed that the original design of their buggies had lost a lot of character because of the modifications needed to comply with the registration requirements. Of course now, with the new legislation, it will be almost impossible to get any buggy registered.

In Queensland the problem was overcome early in the piece by submitting Manx buggies in various stages of construction for engineering inspection and evaluation by Queensland's Department of Machinery. The standard of construction was, and still is, so high that a letter from the Department of Machinery is issued with every kit sold, stating that the Manx buggy, providing it is built in exact accordance with the Manx construction plans, meets all the Department's engineering requirements.

Therefore, every Manx sold should be registrable - at least in Queensland, but the final decision still rests with the Department of Main Roads in each state. And often this final authority depends on just who you deal with at the registration counter, and how he or she feels at the time.

In other States, the registering authority may not even look at the letter - each State has a law unto its own!

However these problems haven't really caused too many headaches. The buggies are still rolling out of the factory and showroom at the rate of two to three a week, despite an almost crippling shortage of industrial fibreglass resin. There's a one-to-two week delivery delay (from placing the order), depending on the number of orders being met at the time, and the supply of resin.



Delays, of course, are greater where a customer orders a fully built buggy. But once you've got one the story is always the same - tinkering to get a little more from the engine, to add a bit more pose gear or to get the engine running smoothly again after a hard weekend in the sand.

But it's all worthwhile once you've experienced the thrill of tearing up the side of a huge wall of sand, speeding along a deserted beach with the wind and salt spray beating your face, disappearing along the coast to an out of the way fishing spot or just meandering through the city traffic picking up glances from the envious, or the conventional.

Manx-mania - a silhouette in the rising sun, a secluded picnic spot, a VW buggy, a carafe of wine, a loaf of bread and thee - whoever thee might be!

Let there be light!

So there you are, purring across the desert in the cool of the night and there's a funny sound from the engine room and the purr gets a little quieter and that damned red light comes on. You just lost the fan belt.

No big deal; you've got a spare. And your wheel brace is the same size as the fan pulley nut and you've even got a screwdriver to keep the pulley from turning while you take off the nut. But your torch still has those 1970s batteries and gives you one last good-bye glow like a tiny red worm and dies. You're fresh outta light.

If you got a Bug, changing your fan belt in the dark isn't too bad. You've got your flashers going of course, and they throw a little light into the engine room. But let's hope you don't drop anything, you'll be pushing your Bug back and forth, playing patty-cake with the ground hoping all those stories you've heard about night-time desert creepy-crawlies aren't true. (They are.)

But you have a neat little trouble light in your emergency kit. It's your static timing light. Connect it up, change the fan belt and you're on your way.

Sure is nice to have the right tools when you need them, eh? What? You say it's back at the house? I don't think that's a very good idea, do you? Why don't you keep it in the door pocket with your fuses?

Whatdaya mean, 'What fuses?'

Most good cars provide a light under the hood, another in the boot, one in the glove box, a couple under the dash, one by the ash tray... Good cars provide good lighting; they assume you'll drive at night now and then.

Cheap cars don't do that, assuming you'll stay home glued to the tube when the sun goes down. The Volkswagen is a cheap car (or usta be!). The only lights you get are the ones required by law.

My 1973 Datsun pickup has a little light under the hood, positioned so you can check the oil. It's a very smart kind of light. (Only after praising the Datsun people for their thoughtfulness did I learn that such a light was a legal requirement in some countries where 1973 Datsuns were sold.)

I've got four lights in the engine compartment of my 1965 bus, two in the engine compartments of the Ghia and sedan, two on the baja.

On the Ghia and bugs I put one of the lights on a bracket pop-riveted to the fan shroud, positioned so as to illuminate the distributor and that side of the carb. The other light is mounted on the base of the generator tower so I can see the dip stick and the timing marks on the pulley.

The light fixtures I used are high quality new-surplus items manufactured by Grimes, the aviation people. They are solid nickel-plated brass jobbies that cost a couple of bucks each. Pretty small; Grimes calls them 'panel lights'. They use the commonly available #1816 12vdc lamp. (That's the GE number; it cross-references to others that will fit.) The lamp is

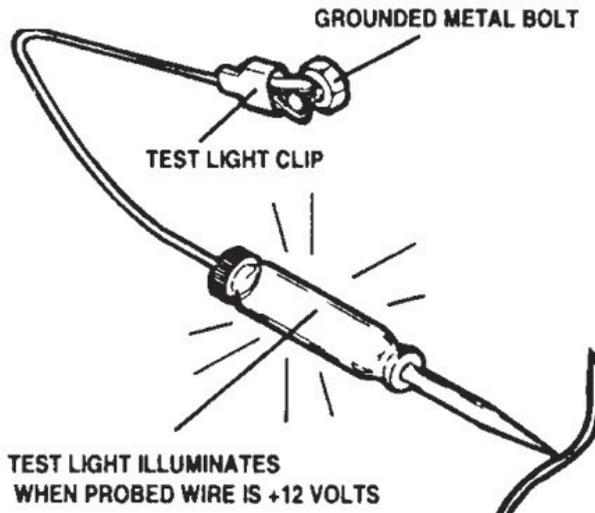
small, about like a flashlight bulb. If you want more light than that, there is a halogen replacement.

You can probably find something very similar at Jaycar. They should cost was about two bucks. Nowadays you could probably go even smarter than bulbs and use LEDs.

When mounting the lights on the engines I made up brackets from sheet steel or aluminium. On the bus, I used aluminium angle stock and mounted the lights on the overhead of the engine compartment. In all cases I gave the lights their own fused circuit, installing the fuse and the light switch on a small panel tucked up out of the way. The panel is aluminium, shaped to fit, installed with either screws or pop-rivets.

Since I was running an auxiliary circuit I figured I might as well run a good one, going directly to the battery with a 10 gauge wire. This is easily done in the bus and Ghia, where the battery is in the engine compartment. On the '68 sedan I snuck the wire under the body, fastening it securely at several points and protected inside of black polyethylene tubing, the stuff they use for drip irrigation systems. On the '67 baja I pulled the wire through the body channel with the other wiring.

No one ever notices the auxiliary lights, unless they see them on at night. The lamps are hooded; the light shines where you're looking, not in your eyes, and on the bus each of the four fixtures is behind a rib or strut. The wiring is wrapped in looms and the looms secured with aircraft-type wiring clamps, secured to the chassis with stainless steel sheet metal screws. The switches and panels are out of the way; you have to look for them to see them. No chrome, no colourful curly wires; everything is built for the long haul and so far, has worked exactly as



intended.

I plan to keep my Volkswagens until I fall apart. Until that happens I'm going to keep doing what I like to do, which is to head for places well off the beaten track. The lights and the auxiliary power outlet make things safer and more convenient, and enhance the usefulness of my vehicles. Installing them took a bit of work but if properly done it's a one-time thing, good for the life of the vehicle. Such things are worthy improvements for early Volkswagens.

Cracked heads.

Besides using a compression test or disassembling the engine, what would an engine sound like or do if a head was cracked?

You've got things a bit backwards there.

The crack itself, which is quite common on dual-port heads, has no particular characteristic with regard to engine sound or performance. It's what comes next that gets your attention. :-)

The cracks typically form between the valve seats, and from the valve seats to the spark plug hole. Once a crack

appears, it ALWAYS gets progressively worse; cracks do not 'heal' themselves.

The 'what-comes-next' is the exhaust valve seat, which comes loose from the head. This generates all sorts of unique noises that an experienced VW mechanic can recognize from a block away. Most describe it as a 'tinny rattle' or variations on that theme but no two people will perceive it exactly the same.

Mechanically, a loose valve seat will usually cause the valve's lash to CLOSE and in doing so, offer a significant warning well before the grand finale. Normally, valve lash becomes wider in use. The only times it becomes LESS is when the valve begins to stretch or a loose valve seat is being hammered into the head, either of which is portent of pending disaster, well worth the effort to drop the engine and sort things out.

Most don't, of course. Most continue to drive the poor thing until they've converted the relatively minor repair into a major disaster requiring the engine be overhauled or replaced.

So why do heads crack?

There isn't one sole reason but a combination of things. Bad design is a major player. When VW went to the dual-port design it had to make the casting thinner in several areas to gain room for the second port.

Metallurgy is a significant factor. Aluminium is what's known as a 'white short' metal, a term from the casting industry that describes metals that become frangible when heated. Heat cast aluminium to its frangible range and it breaks apart like a cube of sugar. The frangible range for cast aluminium depends upon the particular alloy but for VW heads it begins at about 235 degrees C and extends up to about 650 deg C, when the metal begins to melt.

If you want to crack a VW head simply raise its temperature to within the frangible range then subject it to shock or stress. The manner in which the valves snap closed is enough shock to initiate cracking in an overheated head, which is why most cracks begin between the valve seats. But detonation will also do it and since detonation is an artefact of overheating, it's possible to trash an engine quick like a bunny just by losing the fan belt or keeping your foot in it too deeply on a hot day. The stress produced by uneven torque on the head-stays is another common cause of cracked heads.

How the vehicle is driven and maintained generates a whole file full of good reasons for VW heads to crack but tearing out the thermostat tops the list, followed by a loose fan belt, missing tin-ware - especially those 'unimportant' pieces the experts tell the kiddies they don't need :-)

So how do you prevent head cracks?

With dual-port heads, you can't. The design is inherently flawed. Given enough time, cracks WILL form between the valve seats and once the crack has started, it will continue to get worse.

Proper maintenance of the engine, especially with regard to its cooling system, will stave off the on-set of cracking but even the most cursory read of VW magazines or groups such as this makes it clear that disinformation is the order of the day, with bad advice out-weighting the good by a wide margin. A nice example of this is the popularity of pulleys smaller than stock diameter, guaranteeing the engine will run hot.

Operating the vehicle in a conservative fashion with

careful attention to the ambient temperature is another critical factor that is largely ignored. Having nothing to freeze, air cooled engines do best in cold climates rather than hot but the fact Berlin is as far north as Winnipeg escapes the notice of VW owners in Florida, southern California and Texas. Let alone Sydney, Brisbane or Alice Springs.

After-market heads having greater thickness in the areas most prone to cracking offer some relief but only at the cost of poorer cooling, since the thicker casting can only be achieved by reducing the depth of the cooling fins. Reducing their depth reduces their area, which guarantees the heads will run hotter. Enormously popular, of course :-)

So what to do?

If you aren't willing to become a pretty good VW mechanic, the wiser option is to buy a Toyota and get on with your life, because sure as babies shit green, if you are forced to rely upon someone else to do your maintenance and repairs, you're gonna get screwed.

But having said that, the basic cure for a cracked head is to replace it. (I've described how to repair a cracked head in an article posted... somewhere... some years ago. Bottom line is that if you aren't a pretty good TIG welder with a shop full of tools and a life full of experience, forget it.) You need to make sure your replacement head is IDENTICAL to the original otherwise you'll upset your compression ratio and valve train geometry. But when an identical head is on-hand, the task is a simple R & R chore - remove & replace.

There are a few details that must be taken into account, such as the fact it's always best to replace both heads rather than one at a time, or understand the need to slack off the stays on the good head so that both will see equal tension once you've finished torquing-up. Plus the VITAL need to drop the engine and re-torque the heads after about six hours of run-time, this to accommodate the malleable nature of cast aluminium and its need to conform to the cylinder's sealing surface. But on the whole, swapping heads is a relatively simple task.

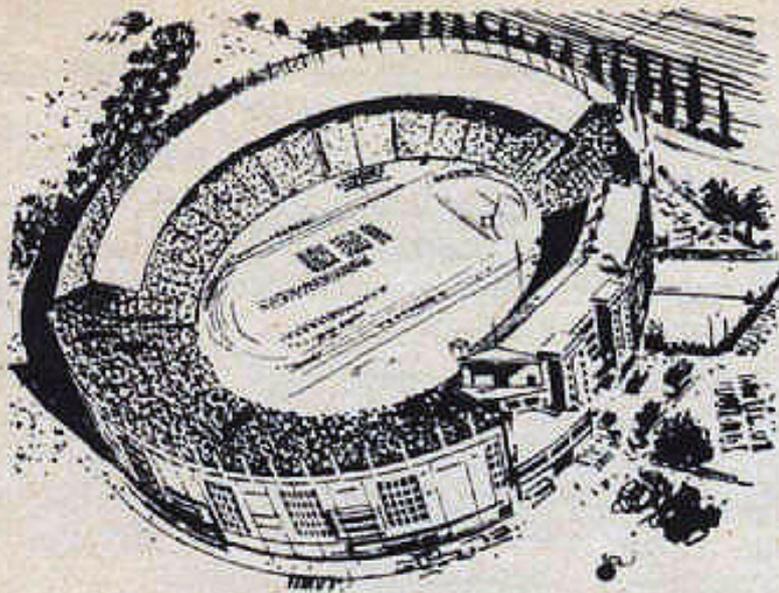
Yeah, I know - I could hear that from here :-) So lemme restate that...

Swapping heads is a relatively simple task when you understand the need and reason for doing so. In fact, in the proper management of your vehicle's maintenance you won't even wait for the head to crack, you will keep a spare pair of heads on-hand and REPLACE them as a matter of course every time you do the clutch - when you will also re-set the end-float, replace the main oil seal and so forth. That event will take thirty to forty thousand miles of driving, depending upon your locale. Yes, the clutch still works but here again, you are performing PREVENTATIVE maintenance - scheduling your time in order to deal with problems BEFORE they occur. When you plan your maintenance in this fashion you will see there are logical sets of tasks that may be performed at the same time, such as swapping-out those crack-prone DP heads for a spare set. Now you have several years of trouble-free driving during which you can overhaul the old heads or obtain replacements.

To return to your original question, the most characteristic sound of a cracked head is the jingle of a cash register :-)

Bob Hoover

Advertisement



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