

Zeitschrift



Poppy, Portia and Phoenix with Norm's VW.

November 2013

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Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2013-14.

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VW Motorsport Committee:

Brian Walker	Aaron Hawker	John Ladomatos
Andrew Corless	Norm Robertson (JP)	

General Committee:

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Leigh Harris	Grace Rosch
Norm Elias	Quentin Robbins
Eddie Fleita	Jeff Swords

Canberra Committee.

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Vice-Chair:	Rhiannon Walker	rhiannon_w@live.com.au
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Treasurer:	Bruce Walker	0400 119 220
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Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney PO Box 1340 Camden NSW 2570	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 with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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-on) 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:

26 years.

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Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

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

It's on again!

Boris' VW Picnic Day & Swap Meet 2013

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

When: From 9:00am Sunday 24th November 2013

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 early summer and have a fantastic day!



Presented by Club VeeDub Sydney

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

Nulon manufacturing plant tour

27th November
17 Yulong Close
Moorebank (just off the M5)
6.00 pm for a 6.30 pm start

Learn about the correct lubricants for your VW and tour the state of the art Nulon manufacturing plant

All car club members welcome
Call Steve on 0409 020 338 for any enquires



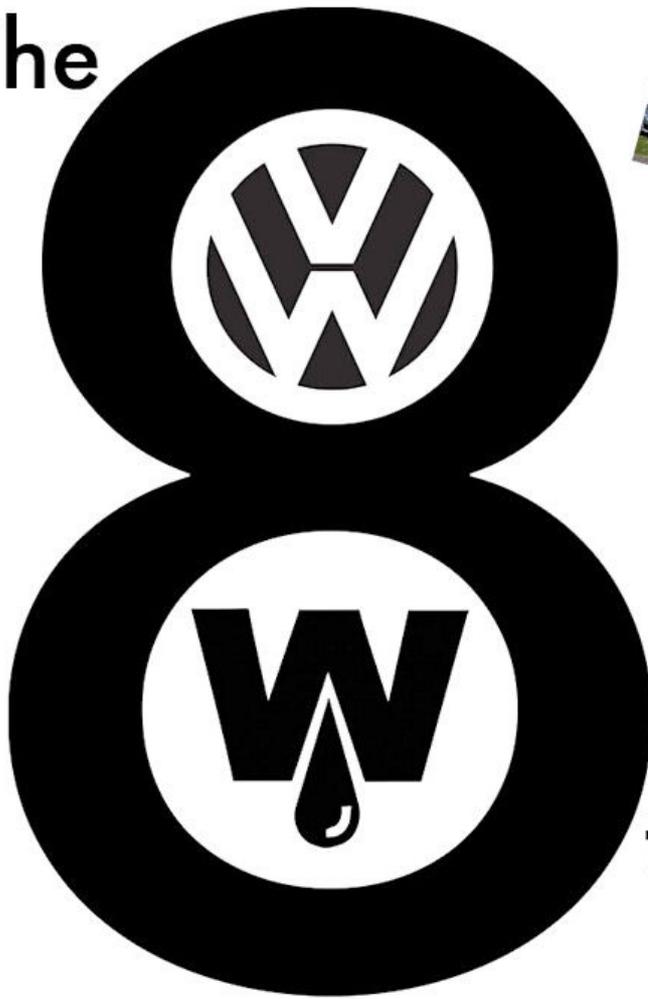
NULON



Australia's Own

www.nulon.com.au

The



th
Annual Watercooled
Summer Cruise
January 19th 2014



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. Donations will be collected with all proceeds going to the Cancer Council.

Contact Aaron Hawker - 0413 003 998

HOLIDAY + MEMORY

20th Century Australia at Play

Sunday 23rd February

VOLKSWAGEN KOMBIS and BEETLES wanted for a special classic car display.
If you would like to display your VW, please contact Dimity Mullane (02) 4735 1100
dmullane@penrithcity.nsw.gov.au



TO BE OPENED BY KEN DONE

REFRESHMENTS PROVIDED

RSVP BY PHONE OR EMAIL BY 21 NOV

EXHIBITING 23 NOV 2013 - 23 FEB 2014



86 River Road
Emu Plains NSW 2750
P 02 4735 1100
E gallery@penrithcity.nsw.gov.au
W penrithregionalgallery.org.au

Max Dupain, Bondi, 1939 silver gelatine photograph © Max Dupain Photographic Archive

ARTISTS: IAN ABDULLA NARELLE AUTIO
JESSICA BRADFORD JODY BROUN ANNA CAREY
MARC DE JONG KEN DONE MAX DUPAIN MARTINE EMDUR
A.H. FULLWOOD EDNA GARRAN-BROWN MINI GRAFF
ANNABELLE JOSSE PETER KINGSTON WARATAH LAHY
JOANNA LAMB FRED LEIST JON LEWIS RUTH MADDISON
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SALLY ROBINSON ANNE SAHALKA



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Von dem Herrn Präsident.

Hi all, there have been plenty of events to attend over last few months as the springtime brings out the good weather. But there is not too much happening now as we get closer to Christmas, apart from a Nulon factory tour, Boris' Picnic Day and then the club Christmas Party. See the flyers and club calendar for more information.

Into 2014 it starts getting busy again. In January Aaron is running the VW Summer Cruise and sausage sizzle in Stanwell Park, now in its eighth year. Both water and air-cooled VWs welcome. There is also the Australia Day CARNivale in the city, what used to be the NRMA Motorfest. It's too late now for new entries, so only those who went last year will have received entry forms in time.

In February there's the Monte Carlo Pizza night, the Oberon Classic Car Show (one we haven't been to before but there are a few VWs going), and a VW display at the Penrith Art Gallery. Then the Thirlmere Steam Festival in March. There'll also be the Flower Power Moorebank show, the Robertson Classic Car show and the Sydney German Autofest – details yet to be received, but we know the Autofest is on 6 April. The Berry VW show will be on in May, and then of course the biggest VW event of the year, the VW Nationals on May 24-25.

While our club has been attending for a number of years, personally I was finally able to attend the Southern Highlands Motorfest at Chevalier College at Burradoo. There was a very interesting range of cars on display. Wayne Murray came away with two trophies for his beautifully restored blue 'low-light' T2 Kombi. Jeff and Wayne may also have signed up some new VW owners to the club I think.

Our club now has a new post office box address. After a couple of years at North Sydney in the very early days, our post office box has been at Parramatta since 1987, when Rod Young was the secretary. While that was convenient then when he worked at Parramatta, he hasn't been secretary for many years now and Bob is based at Camden. For a number of years Johnny Vellis has been kind enough to go by and pick up the mail for Bob, but it was becoming an inconvenience all round. So we have moved. The Club's new PO Box number is PO Box 1340, Camden NSW 2570. All our stationery has been updated. Our Parramatta mail will be automatically forwarded for six months, and then we will cancel the old box.

We received a nice letter from Rowena Meers, secretary of the Mid North Coast Dub Club based in Port Macquarie. She told us that their club will sadly be wound up; with the declining number of air-cooled VWs left, there was no longer the following there once was. The club started as the Hastings District VW Club in the mid-1980s but has struggled in recent times. They kindly made us a donation from their left-over monies, and happily most of their members have now joined Club VW Sydney. Welcome to all the former Mid-North Coast members.

Our December club meeting includes the annual Christmas Party. This will be held on Thursday the 20th December 2012, an extended monthly meeting at the Greyhound Club. Entry is free, and all members are welcome. 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 nibblyies will be provided to help us celebrate the end of 2013 – don't miss it!

Steve



Kanberra Kapitel report.

Hi everyone, not sure what's up with the local weather but I hope you are enjoying whatever part of it suits you! In late October we had a small display of cars at the Bredbo 125th Anniversary. It was a great day and many thanks to those who attended. There should be a report in this magazine.

By the time the magazine comes out, we will have had the annual Marques In The Park car show. Hopefully we'll have a report and pictures in the next edition.

In December we will be running our Xmas lights cruise. Jay and Chris are running it again this year and we will be in touch on the email with arrangements and such. If you don't see emails from us, please contact us with your current details so that we can ensure you get details of the events.

Everyone will be having a busy time with the usual end-of-year activities so the club events will be light as we go into the New Year. Keep an eye out for our emails, catch you all soon.

Bruce



Klub Kalender.

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

November.

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 24th:- Boris' Picnic Day 2013 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 swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

Wednesday 27th:- Nulon factory tour. Meet at the Nulon factory at 17 Yulong Close Moorebank at 6:00pm for a 6:30

start. Tour the state-of-the-art plant and learn about lubricating your VW. All members welcome. Call Steve on 0409 020 338 for more info.

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

December.

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

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

Thursday 19st:- 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 meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.

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

January.

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

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

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

Sunday 19th:- VW Summer Cruise 2014. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am 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 kiosk/beach nearby. 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.

Sunday 26th:- Australia Day CARnivale in Macquarie St, Sydney. Entries have already closed but last year's VW attendees will have already been contacted and hopefully entered. For Concours, Vintage, Veteran and Classic cars. Contact John Flower on (02) 9513 2035 for more info.

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

February.

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

Saturday 8th & Sunday 9th:- Highlands Steam and Vintage Fair at the Oberon Football Grounds, Lowes Mount Rd Oberon. Historic vintage and classic cars, steam engines, vintage tractors, military display, pipe organ, timber workings, market stalls. Saturday has 10am street parade, then action at the park. \$10 entry, \$25 family. Sunday has tractor trek and displays until midday. Contact Jim Hawkes on (02) 6336 1934 or email hawkesjim54@gmail.com

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

Saturday 15th:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt! You must book your place with David Birchall (02) 9534 4825 - leave a message if no answer. Leave your name and number of people attending. Closeoff is 2 weeks before - 1 Feb.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 23rd:- VW Kombi and Beetle Display at the Penrith Regional Art Gallery, 86 River Rd, Emu Plains. In celebration of their Holiday+Memory exhibition. You must pre-book to display your VW. Contact Dimity Mullane on (02) 4735 1100 or email dmullane@penrithcity.nsw.gov.au for more information - see Marktplatz New Ads this month.

Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

March.

Sunday 2nd:- Thirlmere Festival of Steam 2014 at Thirlmere, NSW. Steam train rides, Trainworks railway useum, model railways, bands, dancers, food and drink stalls, traders, kids' rides, 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 (max 2 VWs) at 1pm.

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

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

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

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

Monday 31st:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

Saturday 24th:- VW NATIONALS

Supersprint at Wakefield Park Circuit, Goulburn. VW racers wanted, air AND water-cooled. Stock is OK. CAMS Licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 25th:- VW NATIONALS 2014

at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids'rides, German dancing, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information, or see www.clubvw.org.au

Marktplatz.

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

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

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

New Ads.

For Sale:- 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).

For Sale:- VW Type 1 floorpan with ball joint front end, in good condition asking \$50.00. Floorpan located at Lapstone NSW. Please contact Ray on 4739 2814.

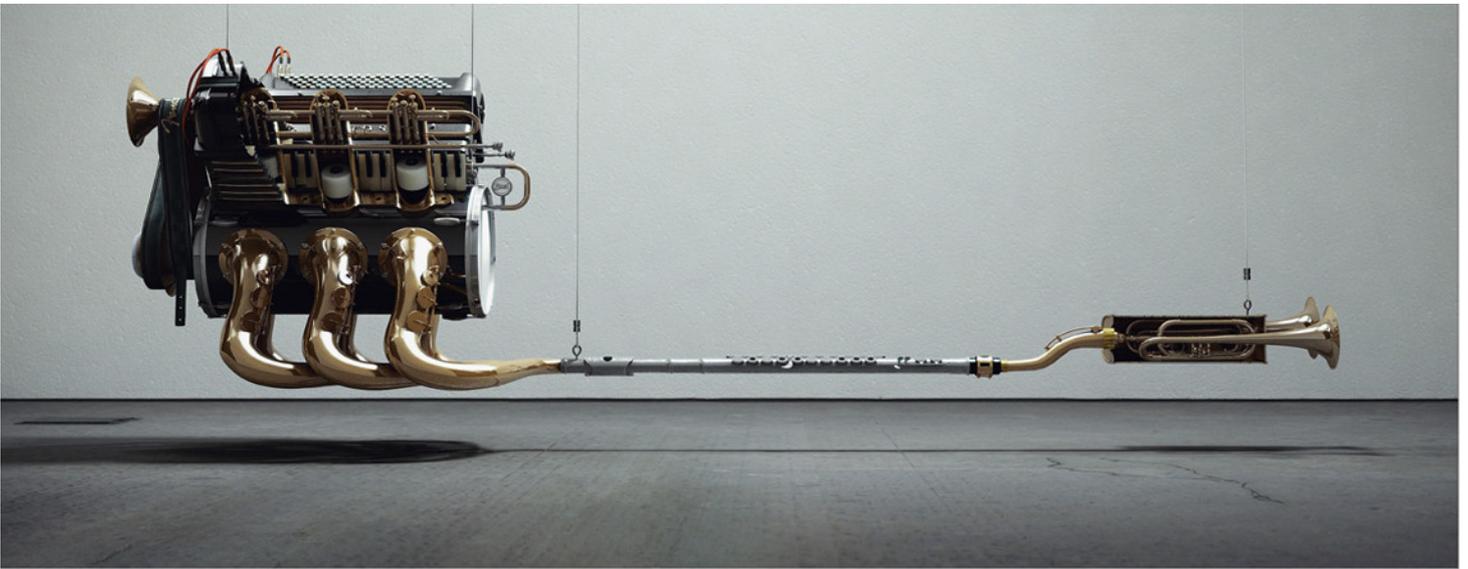
Wanted: About a dozen VW Kombis and Beetles to display at the Penrith Regional Gallery on Sunday 23 February 2013. The Gallery is running a Holiday + Memory exhibition that



celebrates the annual holiday experience of mid-twentieth century Australia. The main gallery will house the visual art exhibition including works by over 25 artists like Ken Done, Max Dupain and Noel McKenna. Lewers House will be turned into a Summer Holiday House from the 50s-70s and Ancher House will be transformed into a lounge room commemorating the holiday slide night of old for a fulsome Holiday suite. On the closing Sunday of the exhibition 23 February I'm planning a display of the iconic VW Beetle and Kombi vehicles for everyone to enjoy. If you can display your VW, please contact me. **Dimity Mullane**, Penrith Regional Gallery & The Lewers Bequest, 86 River Road Emu Plains NSW 2750. Phone (02) 4735 1100 or email dmullane@penrithcity.nsw.gov.au

For Sale:- JS beach buggy - unfinished project. 1600 Motor has been rebuilt and all chrome cowling Included in sale: Chassis, Body, 2 brand new buggy/racing seats, lights, tyres, and various parts Any questions, just give me a call. Asking Price \$5,000 ONO. Phone Tony on (Mob) 0416 192 573 or email ton16v@optusnet.com.au





Golf R32. Perfectly tuned.



For Sale:- 1971 VW Beetle. Honey Brown Colour. Good condition. Sydney. Asking Price \$6000.00 NEG. Call Gerry on (mob) 0415 194 492.

For Sale:- 1995 VW Golf 3 GL 2.0. Manual, 5 doors, RED. REGO 10/14. Serviced every 6 months by VW dealer. In Showroom condition, Trophy winner at VW Nationals 2013 Original/ Standard. I take it for a drive on some weekends ONLY. Always garaged. 132000 kms. Perfect for the VW Golf connoisseur or collector. \$6300. Contact Carlos mob. 0419 276 636. (Camden) or email cbonini@dodo.com.au

For Sale:- I have a heap of VW parts, bodies and a Beetle with motor and a 1975 Passat single head light which goes all to sell and take. Anyone interested would be great. From my Dads estate and we have no real interest in keeping them. If you are interested, please contact Geoff Oakley on 0410 688 852 or email geoffoa75@gmail.com

Wanted:- I am in urgent need of a rust free (I'm hoping) **R/H side door to fit a 71 Beetle**, or a reasonable straight one maybe - or both inner & outer lower repair sections. The car is in the beaters NOW. I have been surprised to hear the door is F#*KED, and as it is my daily driver, I'm in pickle! Needless to say, a rapid response would be warmly appreciated. If you can help, phone John Gleeson on 0410 114 783 or email theresegleeson@hotmail.com

2nd Month Ads.

For Sale:- Volkswagen Super Beetle. Year: 1974. Colour: Orange. Km: 41,132. Engine type: 1600cc. Seats: 4. It has rego until 23rd November 2013. I have all receipts for things that have been done eg :New spark plugs, new fuel filter, new fuel line. It has a brand new front window screen, headlights and bulbs. It does have a few minor things that need doing eg :Fix the locks, wheel alignment and wiring to the front headlights. I bought this car 2 years ago and have taken very

good care of it. The owner before me also looked after it. The interior is spotless and for its age, it runs really well. This beloved bug has the potential to be in a showroom. I would love to see it go to a good home where it will be done up and loved. Asking Price \$6000 ono. For more information call Rebecca Hazell on 0423 228 967 or email bec_bek92@hotmail.com

For Sale:- My Rover scout crew owns a **VW Beetle** that has been sitting in a garage for 20 years and want to get rid of it I was wondering if u knew of any one who want parts as the engine has blown. The fuel tank how ever seem I'm very good condition for its age. The only condition is that it is taken for free or a small price for individual parts. If interested, contact Mr Guy Bayley on 0466 352 775 or email guy.bayley95@gmail.com

For Sale:- I have a '71 Superbug for sale. Twin Webers, ext, wheels, and lowered. The engine needs work and it is rego to 27 Oct. I'm hoping someone may buy it to restore but whatever. \$1000 ono. Contact Col McIntosh on (Business Hours) 02 4325 3626 or (Mobile) 0401 314 561 or email cimcintosh@bigpond.com

For Sale:- Customised 'race car' name stickers for your VW. I have developed a product that allows people a little bit of freedom to express themselves through their cars and at the same time is a bit of fun as well. It also strengthens the bond they would already have with their pride and joy and would certainly promote a stronger connection to motor sport. Please visit my website www.myracecarsticker.com and see what you think. I hope you like it. For more info contact Brendan Theobald on (Business Hours) 0418 172 514 or email info@myracecarsticker.com

Wanted:- Hi my name is Eldson. I'm from Malaysia. I'm looking for a **1957 oval beetle RHD complete pedal assembly set**. Do you have any complete pedal set can sell it to me? I hope one of your club members can help me thank you very much. Eldson Prof Eldson Wong. Phone (Business Hours)

+60163354876 or Email eldsonwong@yahoo.com.my

For Sale:- 1974 VW Superbug L. Complete engine rebuild, interior renewed. Dash board recondition as well. Front and rear bumpers chromed. Orange two pack paint. In good condition and a great car to drive. \$8800.00 Phone Debbie on 0428 417 955 or email debbie48@westnet.com.au

For Sale:- 1971 VW Beetle. Honey Brown Colour. Good condition . Sydney. Asking Price \$6000.00 NEG Phone Gerry McMahon on 0415 194 492.

For Sale:- JS Beach Buggy - unfinished project. 1600 Motor has been rebuilt and all chrome cowling. Included in sale: Chassis, Body, 2 brand new buggy/racing seats, lights, tyres, and various parts. Any questions, just give me a call. Asking Price \$5,000 ONO. Phone Tony on 0416 192 573 or email ton16v@optusnet.com.au

Type 3 Automatic solution.

I recently had a problem with my automatic Type 3 Sedan (Notch). The gear changes from first to second and from second to third weren't occurring until valve bounce has set in. This situation developed overnight and I immediately suspected the vacuum controlled modulator valve.

I contacted all of the usual suspects both in Sydney and Melbourne and the US seeking a used or NOS replacement, but without much luck until I had a talk to Hans Klaack.

Hans could not help me directly but put me onto his automatic transmission contact, a bloke by the name of Cos. Now Cos is one of those ever helpful fellows who walks the extra mile. He asked me to send him photos of the recalcitrant part, which I did. About an hour later he rang back and informed me that he did not have anything in his shop that resembled the part I wanted, but that he had rung around and found a chap in Coffs Harbour, Don Saddleton of Saddleton automatics who would make me the part I wanted.



So I rang Mr Saddleton, another very helpful chap who advised that he started with a Jatco modulator and machined and rethreaded the screw in end of the part so that it would screw straight into the Type 3 transmission. A simple and cheap solution.

But there is a twist to this story. When about to fit the new part I noticed that the vacuum line from the motor was breached where it passed through the firewall tinware in the same way that fuel lines are often breached. So I fitted the old modulator and repaired the breach and all is now well again.

But at least when the old modulator does fail, as it surely will, I have a brand new item sitting on the shelf ready to go.

The whole process took only about 4 hours and I got the part from Saddleton's two working days later.

I would like to thank Hans Klaack, Cos, Don Saddleton and unknown others involved in the ring around for their sterling efforts.

Ken Davis

Cover car - Norm and Sandra Robertson's 1973 Superbug.

Norm and Sandra had the opportunity to purchase this Superbug L ('L Bug') from Mrs Masters, the original owner. The L Bug was originally purchased from Dick Swanton Volkswagen in Hurstville in August 1973 by Mr and Mrs Masters. They kept the car on the road for its entire life with the original number plates, albeit with a change to Bicentennial plates in 1988, still using its purchase plate which was an option.

A full suite of receipts, service records etc confirmed the travelled kilometres at 100,166 when sold to Sandra and Norm.

Mrs Masters was still driving the L Bug until last year (2012) when a fall broke her shoulder limiting her ability to drive.

Norm's first outing with the L Bug was to a NSW Supersprint Round at Wakefield Park Goulburn to work as a Flag Marshall. It was able to sit on 100 km/h down and 110 km/h coming home in the dark to keep up with the Motorway traffic. The original 40/45 watt headlight globes must have been road-melting (since upgraded).

Plans for the car are to repair the shopping dents (caused by others, Mrs Masters assured Norm) first, and maintain the car for Club Runs, attending Supersprints, etc. and a full respray in a few years' time keeping things stock. Norm has put the car on Vintage Club plates since the purchase.

On the rear window is a 2/33 Battalion AIF association badge which was the unit in which Mr Masters served. This Battalion made up part of the 7th Division which served in the North African desert, and later in New Guinea. Norm's father also served in the same 7th Division. Spooky eh? Mrs Masters has received a framed photo of the car on the day of handover.

The maths show that the L Bug has averaged just 49.39 kilometres per week over its life to-date. With the VW now on club historic plates, it should do even less now.

The grand-kids wonder where the drop down video screen is.

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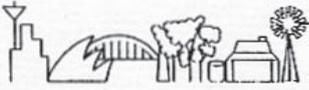






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sunroof; (\$3150) leather trim with heated front seats; and (\$2150) bi-xenon headlights with LED daytime running lights.

It was initially reported that the Volkswagen Golf GTI would garner an even larger price rise, following a leaked internal pricing document that suggested a driveaway price from \$47,900. However confirmed on-the-road pricing will be about \$46,300 for the manual, or \$48,900 for the DSG.

Golf 7 GTI.

The Volkswagen Golf 7 GTI has landed in Australia, priced \$2500 higher than before.

But as reported last month, the 7th generation is no longer available locally as a three-door. The now five-door-only range starts at \$41,490 for the six-speed manual or \$43,990 with the six-speed dual-clutch 'DSG' automatic, meaning the effective price rise is \$1000 over the previous five-door.

For that, buyers score 70 Nm extra torque and 7 kW extra power from the overhauled, 7.8kg-lighter 2.0-litre turbocharged four-cylinder engine, which now makes 162 kW and 350 Nm.

It propels the 45 kg lighter (1313-1324 kg) hot-hatch from standstill to 100 km/h in 6.5 seconds with either transmission, while consumption drops to 6.2 L/100 km for the manual (down 1 L) and 6.6 L/100 km for the auto (falling 1.5 L).

In addition the Golf GTI receives more standard equipment, including satellite navigation, adaptive dampers - with Comfort, Auto and Sport modes - reversing camera, premium trip computer with lap timer, and 18-inch 'Austin' alloy wheels (up from the previous 17"s).

Mechanically, the Golf GTI also gets variable-ratio steering with 2.1 turns lock-to-lock, and an ESP Sport function for the first time.

Buyers will have to wait until the second quarter of 2014 for the Golf GTI Performance Pack however, which further adds an electronically controlled limited slip differential, larger brakes, Alcantara seats, xenon headlights with LED daytime lights, cornering lights and LED tail-lights, and an extra 7 kW of power.

The Performance Pack will be available singularly with the DSG auto for \$47,990, and will arrive in the same quarter as the Golf 7 Variant (Wagon) and the Golf R, although Volkswagen Group Australia hasn't yet revealed pricing for either its wagon or all-wheel-drive top model.

VGA said an aim for the Golf 7 GTI was to increase the simplicity of the range by paring back the previous four models (three- and five-door, manual or auto) to just two, while reducing options complexity from 12 to just five.

Options include a (\$1300) driver assistance package incorporating adaptive cruise control, proactive-safety prevention including seatbelt-tightening before impact, City Safety auto braking, and auto park assist; a (\$1850) panoramic

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Volkswagen Golf GTI 5-door 6-speed manual - \$41,490

Volkswagen Golf GTI 5-door 6-speed DSG - \$43,990

Other GTIs possible.

Volkswagen is still contemplating launching the new-generation Golf GTD performance diesel in Australia, as well as the missing three-door GTI.

But these niche vehicles may still be upwards of 12 months away, as the company will not commit to them as permanent members of the local Golf range after very limited sales of the previous-generation versions.

The GTI three-door in particular struggled to account for more than five per cent of total Golf volume, despite being keenly priced at \$38,990, compared to its more expensive five-door sibling.

In the interim, Volkswagen will concentrate on establishing the completely redesigned GTI five-door, as well as its higher-output GTI Performance and the flagship R 4Motion all-wheel drive models that will follow during 2014.

Speaking at the recent Golf 7 GTI five-door launch, Volkswagen Group Australia managing director John White revealed that fans of both the GTD and three-door iterations should not lose hope, particularly if there is enough groundswell demand for them in their new seven-generation guises.



"Right now it is not on the plan for the GTD," he said. "The jury is still out about what the potential opportunity is with the car in this market, but currently there are no immediate plans.

"(However) it doesn't stop us considering it as a special edition model for later on, but in the same way we may want

to consider the three-door GTI as a special edition example.

"But to have it in the line-up based on the sales result of the previous generation, it is not something that we are going to bring in as a permanent staple in our line-up."

"It's not out of the question, but we were looking at about a five per cent installation rate on the previous-generation (GTI three-door). It does give you a lower entry price point, obviously, and that will appeal to certain numbers of our clients.

"But we are going to focus on the five-door right now. We will only bring in the others once we evaluate demand from dealers and from our customers.

"I don't want to discount it as a now or never (proposition)... but we are trying to keep the line-up as simple as possible. That won't appease everyone."

Volkswagen unveiled the Golf GTD just prior to the Geneva motor show in February, touting its 0-100 km/h sprint time of 7.5 seconds (a full second behind its latest petrol twin but only slightly behind the old Golf 6 GTI), courtesy of a 135 kW/380 Nm 2.0-litre TDI driving the front wheels via a six-speed manual or six-speed DSG gearbox.

The outgoing Golf 6 GTD, with 125 kW and 350 Nm, was released in Australia in the middle of 2010.

New strategy for VW Australia.

Volkswagen Group Australia (VGA) managing director John White has confirmed he is implementing a "new strategy" for the brand that aims at achieving a consistent sales performance though "trying to be more competitive head-to-head with mainstream competitors".

White has admitted that the company in this country has "had an inconsistent approach to the market" that saw tactical campaigns offered then withdrawn, creating sales spikes for certain models rather than consistent volume.

The Up! sub-compact hatchback, for example, which represents the cheapest entry point to the Volkswagen range, has seen swings of between 500 and just a handful of sales per month. Likewise the previous Golf 6 often either halved or doubled average monthly sales over the past year.



White candidly recognises the swings, whether or not the car has a tactical campaign on for that month or not.

"I'm looking for a more consistent approach in the marketplace," states the local boss.

"We want to be more predictable for customers. We want to be on the shopping list now, but maybe [in the past]

we haven't been on the shopping list next month.

"The markets I was in before - Canada and the US - were more consistent, and when you look at the more successful importers like Mazda or Toyota, they have a more consistent, predictable strategy.

"They always have something they're doing. I have to acknowledge that they do that quite well, and perhaps there are things we can learn [from]."

Currently the Up! is retailing at \$14,990 driveaway, the Polo Trendline is \$15,990 driveaway, the Golf 90TSI Trendline from \$22,990 driveaway while the Tiguan 118TSI compact SUV has a \$28,990 driveaway sticker.

Unlike the Golf, which is competitive in the small car class, the Polo has never matched the sales figures of the light-car top sellers, which is also something White intends to change. "Today we're more aggressive with the Polo, actively," he added.

The local boss is looking to consolidate for 2013, and for "moderate growth" in 2014 and beyond, saying that the rapid growth the brand has experienced in recent years is due to a "fairly low base" on which to build. In fact Volkswagen is still rebuilding market penetration lost since the highs of the 1960s and the lows of the late 1970s when the Melbourne factory was sold to Nissan. From 1982 to 1990 no Volkswagen cars were imported and sold here at all. The marque was only restarted in Australia by independent importers Ateco, TKM and Inchcape in the early 1990s. Today's Volkswagen Group Australia has only existed since 2001, but the long-standing 1964 sales record was finally broken in 2011.

A full year's volume of the Volkswagen Golf 7 will also benefit, in the second quarter of 2014, from the addition of the wagon, which White said will mirror the range line-up of the hatchback but will be available with automatic transmissions only.

The high-performance Golf R and Golf GTI Performance Pack will also be added around the same time.

Meanwhile the Volkswagen Polo will come in for a major facelift around mid-year, but no pictures or details have yet been released of that forthcoming new model.

VW after-market service to improve.

Volkswagen Group Australia (VGA) has also admitted that it needs to resolve customer service issues more quickly, while committing to measures that will improve dealer engagement with buyers.

"I do acknowledge that part of the challenges that we've had as we've increased our sales has been dealing from a customer satisfaction perspective," said VGA managing director John White at the local launch of the Volkswagen Golf 7 GTI.

"One of the things that we have come to the realisation is that we've had very very significant growth over the past few years. One of the things we need to do is to have our dealer network and our infrastructure catch up to us.

"Specifically what are we doing differently right now? Well, number one is that we acknowledge that we need to have a quicker resolution of customer issues."



He implored the attending media to come to him or the local PR team directly with issues customers or readers may have emailed in with to "make sure we're on top of that".

"We've installed what we call a 'customer first' manager," he continued. "And we are in the process of bringing in very clear and specific standards for all dealers to follow with a strong focus on training and qualification, focusing on increasing our servicing capacity to better service customers."

"Without these elements, then we won't be able to move forward. So these are clear actions that we are taking right now."

White also cited the current 20 new projects in place to increase dealer coverage, including the implementation of "satellite" servicing programs in rural areas, where in particular the Volkswagen Amarok ute is popular.

"We do acknowledge that some of our dealers have a very long [servicing] wait time," he added, committing to a further expansion of the dealers in Roma and Mount Isa (QLD), Griffith (NSW) and Castle Hill (Metro Sydney) among others.

Next year VGA will also introduce a local version of the international Das Welt Autos, the brand's certified used car program, to better manage residual values and the sales experience of used Volkswagen buyers.

But Volkswagen Australia isn't planning on introducing an extended warranty beyond the current three-year/100,000km program, despite DSG safety and reliability issues that plagued the local arm earlier this year.



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"I can tell you that I'm monitoring very closely what all the warranties are in the competitive set. I do acknowledge that some manufacturers have extended warranties ... if you increase the coverage you've got to look at your pricing and costings, because everything has a cost to it."

"I'm going to monitor it [but] there's no plans to change the warranty."

White, who has been with the Volkswagen Group for 20 years but joined as local managing director in April from previous positions in Canada and the US, also confessed that the strong media coverage about the DSG issues and the brand's apparent reluctance to address them, has hurt sales and the brand's image.

"There's no doubt it's been a difficult period, and it's had some impact on the brand. And I think that the move forward or the next step ... there's a lot of work to do."

"If anything it's forced us to be a little bit sharper and more disciplined."

Volkswagen has had to re-adjust its sales forecasts this year, though its 57,000 expected tally for full-year 2013 would still be up slightly on last year's 54,500 result.

"Could it have been more? Yeah it could have been more - for a host of reasons," added White, who listed an inconsistent approach to the market, and the run-out of Golf 6 and GTI as reasons for the re-adjusted expectations, in addition to the DSG recall issue.

Up! sales disappoint.

The Volkswagen Up! will not be dropped from the local line-up, Volkswagen Group Australia (VGA) managing director John White has explained, despite the sub-compact hatchback going into sales freefall.

Asked directly whether Volkswagen is happy with Up! sales in Australia, local boss White answered, "no I'm not."



"The Up! has not performed at the level that was anticipated. We had to readjust our expectations. I think maybe we were chasing too-high volume."

Introduced late last year to provide a new entry point to the Volkswagen range in this market, the Up! - which is priced at \$13,990 for the three-door and \$14,990 for the five-door - recorded an average of 304 monthly sales between January and April this year, but fell to an average of just 22 units between March and August.

"What we've seen is that when we've put money into the car from a tactical perspective, the sales spike, when we

take it [deals] off, they drop," White gave as reasons for the huge drop.

"We want to be more consistent with our approach to the market. Maybe not as aggressive as we were with these wild swings, but I think more of a consistent volume out of Up! than we have been getting."

Yet White also admits that the decision to introduce the Up! with a manual transmission only has hurt sales, when more than 60 per cent of buyers in this market choose an automatic transmission. The Up! is available overseas with a single-clutch automatic transmission, but it was decided not to offer that option locally following widespread criticism of the transmission overseas.

Asked whether that decision could be reversed, White replied: "It's under evaluation. I think it needs it ... it's an automatic driven car [market]".

He did, however, add that "I don't anticipate seeing anything for a couple of years".

In the meantime, VW Group Australia has also seemingly stopped promoting the Up! - local print and TV ads for the Up! have not been seen for months.

Despite the failure of Up! locally, White said "I don't consider dropping it" from the Volkswagen line-up.

It means Volkswagen will have to hold onto the Up! until the next-generation model lobs in 2017 or 2018 to score the automatic transmission crucial for sales success in Australia.

Up! 2 for 2017.

The next-generation Volkswagen Up! will hit the roads in 2017 as a slightly longer car with a new platform engineered to fit either a torque converter or dual-clutch automatic gearbox.

Visiting for the launch of the Volkswagen Golf GTI, Wolfsburg-based technical head of transmission development Michael Schafer explained that the design of the current Up! was such that it could only accept a single-clutch automatic - widely criticised by overseas media - but that would change for the next car.

"The Up! has a very small compartment at the front," he said. "That's the real problem why we don't have a [torque converter or dual-clutch] automatic transmission in that car. It was only possible to get automatic-manual [single clutch] transmission inside because it was only designed for this car."

"The next Up! will get a larger compartment."

"Then we have the possibility to get an automatic transmission or a dual-clutch transmission inside the car. The dual-clutch transmission we would make by ourselves and produce by ourselves, the automatic transmission we can buy from Getrag or Aisin or Jatco [but] it is not decided yet."

The reason the Up! was designed with a single-clutch gearbox as the only automatic option, Schafer tells, was because of small volumes of sub-compact hatchbacks with automatic transmissions worldwide.

He hinted that this could also be a reason to choose a torque converter automatic over a home-made DSG dual-clutch, as it is cheaper to buy a transmission off the shelf rather than develop a DSG in-house.

"The problem with that car [Up!] is you have a very small volume on automatic transmissions - 20,000-30,000

overall - and it's very difficult to produce for such a volume by yourself because you have to invest such a lot of money to produce such a transmission and the volume is small."

The "larger compartment" Schafer speaks of will also allow Volkswagen to utilise plumbing for turbochargers for a new breed of TSI engines.

"We're looking also for TSI engine with more power," he explained.

"Today only we have the MPI with 44 kW and 55 kW; that's not a good feeling in this car, it's not very sporty or very smooth."



"We are also looking for TSI engines on the side of CO2 emissions and driving performance. Also the TSI needs the larger compartment, and with this step we can put torque converter or dual-clutch transmission".

Yet where the current Up! utilises a 1.0-litre three-cylinder engine, the forthcoming Up! GT already scores the same 1.2-litre four-cylinder turbo engine found in the Polo 77TSI Comfortline. But, Schafer explains, the Up! GT also already gets a slightly longer nose than the regular models.

He adds that the longer nose destined for every next-generation Up! is also required for reasons other than fitting in more engine and transmission hardware.

"We have to make the [next] Up! for passenger safety, for pedestrian safety, it has to be a design change in the next generation, that's why it [the front] gets a little bit bigger."

Asked directly when the next-generation Volkswagen Up! will arrive, Schafer confirmed "it will be 2017".

Mid-size VW SUV for Australia?

Volkswagen Australia is sweating on the decision as to whether a proposed CrossBlue Concept-based seven-seater mid-sized SUV will be produced in right-hand drive.

The company is believed to be close to announcing its intention to manufacture the MQB-platform derived crossover shortly, either at a new facility in Mexico shared with Audi (which intends to build the next-generation Q5), or at the Chattanooga plant in Tennessee, USA.

It will be part of VW's plans to grow volume in a sustainable manner heading into the next decade, backed up by the all-new Taigun baby crossover and next-gen Tiguan, as well as redesigned versions of the Passat, Polo and Up!.

However, even if the Toyota Kluger competitor does get the green light for RHD (and Australia), we'll have to wait some time after the proposed 2015 commencement of global production.

"Not until about 2016 would be my best estimation," says Volkswagen Group Australia managing director John White.

Mr White has backed his predecessor Anke Koeckler's comments, made back when the CrossBlue Concept was unveiled in January at the Detroit Motor Show, that it would make an ideal addition to the local line-up.

He has also called on other markets such as the United Kingdom to help ensure that right-hand drive development and manufacturing gets off the ground.

"We've put our hand up for this car, and we need to expand from segments that we're present in, so we believe we need to be in the mid-sized SUV, compact, as well as the sub-compact SUV market.

"So our hand is up high, but the CrossBlue has not been confirmed. There has been assumptions made that the car is coming to the market, but right now it about two things: Finding the appropriate production source for the car, and ensuring that we can get other markets interested from a right-hand drive perspective.

"But I believe we've got an opportunity in this market with this vehicle for sure."



It appears that a whole new manufacturing line will have to be installed to accommodate the production CrossBlue (or whatever the new model is named), contributing to the delay of the vehicle.

Meanwhile, he poured cold water on rumours that the Amarok pick-up may be joined by a seven-seater passenger version in the vein of the Holden Colorado or upcoming Ford Everest, to take on the Toyota Prado.

"I don't think that is on the cards. There are no plans, and it is not in our planning," he said.

No DSG for small VWs?

Volkswagen's future light vehicles could switch to an eight or nine-speed conventional torque-converter automatic transmission, with the next generation of DSG dual-clutch units reserved only for vehicles of Golf-size and beyond.

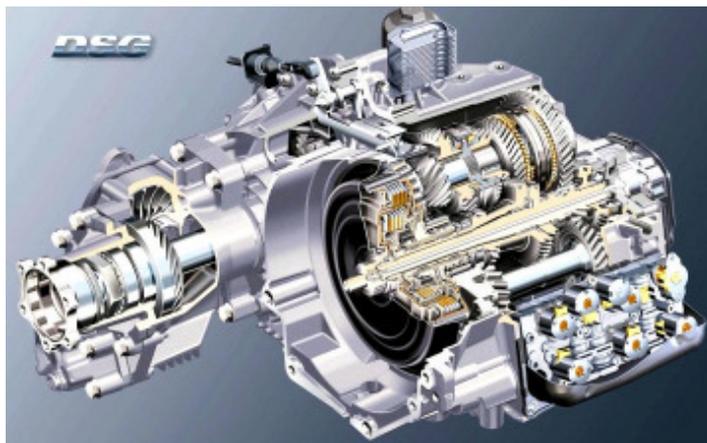
According to Volkswagen's head of transmission development Michael Schaefer, the second-generation Up! and sixth-generation Polo, due in the second half of this decade, will most probably use automatic transmissions supplied by an outside source such as Aisin or ZF - though a

final decision has yet to be made.

"We are considering a number of torque converter automatic alternatives for the next Up! and Polo," he said at the launch of the Golf 7 GTI. "We are looking at an eight-speed Aisin or nine-speed ZF transmission... but we have not decided on which one as yet."

The reason behind this shift is not a reaction to the recent power-loss issues that have afflicted certain DSGs over the last few years, Mr Schaefer revealed, adding that Volkswagen has addressed the highly publicised problems.

Instead, the move centres on economies of scale, as there isn't the global volume to justify the cost development of a new-generation DSG suitable for a B and sub-B vehicle installation.



Plus, the fuel efficiency gap between a dual clutch and torque converter automatic has closed dramatically, with only about 0.2 litres per 100km in it, according to Mr Schaefer. Ten years ago, that figure was upwards of 1.5L/100km, he said.

Furthermore, the senior engineer explained that city car drivers prefer the instantaneous take-off acceleration as well as the reduced noise/vibration/harshness properties provided by the torque converter automatic transmission applications.

This is especially true for North American and Chinese consumers, who seem to have distaste for the DSG's operational characteristics.

"Volkswagen already buys 1.5 million Aisin torque converter transmission for our US and Chinese customers... for models such as (their unique) Passat and vehicles with the 1.6-litre MPI petrol engines," Mr Schaefer said.

Finally, he explained that it is not ideal to install a nine or 10-speed DSG in vehicles with engines producing less than 200 Nm because there is insufficient torque in the higher gear ratios to hold or maintain higher speeds.

In order to accommodate the upcoming torque-converter auto, it is understood that the 2016 Polo replacement will be built on a variation of the new MQB-A0 platform underpinning the latest Golf, but will use a new modular front end version of the NSF architecture originally devised for the current Up! and its spin-offs.

But this does not mean Volkswagen will abandon the DSG, with company head Dr Martin Winterkorn announcing in April that a 10-speed is in the pipeline, for application in D-segment (medium-sized) vehicles and SUVs, and beyond.

There is also a new family of modular DSG transmissions under development based on the heavy duty

DQ500 seven-speed unit currently servicing the high-performance Audi TT-RS as well as the T5 Transporter/Multivan commercial vehicle range.

Dubbed the DQ380, this next-generation DSG will most likely appear first in a 2.0-litre TDI turbo-diesel application later next year in the new MQB C-segment models based on the latest Golf.

As a replacement for the original six-speed DQ250 DSG, Mr Schaefer says it can handle up to 420 Nm of torque.

Beetle R spotted.

Development of the Volkswagen Beetle R is progressing according to the latest spy shots, which reveal a prototype of the new performance bug testing outside the Nurburgring in Germany.

Big brakes and bright red callipers behind signature black R alloy wheels are not-so-subtle hints that this test car is something a little more special than a standard Beetle.



Our spy photographers said the sound emanating from the Volkswagen Beetle R prototype's dual exhaust outlets also betrayed it as a more hard-core variant, citing a deeper, sportier note.

They believe Volkswagen is not planning to hold back with the Beetle R, claiming the hot-hatch will utilise the new-generation Golf R's turbocharged 221 kW/380 Nm 2.0-litre four-cylinder petrol engine and all-wheel-drive system.

While the test car's matt grey paint might be a step too far, the production car is expected to feature more aggressive exterior styling than the optional R-Line design package fitted to this prototype.

The Volkswagen Beetle R is expected to be debut in late 2014 before reaching international showrooms in 2015.

Volkswagen first revealed its intentions to offer a new-age Superbug in 2011 when it unveiled the Beetle R concept at the Frankfurt motor show.

Earlier this year, Volkswagen Australia's then-boss, Anke Koeckler, said the local division would "certainly" consider offering a Beetle R if one was made available to our market.

VW XL1 to cost \$167k.

Volkswagen has raised eyebrows in Europe by announcing its new hybrid XL1 will wear an unexpectedly high price tag of around 100,000 UK pounds (A\$167K).

"It's not a definite price at this stage but we're probably looking at around £100,000," Volkswagen UK press and public relations manager Kate Thompson told British media.

The production version of the super-efficient, diesel-electric hybrid comes with two seats and a 35kW two-cylinder diesel engine paired with a 20kW electric motor. Power is delivered to the rear wheels through a seven-speed dual-clutch gearbox.



Part of the high price is down to VW's use of exotic materials and new technology, such as its carbon-fibre chassis and body panels.

The rest is probably due to sheer exclusivity - only 50 XL1s have been built so far, and Volkswagen has confirmed only 250 are scheduled to be built, and for the European market only. It will not be sold in Australia, although it would be an excellent exhibit for the Sydney Motor Show - should the show recommence in a few years' time.

Its claimed fuel economy of 0.91 L/100 km and emissions of 20 g/km of CO₂ also make the XL1 the world's most-fuel-efficient production car.

Previous reports have mentioned that Volkswagen also has a performance version of the XL1 in the works, that swaps the hybrid powertrain with a more potent 142 kW V-twin from the Ducati 1199 Panigale motorcycle.

An Audi Up!?

Long-standing rumours that Audi will produce its own version of the Volkswagen Up! have resurfaced following reports from Germany.

The suggestion that Audi would follow in the footsteps of the Skoda Citigo and Seat Mii in having its own city car based on the Volkswagen Group's New Small Family (NSF) platform has been around since 2008, and was further hinted



at in 2011 with the Frankfurt unveiling of the Audi Urban concept.

They have been rekindled, however, by new comments from Audi CEO Rupert Stadler published by German publication Manager Magazin.

According to reports, Stadler said an Audi version of the Up! is part of a plan to boost global vehicle sales and additionally includes previously discussed models such as Q6 and Q8 crossovers as well as a compact van.

Accepting that investment into new models would temporarily lower profit margins for the next two years, with Stadler saying, "We will increasingly reap the reward starting in 2016."

The expansion plans are reportedly aimed at increasing Audi's sales to beyond two million vehicles by 2017/2018 and hitting 2.4 million by 2020.

The publication puts this figure behind the targets of BMW and Mercedes-Benz's parent company Daimler at 2.8 million and 2.6 million respectively.

The Volkswagen Up! is currently sold in Australia in three- and five-door guises from \$13,990, powered by a 55kW/95Nm naturally aspirated 1.0-litre three-cylinder petrol engine tied to a five-speed manual transmission. A natural gas-powered model and the all-electric e-Up! production car are also set to follow in overseas markets.

Bredbo Club Display.

On Sunday 27 October, the village of Bredbo (82 km south of Canberra) celebrated its 125th Anniversary.



As part of the event, the village held a display of a number of local clubs and activities. Club VeeDub Canberra



was invited to show some cars to the public, situated nicely beside the Cooma Car Club, and also other displays of historic machinery and vehicles. It was a great event and we had 3 Beetles and 4 Kombis in attendance. Many thanks to those who trekked out for the day, we hope you enjoyed the festivities.

Bruce



The Toy Department.

As we have seen in recent years the growing popularity of the T2 Volkswagen van, bus and camper in scale models, we are now seeing the emergence of the T3 scale models.



For now I will share the next image of some 1/43 plastic scale model van, in particular the T3.

This model I have seen in yellow and red with German livery such as Deutsche post, Schleswag, and Miele. The model has no identification markings but I am certain they have been made in Germany.



All vans that I am aware of are panel vans rather than Caravelles or Campers and the one moving part other than the wheels is the rear cargo door.

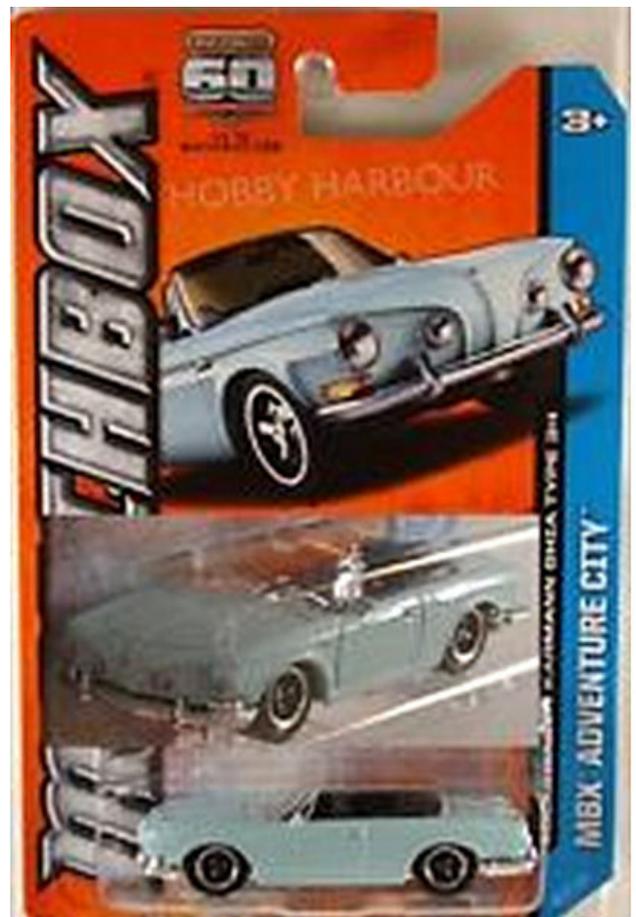
Furthermore a reliable source indicates that it will get better as a large 1/18 scale in on the horizon.

Back home down under you should start seeing the release of the Type 34 Karmann Ghia. Look for it on the pegs down at your local Matchbox distributor.

Cheers

Tony Bezzina

kbezzina@bigpond.com





A Kombi celebrates the Centenary of Canberra.

The Centenary of Canberra Rally was held on the 18th and 19th of October. The rally route linked the coastal port of Jervis Bay (actually a part of the ACT) with Canberra itself, and the rally was a celebration of the part played by the motor car in the development of Canberra. Alongside the rally a whole series of other 'Wheel-related' events were held over 'SPIN weekend'.

I participated in the rally with my 1967 Type 2 split-screen Kombi, which was built in Germany, exported to England and converted to be a Canterbury-Pitt camper. I brought this vehicle to Australia some 11 years ago and have



attended many club events since moving to Canberra in 2007. Thanks to club member Brendan Jones for the opportunity to participate in what proved to be a fun event.

The rally start in Jervis Bay was reserved for a few cars because the organisers (and police) considered that the crossing of the Princes Highway by large numbers of old and slow vehicles would be too hazardous. The bulk of the full rally participants started from HMAS Albatross near Nowra, leaving at about 9am on the Saturday morning.

For a Canberra resident to make this start time, it was necessary to pre-position in Nowra, so Kris and I set off on the Friday and drove down to Nowra following the rally route in reverse.



Shortly after arriving at our motel we had an inkling of the quality of the cars on the rally when we were joined at our motel by a beautiful red 1935 MG. This car had just been restored in WA, and had been brought over to the east coast in a container, specifically to participate in the rally and for the owners to spend a holiday in the mountains. When parked up next to our Kombi, the quality of the MG restoration was readily apparent, and this car went on to be judged the best pre-1939 car at the rally.

Having taken the worst of the bugs off the Kombi on the Friday night, we made a fairly early start in the morning and headed up to HMAS Albatross for the drivers' briefing and to check out the other cars on the rally.



We also made our own preparations for the event – drivers and crew were invited to dress in any style



appropriate to the rally, and inevitably we travelled in suitable '60s attire, eventually winning a prize for best-dressed '60s and '70s.

At the start the cars were grouped by age, and the photo shows one of the lines of '50s and '60s cars. The more modern cars left first because the route from HMAS Albatross, up to the first checkpoint at Tarago, featured some steep and windy roads.



In the event everything progressed smoothly, with the run developing into a convoy of mixed marques and ages progressing at about 70 km/h up the climb to Nerriga, and then up again to Tarago. The road was a little narrow and had some short steep stretches, requiring a shift to 2nd gear on two occasions. There was one stretch of about 1.5 km of smooth

dirt road, but in general a smooth journey was made.

At Tarago, the rally stopped for morning tea, for another Driver's briefing, and to get the rally passport stamped to record our progress. Some 100 additional cars joined the rally at Tarago, some of which were too precious to have risked the journey up the hill from Nowra. The town put on a fine welcome and a brunch for participants, and the stop also provided an opportunity to look around both at the new participants at Tarago and at those which had travelled with us.



There were a few Beetles, including one towing a matching caravan, and a couple of nice Karmann Ghias, but no other Kombis.



From Tarago, the Rally followed gently rolling roads for the 30 km or so to Bungendore, where there was another



compulsory stop. At Bungendore, the rally was joined by a number of the older cars from the Canberra area, and there was another opportunity to have some refreshments and get the rally card stamped.

Another addition to the Rally at Bungendore was a recently restored T2 Kombi camper conversion, accompanied in this picture by the ACT Government's Nissan electric car, which was used the next day to lead the Rally down to Old Parliament House.

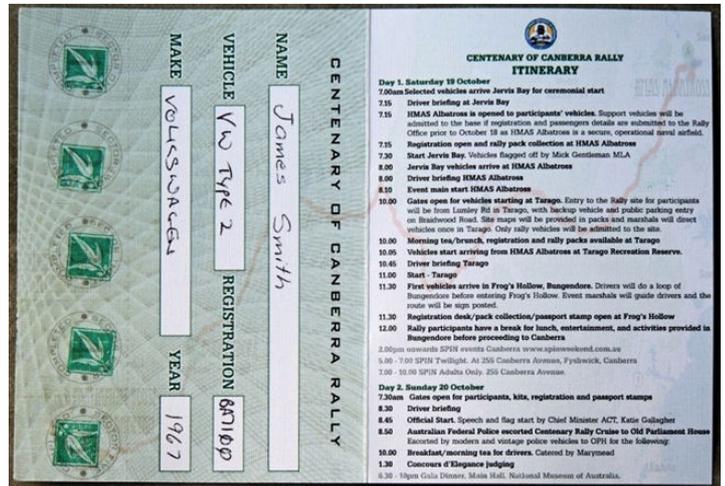


After refreshments at Bungendore, the trip back to Canberra via Queanbeyan was straightforward, and participants made their way to overnight accommodation, or to the excellent SPIN program of events laid on to coincide



with the rally. The evening events included a spectacular fashion show with all the garments made from car parts, and presented in an entertainingly burlesque style, a trapeze act, and the Petrosexuals (fronted by Mark Seymour of Hunters and Collectors) playing an excellent set of motoring rock.

Next day, all made their way to the Exhibition Park in Canberra (EPIC) to parade in convoy down to the lawns of Old Parliament House. At EPIC, the numbers were further swelled by cars joining for the very short run down to the City Centre and across the lake to park up.



Highlights were the good turn-out of pre-1930 cars, strong contingent of American and Aussie muscle cars, many old favourites, and the number of participants dressed for the occasion. The oldest car in the rally was a 101 year-old Overlander, and there were also a number of participants less than a decade old.

In the evening after the Rally there was a gala dinner at the National Museum of Australia and the winners of the Concours competition were announced. In addition to the 1935 MG, the prizes were awarded to a Citroen DS and a BMW Isetta bubble car.

Jim Smith



Southern Highlands Motorfest. Sunday 27 October.

I'd had a very busy week at work, followed by a family get-together on Saturday that replaced the cancelled Oktoberfest in Kariong. I found myself out of time to wash and polish my Kombi for the annual Southern Highlands Motorfest, held in the grounds of the Chevalier College at Burradoo (just south of Bowral). I would have to take the Bora, which was a little cleaner but still not a show car.

I awoke early on Sunday feeling tired, but the day had dawned clear and sunny. I drove to the starting place for our convoy, which was the usual Uncle Leo's Caltex servo at the Liverpool Crossroads. I got there just after 7:15am, to see a small group of VWs already there waiting. Jeff was there in his Superbug as always, also Norm in his new Superbug on its first Club run. Carl had his 1958 Beetle, and a new member and his wife in a well-travelled '70s Kombi. Steve pulled up in his Subarubug as I went to get a coffee.

We stood and chatted for 15 minutes or so before starting up and heading off in convoy, the Beetles leading (oldest to newest), followed by the solitary Kombi and me in the only modern water-cooled VW at the rear. This year it was an uneventful cruise, although the recently bushfire-burned region near Bargo, several km long and both sides of the highway, was scary. We made good progress until we reached Mittagong, when every one of us got pulled over by a police RBT unit! Now we know Club Veedub boys like a drink, but not at 7:45 in the morning. The cops tested us and waved us on with a smile.



From Bowral you follow Highland Way towards Moss Vale, and Burradoo and the Chevalier College is on the left just a couple of km down. We pulled in together in line, paid our \$10 entry and prepared to park together. I could already see Wayne's blue Kombi parked on the grassy front field. Nope, not so fast!

The Morris Minor Club have the job of marshalling and directing the cars, and this year they were split up by some sort of year-order, plus whether they were modified or standard. We were given a strange shape and colour and told to park in the appropriate line. We all got split up. I had to park in White Triangle, alongside a Ford XD Falcon, so that must have been the 'modern' category. The air-cooled VWs



were spread all over the place, in rows dozens of metres in front of, and also behind, where I was.

There were also solitary VWs parked way up the back, one or two near the wood chopping, and some from our friends at the Shoalhaven VW club along the left flank. We were all over the place – but happily, once I counted them all, I realised that the VWs outnumbered the Morris Minors, for the first time ever. Hooray!



We wandered about, looking at the other classic cars and the wood chopping. The food area was reorganised this year and was much bigger and better, with a good variety of things to eat. There were also some interesting things to buy in the trash n treasure market, including hundreds of good books formerly from the Chevalier school library. Apparently kids don't use books any more; research, entertainment and





leisure is all done on computers and online nowadays. I chose half a dozen excellent science and general interest books, and some paperbacks, all for \$2 each.

It was fun to stand near the older VWs and talk to passers-by, and again we spoke to many people who “used to own a VW.” It was also fun to look at all the beautiful classic cars – plenty of Toranas, Falcons, Monaros, Valiants and various American and European cars. There was also a working display of ancient steam-powered farm machinery such as water pumps and belt drives, which smoked, steamed and popped and farted in the sunshine.

Just after lunch I had to head off, so I packed up and headed off home. It was an enjoyable day, and great to see a better turnout by the VW drivers.

Wayne said later he won First Place for ‘1960 to 1979 Custom’ and also ‘Principals Pick.’ Well done Wayne! He didn’t see whether any other VWs won a prize; if they did, congratulations.

Phil Matthews





paid stickered pre-entry cars were allowed in; on-the-day turn-ups were turned away. We three VWs were allowed to park together in almost the centre of the field.

We set up our VWs, gave them another wipe-over and I set up the VW pole and flag as we watched all the other cars drive in and around us. We looked at the sky, which seemed to be darkening but it stayed dry for the moment.

The show was huge, and the police had done an excellent job of setting it up. Along one side was a line of big rigs, including the Shannons Insurance mobile rig, several professional race car support

trucks and a flat-bed stage truck for the live bands and the army brass band. Along the opposite side was a long row of food stalls, selling everything from BBQ sausage rolls to doughnuts, baked potatoes, coffee and doughnuts, soft drink, kebabs and crepes, fruit juice and corn on a stick. Just like the Royal Easter Show!

Further down were some of the emergency services displays. The police had a large stand showing their emergency response vehicles and equipment, road safety information and crash rescue gear, plus a selection of restored police cars from the 1970s; some F100 paddy wagons and Falcon and Charger highway patrol cars.

Sutho Cops and Rodders. Sunday 10 Nov.

This is a very large and very significant classic and modified car show, now in its third year. Our VW club had not participated before, so this year was a first for those of us who decided to go along.

Sutho Cops and Rodders is organised by the Sutherland Local Area Command of the NSW Police, together with many local businesses and community organisations. Those wanting to show their cars had to pre-book and pre-pay \$20, either in person at Sutherland police station (as I did.), or by mail or on-line, several weeks in advance. We were then sent out our booking confirmation, numbered entry sticker and day info. Apparently over 450 entries were received, but we didn't know how many were VWs (apart from me, Wayne and Jeff).

We were also required to arrive together if we wanted to park together – cars were to be parked in arrival order. Unfortunately there is no convenient servo on Heathcote Rd to meet at beforehand, so we agreed to just park near the entrance on Woronora Rd at Engadine. Wayne actually emailed me the day before to confirm but I missed it, taking Lily to her friend Gaby's party at Ourimbah the day before.

After weeks and weeks of unseasonal hot, dry weather, the day dawned grey and chilly. Rain was forecast but it was still clear as I drove over Alford's Point bridge, Old and New Illawarra Rds and Heathcote Rd to Engadine. The show was held on the very large grassy playing fields beside Boys Town school, and just before were Wayne and Jeff waiting for me. We were early – 7:30am for an 8am entry – but after waiting for 10 more minutes, no other VWs came by. But lots of other classic cars, mostly Fords and Holdens, did. So we started up and headed in a short convoy to the entrance, off the Bullecourt Rd and Banksia Ave corner.

The cars were queued up at the entry, as the police marshalled and checked off the cars one by one. Only pre-



The police also had a rescue helicopter display, complete with simulator for kids to sit in – made out of a real Bell Huey fuselage. Later in the day a real police helicopter flew in and landed on the field. The fireys and ambos also had similar safety and rescue displays.

The RAAF put on a military dog obedience display, with three German Shepherds put through command displays and runs through the obstacle course. Then the exciting part – two cops dressed up as intruders, with huge padding on their arms, ran past. The dogs were set loose, and charged them down. The three Shepherds were very fast and strong,



bringing down two grown men with ease and could hang their entire body weight (40+ kilos) from their jaws on the mens' arms. Hint – never try to trespass on a military base.

There were many hundreds of classic and custom cars to look at, and as it started to misty rain we saw Fletch wandering through the cars with his camera and mike. This time he ignored the VWs and concentrated on the Holdens. We grabbed a bite to eat and looked over a new member's black Type 3 notch, parked outside (as he didn't pre-book).

Soon it was showering fairly heavily and we returned to our VWs. Wayne and Jeff grabbed their rain jackets and umbrellas, while I had my hat and beach towel. We gathered glumly as the rain got heavier and the grassy ground started to turn to a bog.

We made our way to the police stand to claim our entry showbags and polo shirts, and had to queue in the rain with several dozen other blokes, supporters of all makes and models. In spite of the weather everyone was cheerful – the rain was actually welcome after a very dry and hot month.

Owners of MGs, Cobras, Thunderbirds and other convertibles had scrambled for their canvas covers as the rain began, and by the time we went back to the VWs everyone was soaked. The army band was attempting to play and sing; they were under cover but any spectators were soon drenched. It wasn't possible to look at any more cars without getting soaked through, so I went back and sat in the dry of my Kombi Camper, roof up and all doors shut.



I had folded several dozen club membership forms but no one was coming by to look at our cars. Wayne and Jeff were under their umbrellas but I stayed inside and read the Sunday paper as the rain streamed steadily down. Quite a lot of the cars were starting up and heading off.



I waited until just after 11:30am, when it was obvious that the rain wasn't going to clear up anytime soon. What a pity; the police had booked a full day of interactive displays, entertainment and prizes. But given the weather there was no point in staying any longer, as many of the other cars had also decided.



I packed up the bedraggled VW flag and pole, put the roof down and said my goodbyes. It was sad to slosh back out through the boggy grass and mud with the day not even half over, and I missed the AC/DC tribute band, the V8 Supercar seminar, the raffle draw and the trophy presentation.

This show would be awesome on a fine day, and I hope that's what we'll get next year. The Toranas way outnumbered the VWs this time. I hope we can get a much bigger Volkswagen turnout then – stay tuned.

Phil Matthews



Brazilian VW 1600.

The Brazilians got their own unique versions of the VW Type 3. Like their better-known European (and Australian) cousins, there were three body styles – the 1600 Fastback TL, the VW 1600 four-door sedan, and the 1600 Variant station wagon version. Apart from the wagon, the other two were not a success on the Brazilian market.



The three versions were based on models of the German parent, known as the Type 3. The first local version was the 1600 four-door, launched in December of 1968 in São Paulo, Brazil. The rear engine was 1.6-litres and 50-bhp, utilizing the familiar ‘pancake’ style Type 3 cooling system. The vehicle shape had three well-defined volumes (hood, passenger compartment and trunk), four doors and straight lines. It was the first Brazilian VW with this configuration.

In the front the rectangular headlights replaced the Brazilian four circular ones in 1970. It accommodated four passengers well. The front trunk was reduced, but it had good storage space behind the back seats. As with its future brothers, Variant and TL, it did not have great stability in curves and the top speed was 135 km/h.

In Germany, its equivalent was launched in 1961 (and in 1963 in Australia), but that one was only ever available in two-door versions. In Brazil the four-door sedan found success with the taxistas, but it gained the nickname of “Zé-do-Caixaão”, in virtue of its boxy shape. It finished its production in 1971 after just 24,400 were built.

In 1969 the station wagon Variant 1600 was launched, with the same front as the four-door sedan. In the advertisements on television of the time, the presenter went on a search for the engine of the car, since it had a trunk in the



front and another one in the back. Together they held 640 litres, a good capacity. The wagon had three doors and accommodated five passengers. With good-sized window area, the great back lateral glasses brought a windbreak to ventilate the passengers in the back seat.

Qualquer semelhança no desempenho é meramente proposital.

Não foi à toa que o “Fusca” concluiu uma de suas vitórias. Por razões muito simples. Por serem, por vezes de tanto que éis as em lugar das rodas.

No Volkswagen 1600, a suspensão também é assim. Que é, em todo o caso, a mesma que a do “Fusca”.

o protege contra as pedras, a água e o sol.

Por isso, tudo o que o “Fusca” vai poder fazer com o Volkswagen 1600.

Além, pois, de ser mais depressa, graças ao motor de 60 HP, que permite chegar aos 135 km por hora.

Além do mais, esse motor também é (transm. refrigerada a 4), a redução está em todas as velocidades. Como v. ex. o 1.500 e o 1.600 são bastante parecidos.

E não há nenhuma coincidência nem o VW 1.500 copiar do “Fusca” tudo o que ele tinha de bom.

The engine of 1.6-litres was of usual Type 3-style construction, where the fan located at the end of the crankshaft enabled a low height of the complete engine, creating space for a reasonable back trunk. In Germany a version of this engine with a carburettor of horizontal (side-draft) flow (for question of height) existed, but in Brazil the plant opted to two 32mm carburetors. It was the first model with twin carburetion produced in Brazil.

The simple rear floor panel had the necessary construction for goods – it was plastic covering imitating wood. The 1600 engine developed 54-bhp and the consumption was about 9 litres/100 km. Its direct competition was the Ford Belina, launched in 1970. Because



of its robustness, the VW 1600 was relatively successful, and was the cheapest in the category. In 1971 it gained a more modern front, with four headlamps and inclined hood, similar to the 'Leiding Look' on the German VW 412 (no relation). It gained the nickname 'cabeça de bagre', or catfish head, for the similarity with the fish (in Brazilian eyes).



In 1974 a good mark of more than 30,000 units had been produced. In December of 1976 the plant commemorated the production of 250,000 units of the Variant. In the same year it received the same continual improvements as the Brasília, but its unbalanced lines were already on the way to retirement.

The 'Variantão' (Variant 2), the successor of the Variant, was launched in December of 1977. Although it gained the nickname of Variantão, it was in the truth a 'Brasilhão', because the lines were inspired by the VW Brasília. The visibility and storage size was improved, and the length measured 4.33 meters, 20 cm more than the first generation. But it did not reach the success of the first Variant and its career was shorter.



The Variant 2 featured advanced mechanics such as a front suspension of McPherson struts with helical springs, well superior to the one of double trailing arms and torsion bars on its predecessor and the Beetle. The rear presented double joint half-axles, which eliminated the serious problem of inherent camber change of the swinging half-axle, where the position of the wheels would change significantly with cornering. The stability was much improved, but it had difficulties in the direction alignment, which was what helped to kill the model.

On the inside, the seats with headrests were the same ones from the Passat, and the dash panel had good number of instruments in rectangular format, being later used to advantage in the Gol. Also new was the rear window wiper.

The volume of luggage was bigger, thanks to more front storage space. The McPherson suspension eliminated the intrusive body of the front axle, which had been a 'thief' of space. The comfort and the finishing were better, and the covering of the motor had double the sound insulation to diminish the internal noise.

The motor was the same as in the Brasília, but with performance that was a bit shorter as the smaller car had a sportier camshaft and twin exhaust pipes. The Variant 2 had 57 bhp, made 0-100 km/h in 19 sec and a maximum speed of 138 km/h. In 1980, with work already in progress on the new VW Gol-based Parati wagon, Volkswagen ended production of this failed model.

In the market, the Variant 2 was a serious error by Volkswagen Brazil, who could have launched the Variant version of the modern Passat instead and it would have lasted at least three years longer. A few fans said that because the Variant 2 had the best efficiency of the rear engine traction, it had the advantage in muddy ascents. Even so, the Belina with its front-wheel drive traction reigned absolute in sales. Only 41,000 Variant 2s were sold when production ended.

Finally the Fastback TL, first launched in Germany in 1965, arrived at Brazil in 1970. In the same way as the Brazilian 1600 Sedan and Variant designs, it had more straight lines than that of the similar German parent. The visibility backwards was terrible because of the inclined back, a very popular style in the 1970s. It used the same mechanics of the wagon, an engine of 1.6-litres with a pair of carburetors and a crankshaft-mounted fan. It replaced the unsuccessful VW 1600 four-door sedan on the production line at Sao Paulo.

The TL already was released with four round headlights, still in the high and rounded-off front. In 1971 it had the restyled lower front, and also gained a four-door version in an attempt of the plant to conquer the market of taxis, which had been devoid since the end of 'Zé-do-Caixaõ' VW 1600 Sedan.

The new version arrived to answer a demand for 50% of orders, and they sold more than 20,000 units in 1973. But in the following year sales fell considerably. The car suffered from competition within the VW range with the debut of the Passat, a more modern car light-years ahead. The last TL was made in 1976 and was another step in the gradual disappearance of air-cooled engines in the Volkswagen line.



Dare to dream.

The story of a man who became a rally driver for a day.

Hot tyres spray droves of powdery red dust behind the Rally Golf as it flies out of a corner on the dirt track. The Golf's full power is unleashed as it hurtles over a rise in the road and, for a moment, all four wheels are airborne.

Inside, all that can be heard is the ceaseless noise of an engine at full throttle, revving to capacity. The car is a rocket propelled missile being driven by a singularly focused driver tuned into the navigator's specialised directions of the road ahead. The driver reacts as one with the car to the twists and turns ahead with a blend of speed, skill and instinct. His heart is pounding almost as loudly as the engine, yet he feels a calm that filters through the adrenalin and keeps him focused on the next corner.



Mikael Abrahams, realised a rally racing dream with the help of Volkswagen

This race of speed, heat and adrenalin is the dream of Mikael Abrahams (21) of Cape Town, South Africa. This rallying scene is what plays out in his daydreams, with him at the wheel as his car flies past the chequered flag. (Cue in throngs of adoring fans and loud cheers.)

Mikael has wanted to race cars all his life. His passion was sparked by his father and some of his uncles who would indulge in recreational racing at the Killarney Racetrack in Cape Town on weekends. When he was old enough Mikael would go with his father and witness the ritual of speed that has captivated man ever since the invention of the wheel.

Without many opportunities available to him for a career in motor racing Mikael enrolled for a Business Management Diploma after he finished school and kept his dream of racing tucked away for the meanwhile.

However, Mikael's fortune was about to change when he heard about M-Net's new reality TV show, "I Wanna Be".

Dream lottery

The reality show challenges ordinary South Africans to recall their wildest dreams and dare to make them come true. The show has taken South Africa by storm, and with good reason: it provides a fast track to turning the dreams of ordinary South Africans into reality, even if just for a day.

Lady luck certainly shone on Mikael Abrahams when he took on the "I Wanna Be" challenge and entered. "I cannot emphasize enough my passion for motor sport. It has been a childhood dream to become a rally or race driver," Mikael wrote into the show. "I believe that I am a good driver and with proper training and experience I know I will excel. Everyone that I have spoken to has told me it's impossible and I should forget about it. But I know nothing is impossible if you put your heart and mind into it. I am speaking from experience as I have recently managed to lose 30 kilograms and am still going strong...

living my life one lap at a time, this is my dream and my passion."

M-Net received his entry and decided to give Mikael the green light for the show. They approached Volkswagen of South Africa with a proposal to help Mikael's dream come true.

Desiree Jacoby, Supervisor for Volkswagen Racing Sponsorships and Events Marketing says, "We were moved by Mikael's dream and we started to discuss ways we could help. We realised this was the perfect opportunity for a young South African to get exposed to the world of

motorsport, and we were thrilled to help make his dream come true. We need more youth in this country, like Mikael, to become as passionate about motorsport as he is. It was a wonderful experience for us all."

Three days after he sent through his motivational paragraph, Mikael received a call from Clinton at M-Net. "Hi Mikael, How would you like to be a rally driver for a day on our show?" he said. Mikael remembers the day clearly: "I was speechless when Clinton called me with the news. I couldn't believe it was actually happening!"

Day of surprises

The next week was a whirlwind trip Mikael would never forget. He was flown up to Johannesburg on Wednesday 10 June and escorted by representatives from "I Wanna Be". They interviewed him en route and asked him who his favourite driver was. Mikael's answer was, "Gugu



Scenes from the episode on M-Net's "I wanna be" reality show. Mikael Abrahams met his racing hero, Gugu Zulu, who showed him the basics of rally driving

Zulu, Volkswagen's S2000 Rally champion, without a doubt. I've seen him race, I have seen what he can do and I find it admirable."

Early the next morning Mikael was met by "I Wanna Be" presenter Elana Afrika and the TV crew, who picked him up and they all drove through to the RallyStar Motorsport Academy, in Bronkhorstspuit about an hour outside Johannesburg.

"It was a cold rainy morning when we arrived. I didn't know who my trainer would be but I was utterly surprised when I heard the sound of a Rally Golf driving towards us, saw it do a handbrake turn and out of the car steps Gugu Zulu! I couldn't believe it," says

Mikael. Gugu Zulu is a works rally driver for Volkswagen/BP Racing and an advanced driving instructor for the Volkswagen Driving Academy at Kyalami in Midrand.

Volkswagen not only agreed to Gugu Zulu training Mikael for the day, they also provided a rally car as well as everything that Mikael could possibly need as a racing driver. This included a full racing suit, helmet, gloves, fire-proof boots, as well as microphones and earpieces for Gugu and Mikael to communicate with on the track.

A practice area was set up for Mikael, and Gugu began to teach him the basics behind the wheel of the Volkswagen class A5 Citi Golf that used to be Gugu's own rally car. "It was really amazing to meet Gugu. He is a great guy and very easy to talk to. Gugu drove me around the course and talked me through how to negotiate the corners, what speed to drive, and how to handle a muddy track with very little grip."

With a small but eager crowd including RallyStar motoring journalist, Jana van Wyk cheering him on in the freezing wet weather, Mikael thoroughly enjoyed his training day. Jana reported that after a few hours of practice Mikael's skill and confidence had grown further and soon he was drifting around corners like a rally pro, splashing mud on the spectators.

At the end of the day there was another big surprise in store for Mikael. Gugu told him that he would compete as a driver that Saturday, 13 June, in an event in the National Rally Championship in Ermelo. "I was dumbfounded," says Mikael. "I couldn't speak and I was so excited!"

Rallying and rolling

The crew left early on Friday morning and arrived in

Ermelo a few hours later where Mikael got the opportunity to meet the Volkswagen Rally team and watched the team compete in the Friday event.

On Saturday 13 June, Mikael met up with his navigator from the Volkswagen Rally team, Riekus Fourie and they headed to the start in the Golf. "I was very hyped and nervous. At the starting line they did a 30 second countdown and we were off.

"It was an adrenalin rush like I had never experienced before!" Mikael recalls. He and Riekus managed to rally through the course, tackling fast, medium and slow turns and jumps at full pace for about 10 kilometres.



"Unfortunately, about one kilometre before the end of the stage Riekus and I took a slow corner as a fast left. The car hit the embankment and rolled onto its roof. We were both safe and did not get hurt at all. I am very thankful that no spectators were injured in the roll either," Mikael explains.

While the race was over for the rookie team, Mikael's dream had come true. What he had dreamed about in his childhood had become a reality for a short while. "I was disappointed that we were out of the rally so quickly but I do not regret pushing it as hard as I could. The race only lasted 10 minutes for me, but they were the best 10 minutes of my life," Mikael reminisces.

Commenting on the episode Elana said: "The team was amazing. We made a dream come true after two days of intense training, rallying and fun! Mikael is a determined young man, and I was very impressed by his bravery. He had the best team in the country behind him and together it was a success."

Tanja von Wie





Old Bar 2013.

All roads led to Old Bar Festival on the October long weekend. Celebrating all that is special and unique about Aussie beach culture, the Old Bar Beach Festival is now in its ninth year, how time flies !

I left on Friday morning just after 7.00am, had a good run through the M7 and Hornsby and then onto F3 Freeway, hold it, it's now called the M1 Freeway, nothing else changed. The only bit of traffic jam was at Hexham at that big roundabout, but once I got over the bridge to Raymond Terrace, it was all smooth sailing all the way to Tea Gardens where I stopped at that Ice Cream Shack for a cappuccino and one of their home made cookies. They serve really good coffee in that shop. Jim's wife was so pleased to see my Kombi parked in front of her ice cream shack that she came out with her camera and took some good shots and as you can see in the photo posed for the camera.



I stopped at Bulahdelah for a bit of lunch and a short break and was off to Old Bar, arrived there at 1.10pm. I parked my Kombi at a friend's place and after a chat and a drink I went into town to visit David McMahon, a club member whom I met at Sawtell. He took me inside his home and showed me all his model Kombis and of course his pride and joy, a 1960 split window Kombi fully restored. He had a busy day on Sunday collecting entry fees for the Kombi Show.

This event featured a mega market and gourmet food stalls over both Saturday and Sunday as well as a psychic fair, amusements and rides and beer and wine festival. On the Saturday there was a show and shine display of all types of classic cars, while the Kombi gathering was on Sunday. Live entertainment was a feature throughout both days and they



had a Miss Surfside Princess crowning on Saturday afternoon. Also on Saturday's program was the skate scooter and bike jam demonstration and at night the day concluded with more live entertainment and fireworks.



The man you see in the photos washing his bright orange Dormobile is Wayne 'Gibbo' Gibbs whom I met at Old Bar. Him and his wife 'Tootie' live at Eden and they also brought with them two dogs, both dingoes !



Finally, David tells me that they had an all-time best Old Bar entry of 229 Kombis, which broke the previous best of 218 set in 2010. Well done David and team.

Joe Buttigieg

An engine-worth of parts.

In response to one of my messages I mentioned a number of things that can affect Compression Ratio. Sunday I go to check the mail and there's this buncha guys peering in my window all saying pretty much the same thing:

"I don't see how (you fill in the blank) can have any effect on CR."

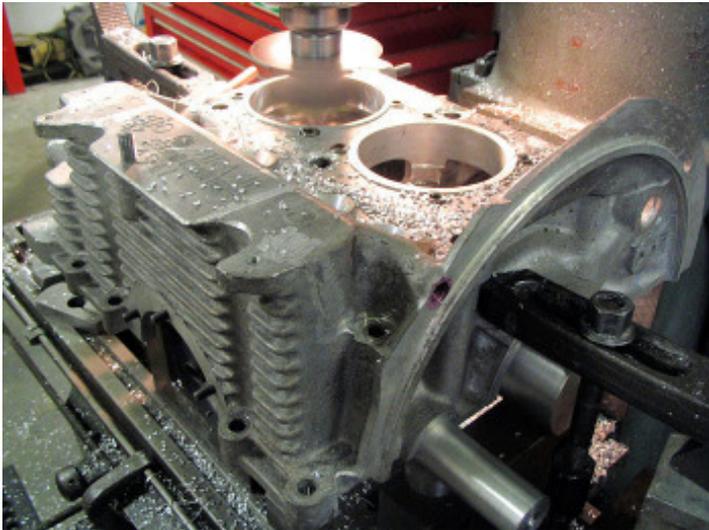
A minor variation on the theme was:

"(Your favourite expert's name goes here) sez to do it like (whatever) and never mentions (various unmentionables)."

Please accept the following as a general answer for all.

CRANKCASE

The four holes in the crankcase that accept the cylinder barrels are called spigot bores. The area around each bore is called the deck and serves to support the cylinder. The decks of all four spigot bores must be the same distance from the centre-line of the crankshaft. This is something you check before you start building any VW engine, even when using a new crankcase, because sometimes the axis of the crankshaft is machined slightly eccentric, meaning the main bearing bores are a little bit deeper in one half of the crankcase than the other. Or more rarely, machined at a slight angle, with the clutch-end being more to the left, the pulley-end to the right (or visa-versa). Not often but it does happen. So you check it.



With any used crankcase the spigot bore decks will have been re-faced - re-machined to get rid of the shuffle marks. Good shops with the right equipment always machine the case decks so all four will match, but if you buy a used crankcase from a shade-tree mechanic or a shop that caters to the kiddie trade you're liable to find almost anything. I've seen cases with as much as one point five mm variation in the spigot deck height from one side to the other - and almost that much on the same side of some cases, which tells you the case came from a drill-press operation - that is, a shop that doesn't have a milling machine.

Your jugs sit on the deck around the spigot bores. If there is any difference in their height it will be reflected in the height of the cylinders. And since the conrod extension is relative to the centre-line of the crankcase, any variation in

the height of the cylinders will show up as a difference in the deck-height of the piston at TDC.

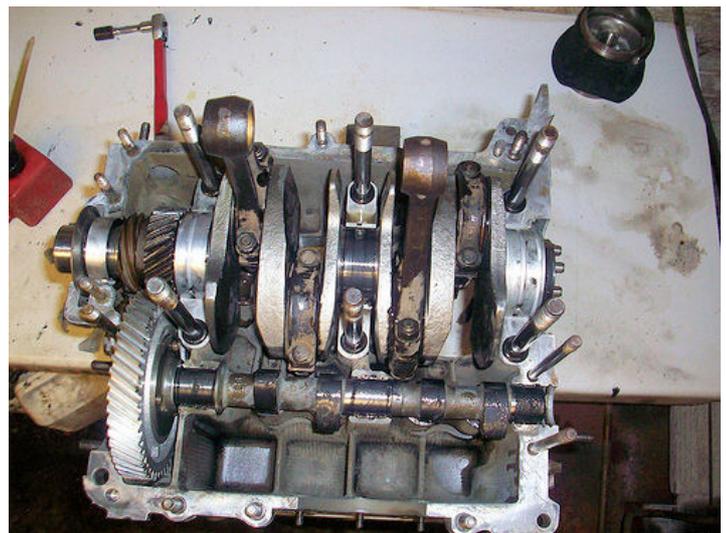
And that will affect your Compression Ratio.

If that's not clear, make a drawing and work it out, but the message here is that you have to know what your case-deck-height is. You can't guess. You need to blueprint the case and record your findings, whatever they are, because you're about to build on that foundation and by the time you get out to the heads you will have stacked up half a dozen components and even the smallest variations will have become significant because of the stack-up.

Major point here is that there is always some amount of deviation from spec in the parts going into your engine. With an army of inspectors to insure the quality of every step in the manufacturing process, for original Volkswagen parts the variations would tend to cancel each other out rather than stack up. That's not true with after-market parts. The only way to know what you have is to measure what you got. Some guys call this 'blueprinting' and make a big deal out of it but it's mostly common sense.

CRANKSHAFT

Set the crank up in vee blocks or with fitted bearings in a known-true case half and check the length of the throws, even if it's a good crank you've just sent out for a polish. Sometimes the grinder will have a bad day and you'll end up with a crank having a slightly different stroke on one (or more!) of the journals. So you check it to within the accuracy of your tooling and record the results. Usually, cranks are pretty good. Some of those cranks coming in from China are as good as any I've seen. But some are trash. Ditto for a lot of welded strokers aimed at the Kiddie Trade, with examples of every problem you can name being woefully common. You have to check and record what you find even when any variation falls within acceptable limits because that variation, whatever it is, will add to or subtract from the finished dimensions of the engine.



CONNECTING RODS

To 'rebuild' a rod you re-bush the little end, hone the bush to spec then pull apart the big end, use a surface grinder to remove a little metal from the parting line, torque it back together and machine the big-end back to a true circle relative to the little end. That is, you try to keep the distance between

the centre of the big end to the centre of the little end the same as for a new rod fresh from the factory.

With a good honer that has been properly maintained, and skilled machinist, you can produce a pretty good rod. Shops that cater to the kiddie trade - wetback labour, worn-out or poorly maintained machine tools - forget about it.

So what's the spec for a stock length rod? 137mm for the 69mm cranks on 1300, 1500 and 1600 engine; I can't remember the earlier 1200s off the top of my head. But it will be in your workshop manual.



Doesn't really matter. What matters is that all four of your rods must be of identical length. That's what matters. Long or short, you can deal with that but only if they are all the same.

But they won't be. There will be some variation in their centre-to-centre length, centre of mass and over-all mass. You'll take care of the weight differences during balancing but right now you need to know the variation in their centre-to-centre length, which is pretty easy to measure even with simple tools if you use one journal of a crankcase as your centre on the big end and a well fitted wrist pin on the other.

Con-rods are numbered. Use their number in your records when you record the difference in their lengths. SOP is to identify the shortest rod then simply record the differences of the other three as 'pluses.' Good rods, you'll be working in hundredths of a mm - +1, +2, etc (ie, +0.01 mm, +0.02 mm, etc)

What's a well fitted wrist pin? Oiled and at room temperature, you should be just able to slide the pin into the little-end with your hands. Once in, it should fit well enough so that the pin takes at least two or three seconds to slide out when the rod is held horizontally (and the pin is installed flush). Slower is better. At running temps the rod will expand more than the pin so a good fit is one that is damned tight at room temperature.

A lot of rods aimed at the kiddie trade or used by lo-buck rebuilders aren't even overhauled. They only knurl the bushing then hone it back to size and simply hit the big-end with a hammer before honing, if they bother to hone it at all.

Shop by price, you'll end up buying junk. Good shops are proud of the quality of their work, offer no objection if you want to mike a part now & then. Ditto for good dealers. The other kind don't want anything to do with real mechanics. And get their wish :-)

The point here is that the length of the connecting rods determines how far out the piston comes up in the cylinder,

which affects the deck height. And that affects the Compression Ratio.

PISTONS & CYLINDERS

Pistons & cylinders are manufactured individually then sorted according to their finished diameter (for jugs) and weight (for pistons). The different sizes and weights are identified by dots of coloured paint on the pistons.

In manufacturing a cylinder barrel the raw casting is first machined, then the machined barrel is honed to remove the tool marks. In the process of machining a given number of cylinders, the finished bore will become gradually smaller as the tool-bit wears down. When it gets to a certain minimum size they stop the machine and set it back up with a new boring tool. That means the inside diameter of the jugs will fall across a certain range of diameters. This is normal.

The honed jugs are measured and divided into groups according to some standard deviation in their diameter, typically about two one-hundredths of a millimetre. But even with that small a standard, with four jugs from the same size-group you can expect to find a variation in their diameter. It won't be much but you need check it.

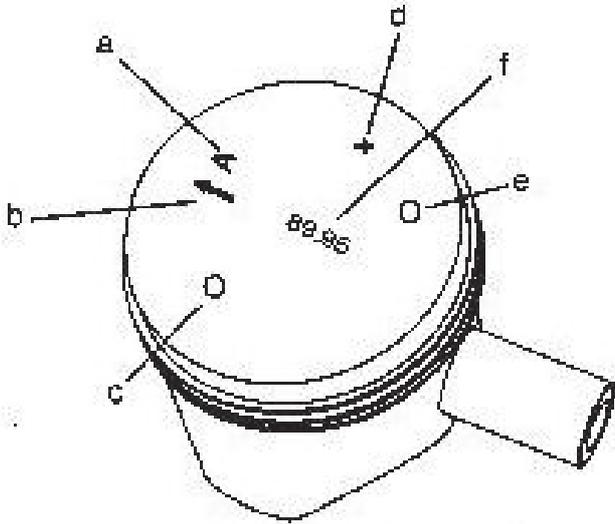
Volkswagen used cast aluminium pistons from permanent moulds. The density of cast aluminium varies slightly according to how much metal is in the smelting pot, its temperature and how long its been there. The castings are then machined to a given diameter, for the grooves where piston rings, for the wrist pin and for the top of the piston. All other surfaces are usually left as-cast. As with all machining operations, the finished dimensions will fall across a range of sizes.



The combination of differing density in the aluminium alloy and variations in the as-cast dimensions causes VW pistons to vary in weight by as much as 30 grams (!) Even by 1930s standards that's a bit much, so the pistons get sorted into three weight groups with each group having a maximum variation of ten grams.

The nominal dimension of the piston (i.e., its size group) is stamped on the top and a dot of coloured paint is used to indicate which direction its actual dimension deviates from the stamped figure. Another dot of different coloured paint is used to indicate the piston's weight group and a plus or minus symbol is stamped into the top of the piston to indicate if the piston's weight is above or below the nominal weight for that group.

The pistons are divided into groups according to their weight and within each weight group, are divided into groups



- A. Corresponds to the index of the part number—serves as identifying mark
- B. Arrow (indented or stamped on) must point toward flywheel
- C. Paint spot indicates pistons which are of matching size (blue, pink, green)
- D. Weight grading (+ or -)
- E. Paint spot indicating weight grading (brown - weight, grey = + weight)
- F. Piston size in mm

according to their diameter, allowing them to be matched with suitable jugs, fitted with rings and packaged for shipment. Stock jugs used to be available individually; nowadays all you'll see are sets of four.

But your carton of new pistons & cylinders may arrive as a grossly mismatched set of junk. Here's why: Some after-market retailers - or the clerks who work for them - tear open the boxes and shuffle sets around to make up sets having the largest bore diameter and identical weight markings. Some dealers even brag about this in their advertising, referring to such sets as the 'pick of the litter' that need no further balancing. And sell such sets at inflated prices.

It's all bullshit of course, a minor deception aimed squarely at the Kiddie Trade. Why? Because with a weight group encompassing ten grams, with two divisions and a mark for high or low the best you can hope for is a spread of 2.5 g - about 25x worse than a real balancing job. (Using an inexpensive electronic scale for measuring and a Dremel tool for removing metal, the average novice has no trouble matching four pistons to within a gram or two.)

But the most interesting point of all this is what happens after those sets of pistons have been pawed over by the clerks. They get tossed back into the boxes willy-nilly and sold to unsuspecting suckers, including other retailers.

The tricky bit here is that you can't balance a set of pistons if they span two weight groups. Pistons are provided with extra metal in the form of 'balancing pads,' areas from which you may remove metal without affecting the strength of the piston. But the maximum amount you can remove is only a few grams. That isn't a problem when all of the pistons are from the same weight group. But when your P&Cs are a mix of two (or more!) weight groups you're liable to see as much as 20 grams difference across your four 'brand new' jugs. Not only does that violate the factory spec of 10 g, the difference is too large to be balanced out - there simply isn't

enough metal that can be safely removed.

You just paid good money for a set of new jugs that are junk.

But this is about compression ratio so let's get back to that.

First thing you gotta do is examine your new set of P&Cs to make sure they are of the same size group (ie, the variation of diameter) and within the same weight group. That is, all four of the jugs in the box should have the same colour code for dimension and the same colour basic colour code for weight group. The code for plus & minus doesn't matter because you're going to have them re-balanced to a finer standard of precision (i.e., typically to within 0.1g across a set of 4).

You should do all that before you buy them. And yes, you can get royally screwed when buying through the mail. No, I won't recommend anyone - I've been sued both ways on that one, once because a guy was unhappy with someone I recommended and another time by a dealer because I didn't recommend him. So go fish. And good luck. Because getting a set of P&Cs that hasn't been tampered with is just the start of the story.

Once you have a set of P&C you'll need to put identifying marks on the jugs and record the marks and the dimensions in your notes. I file notches in the flat area of the upper-most fin. When you have more than one engine in the shop at a time, keeping their parts separate can be a problem. I use a series of adjoining notches to identify the set then one to four additional notches, spaced apart, to identify a particular jug within a set. The notches are cut with die-grinder as soon as I open the box. The pistons have to stay with their particular jug so you need to put a matching mark or number on the underside of that piston. I use a vibrating scriber.

Begin your measurements with the distance between the deck lip and the top of the cylinder barrel. The easy way to do this is to just stand the thing on its head and use a surface gauge to find the tallest barrel then record any difference in the other three. Here again, you can expect some small variation.

Barrel length is an especially critical dimension in a horizontally opposed engine since it is the foundation of the valve train geometry. This dimension is even more important in horizontally opposed engines like the Volkswagen which



depend upon head studs (or stays) to maintain the seal between the cylinder and the head, since any difference in the length of the barrels will impose an asymmetric load on the sealing surface leading to compression leaks.

After measuring the length of the barrels, the pistons are removed and the pin height is measured. Follow the same general procedure; put the piston, head down, on a surface plate, use a gauge to find the tallest then record the difference between it and the other. (As a point of interest, in most cases there's nothing to record - the dimensions match to within less than two one-hundredths of a mm and an amount that small is generally not significant. What I'm really looking for here is any radical departure from the norm.) But the fact remains, any dimensional variation in bore diameter, barrel length and piston pin height will have some effect on your Compression Ratio.

The rings get removed and bunch of other work gets done but we're only talking CR here so I won't go into the other stuff.

CYLINDER HEADS

As with the jugs, when measuring the heads you must first identify them. Through the course of assembling an engine the heads get a lot of work done to them and you need to keep good records. I stamp numbers on them, over by the right-hand exhaust stack (right-hand looking into the chambers, push-rods down). Doesn't really matter how you identify them just so you do. I use stamped numbers because in prepping a set of heads I usually replace some of the guides, run them through the blasting cabinet to roughen up certain areas then open up the chambers, unshroud the valves and do a few other things, most of which will destroy any kind of temporary markings.

On the chamber-side of the head casting you will find either a fully machined flat area surrounding the chambers (old style heads and some after-market types) or six machined bosses, three to each chamber. The horizontal plane defined by the machined surface, either of the bosses or of the flat area, is the base-line for all of your head dimensions.

You need to know the distance from that horizontal plane to the sealing surface of the combustion chamber. More specifically, you want that distance to be as close to identical as possible for both heads and, within a head, for both chambers.

This dimension can be all over the map if the heads have been opened up by a schlock shop. Good shop, any variation should be minimal, up to a max of one hundredth of one millimetre (0.01 mm). Shlock shop, using a cutter in a drill press, you won't believe the crap they turn out.

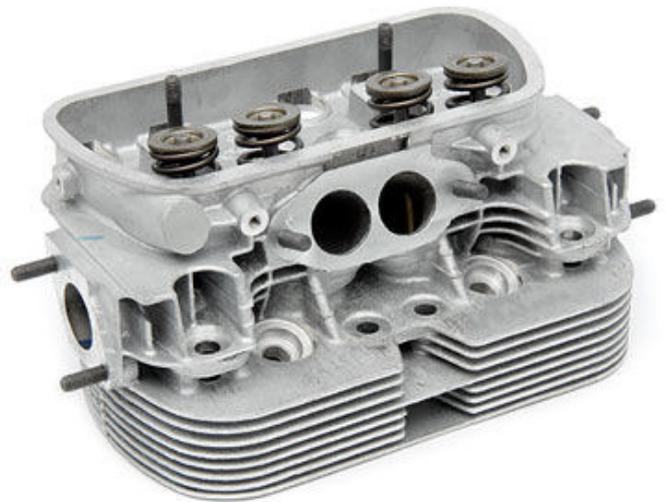
This dimension is especially critical in the fabrication of a good VW engine. If this distance varies by more than 0.05 mm between the chambers of the same head, or by 0.15 mm between a pair of heads, have the heads fly-cut by the minimum amount needed to arrive at a uniform figure for all four chambers.

With measurements for the case deck height, barrel length, rod length and piston head height, and knowing the compression ratio you are planning to use, measuring your chamber volumes tells you how much you will have to open them up to achieve the desired compression ratio. Indeed, once you've nailed down a few dimensions, setting up the correct compression ratio becomes something of a no-brainer.

And somewhere about now you'll realize this message wasn't about compression ratio at all :-)

There are two main reasons for doing the work described above. The first is to be able to identify good parts from bad parts. You can't make this determination by price nor the fact the part is new, rebuilt or whatever. Nowadays there is so much junk out there the wiser course is to assume you're dealing with shoddy goods until its specs prove otherwise.

As you progress through the measurement of the parts you begin to see ways in which you can combine those parts so as to arrive at the most dimensionally uniform result. For example, a slightly short throw on the crank can be combined with a slightly long rod. The same is true for the jugs and the heads in that some combinations may be used to cancel out dimensional variations.



A nice point to keep in mind here is that the 'assembly' of a 'paper' engine is an armchair activity. You may take as long you wish, shuffling the numbers about in every possible combination until you arrive the one that makes the best possible use of that particular set of parts.

Did the light bulb come on over your head? You see, the typical engine-builder can only afford one set of parts. And as much as I hate to say it, if you simply bolt them together the odds of getting a good engine are vanishingly small. Oh, it'll run. Veedubs are robust little buggers; almost anything will run. But if you simply throw the thing together it will not run as well as it should, nor last as long as it could. And you won't know the difference.

But I'm not a machinist... (I heard someone shout).

The truth is, you don't need to be a machinist to build a better engine. You can do that by simply taking a few measurements and keeping good notes. That's enough to keep you from building a total piece of shit. When you subtract the POS Probability Factor from the engine building equation you automatically end up with a better engine. How much better? On average, about twice as good. Yeah, I know, nobody else believes it either. Except for the guys who have done it.

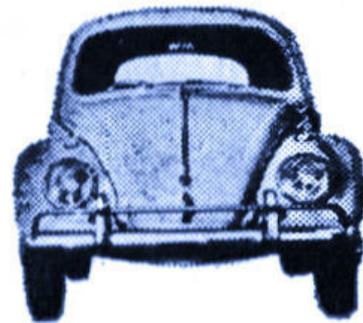
Up to you. It's your engine.

Bob Hoover



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