

Zeitschrift



At the VW Nationals 2014.

June 2014

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40 years of VW Golf
Berry Blast from the Past
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Club VeeDub Sydney.
www.clubvw.org.au

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



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Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1340		14 Willoughby Cct
Camden NSW 2570		Grassmere NSW 2570
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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.

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 (2006-on) are available as full-colour PDFs from the Webmaster at the monthly meeting - please bring your own USB stick. These 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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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*

Norm's FISH & CHIPS Run to Lithgow.

**Sunday
22 June**



- 8:00 am meet at McDonalds at the M4 service area Eastern Creek, west-bound for an 8:15am departure
- To Lithgow Small Arms Factory Museum, Methven Ave Lithgow. A fantastic display of Australian technology. Please register with Norm if attending, to assist the museum guide(s) and for catering.
- Then cruise to Lithgow Workers Club, 3 Tank St Lithgow, for lunch. The oldest surviving licenced club in Australia! Excellent bistro lunch menu; kids' meals.
- Peer-judged trophies for most popular Air-cooled and Water-cooled Volkswagens. Lucky door prizes too!

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

Good food, Good Company. Kids welcome!

Norm Robertson:
(02) 4625 7057 (message)
0409 771822 (mobile SMS)
nrobertson46@optusnet.com.au



Giant inflatables and
face painting for the kids!

CASTLE HILL
RSL CLUB

RATTLE 'n' HUM car show

All proceeds to Tallowood Special Needs School

Sunday 29th June - 9.30am - 3pm

Enjoy a Sausage Sizzle, Childrens Rides and Entertainment GOLD COIN DONATION

ALL CAR ENTRANTS \$20 FOR THE DAY PLUS MANY TROPHIES TO BE WON!

Castle Hill RSL Club, 77 Castle St Castle Hill

Club Veedub Convoy:



Meet at Hungry Jack's at The
Junction, North Parramatta
(on Windsor Rd opposite
Bunnings) at 7:30am.

8am departure cruise to Castle Hill





Bugs & Buses by the Bay Sun 6th July 2014

Location: Croudace Bay Park on the sunny shores of beautiful Lake Macquarie NSW



All vee dubs are welcome
Bugs, Buses, Buggies and all other types of
Volkswagens old & new

Get your vee dubs out and your picnic basket and
come along for a day out with some vee dub friends
for lunch

There's BBQs in the park as well as a skate park &
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Von dem Herrn Präsident.

Well, the 27th VW Nationals have come and gone, and again our biggest VW show of the year was a terrific event. Who would have believed that it would still be going after all these years? We had a lot of help from club members and the club committee, so a big thank you to you all. The show wouldn't have been a success without your help.

The Supersprint was well attended, with competitor numbers increasing from 55 last year to 66 this year. This was due to invitations to members of other CAMS clubs. As a result, we had more non-VWs competing than VWs. Only 23 of the starters were VWs, plus a few Audis and Skodas. The fastest car of the day was a modified Daihatsu Charade, while the fastest VW was a Golf R in fourth. Hopefully next year we will be on the new circuit at Luddenham and we can get more VWs competing.

Thank you to Chris Fraser for all your admin work with CAMS and in the office on the day; the day would have been impossible without you. Thanks too to all the scrutineers, marshals and flaggies who made the day run smoothly.

The show day at Fairfield started late on Saturday night with the big set-up of the site, knocking in signs, putting up tables, hanging banners and all the other work getting everything ready.

Cars and traders began arriving before dawn and soon it was a hive of activity. Almost all the traders were in place early, and we had several brand new VWs on display – Golf GTIs and Rs, a Tiguan and a Passat Alltrack. The swappers had a bit more space this year, and we noticed there were more water-cooled VWs in the show than ever. There were also numerous newly restored older VWs that hadn't been seen before.

Thank you to all the sponsors who for their continued support; the updated sponsor list appears on the back page of this magazine. Please support them, as they support us.

The peer judging seemed to work pretty well, although many entrants seemed unsure of what category they should enter, and a few of them lost their judging sheets after they parked their cars. We had people coming to the club stand well after 2pm, still trying to enter cars! We had to close those off at 12:30, but people could put in their completed judging and Peoples' Choice sheets as late as 2:30. Thank you to all the helpers on the main gate, and the traffic marshals, who helped all the entrants come through as quickly and smoothly as possible.

Christine's raffles were as popular as always, and this year's designs for the shirts and jackets were well received. The club stand was busy all day. Thank you to Raymond and Grace, Kira, Bettina and Lily for helping in the shop all day. Our TV and old VW ads DVD had plenty of people lingering by the Club stand too. Parramatta Rotary again did a great job with the BBQ lunch.

Vlad, Bob and Aaron worked flat out all day in the office, tabulating all the results on their computers. Last year we only had First Place for the categories, so this year we wanted to add Second to the most popular categories. Then we found out Bluey had made Second trophies for every category, so the three guys had to work extra hard to work out

all the results. David Carter also did a great job with the visual photo presentation, matching up each category winner with their VW's photo.

At 3pm the crowd had gathered but the results weren't quite ready, so Matt White and Christine drew the raffle for the Camden GTI Golf Cabriolet giveaway. The Hubertus Club German Folk Dancers also gave us some excellent entertainment; thank you to Raymond for organising that. Steve Carter and Bob Hickman presented the trophies to the winners, with me doing the microphone work instead of Dave this year.

Once again, thank you to all our members who helped out with the Nationals, both at Wakefield on Saturday and Fairfield on Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. A huge thank you to everyone. Especially to the #1 man - Dave.

We are open to all input from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas, please come along. Or drop us an email or leave a message on the Club website.

This month we have Norm's Fish n Chips run out to Lithgow, to visit the historic Small Arms factory and lunch at the Lithgow Workers Club. Meet at the McDonalds on the M4 at Eastern Creek, west-bound, at 8am for an 8:15 cruise. All the family welcome!

There are other great events coming up soon too, including the Rattle n Hum classic car show at Castle Hill; Ian and Rose's Bugs n Buses at Croudace Bay near Newcastle, and the VW Spectacular at Valla Park. Check the Club Calendar and the full-page flyers, shine up your VW (old or new) and we'll see you there.

Lily and Phil Matthews
(filling in for Steve who
is in LA)



Kanberra Kapitel report.

G'day everyone! Winter seems to have wandered off currently but I am sure that cold weather will be back very soon. On Sunday the 25th of May the VW Nationals occurred in Sydney. It was a terrific day! I thought maybe we were lacking in Canberran-numbers there, as I only saw three locals making it on Sunday. Hopefully more Canberrans were there that I didn't see! This is a mecca for anyone who follows the marque. Myself and the Vice Chair attended and took in everything that was VW-esque. Also noted there was Willy, who was loading up bargain parts at a great rate of knots.

My congratulations go to everyone who helped at the event in some way. Everywhere I looked there were club members doing 'things' and from an outsiders view it looked to be running quite well. Another successful event well supported by the locals, two thumbs up.

On the 15th of June the Canberrans are cruising off to Bundoora to catch the local markets. I have emailed out

about this one and if you want to get in for this trip you need to get back to me so I can give you the details. In July, Rod is arranging a trip to Captains Flat which should be a great trip. During August we will be heading off to Poachers Pantry, which is off the highway before Murrumbateman.

I've had a question or two about why we don't openly advertise the event details, asking for emailed replies instead to confirm attendance. We do this basically so that we can see how many people will be attending, and therefore gauge if an event will proceed or not. We need to plan these events ahead of time and need to know that we have a good attendance to warrant the event, hence the need to let us know who is coming.

Don't forget that the 21st of September is our German Auto Display weekend. We will be looking to lock-in roles for helpers ahead of time, so please consider sticking your hand up to help your club.

Happy Dubbing.

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.**

June.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 22nd:- Norm's Fish n Chips Run 2014. A relaxing family cruise! Meet at McDonalds M4 Eastern Creek westbound at 8:00am cruise to Lithgow Small Arms factory. Then lunch at Lithgow Workers. Trophies for best air and water-cooled VWs, plus lucky door prizes. All VWs welcome! Please book your attendance with Norm - phone 0409 771822 or email nrobertson46@optusnet.com.au



You are invited to attend an **OBSERVATION RUN** finishing with a BBQ lunch on Sunday the 13th July 2014.

Meeting at Camden Showground, Argyle Street, Camden at 10.30am

Entry just \$10 per car (includes 1 Sausage Sandwich and drink per car. Extras available to purchase)

Inquiries to info@flatfour.org

Please RSVP by the 9th for catering purposes, Thanks

Presented by - Flat Four Vee Dub Club, Sydney

Sunday 29th:- Rattle n Hum Car Show at the Castle Hill RSL, 77 Castle St Castle Hill. Classic cars, hot rods and muscle cars. Entry \$20 with tropies on offer. Enjoy a sausage sizzle, free kids' rides and entertainment. **VW owners meet at Hungry Jacks at The Junction, North Parramatta (Windsor Rd opposite Bunnings) at 7:30am for an 8am cruise to Castle Hill.**

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

July.

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

Sunday 6th:- Bugs and Buses By The Bay 2014, at Croudace Bay Park (Belmont) on the sunny shores of Lake Macquarie. All Volkswagens welcome - Bugs, Buses, Buggies and all other new and old VWs that don't start with B. BBQs and shelters. Bring a picnic basket! Kids' playground and skate park. Contact Rose and Ian on 0427 550203 or email avwnut@bigpond.com

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

Sunday 13th:- Flat Four Observation Run, organised by Flat Four VW Club. Meet at Camden Showground, Argyle St Camden at 10:30am. Fun Observation run, with BBQ lunch (1 sausage sandwich and drink per car - extras available for purchase). Entry \$10 per car; all VW drivers and family welcome. Please RSVP to info@flatfour.org

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

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

August.

Monday 28 July - Sunday 3rd:- Volkswagen Spectacular 2014 at Valla Park, Nambucca Heads. 30th Anniversary! A full week's itinerary this year. Cruises, observation runs, lap

dashes, tappet cover racing during the week. Saturday 2nd is VW convoy from Valla to Nambucca Heads and closed street display. Club challenge. Sunday 3rd is the Show n Shine at Valla Park with Top 10 trophies. Charity auction, live bands and entertainment. Bookings essential. Contact Donna on 0427 695203 or email vwspectacular@gmail.com Webpage www.volkswagenspectacular.com

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

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

Sunday 17th:- Shannons Sydney Classic 2014 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club VW will again have a Volkswagen display. You must book with Dave Birchall (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 40 years of the VW Passat in Australia.

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

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

September.

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

Thursday 11th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 18th:- 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 22nd:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the park festival, with stalls, food, rides and entertainment. Vimtage, veteran and classic cars. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book to enter. Phone Rhonda Sclanders (Burwood Council) on (02) 9747 2757, or email show.n.shine@bigpond.com. Say you are with the VW Club.

Saturday 20th & Sunday 21st: Canberra German Autofest. Saturday afternoon cruise and sausage sizzle. Sunday is German car show. Drip trays required for all cars, regardless of condition. All displaying cars must register and pay entry

fee - Club VW members \$10, others \$15. Contact Bruce (Canberra Chapter) on 0400 119220 for more info.

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

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

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

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

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

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



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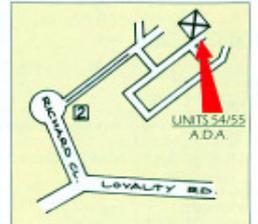
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New Ads.

Wanted:- I have a 1974 Kombi Microbus. I need the **rubber filler pipe** that goes from the tank to the metal pipe/ joiner to the filler neck. Can you help me, or direct me to someone who can make an unusual shape and length of rubber fuel hose/pipe? It's approx 300mm long x 78mm I/D. I hope to hear from you soon. Contact Mr Peter Smith on 0429 202325 or email coupladays@westnet.com.au

Wanted:- Hi I have a 1976 T2 camper, and I'm looking to replace the **fresh air hoses** from the engine to the front of the Bus. I'm looking for cardboard/ aluminium replacement hose but kinda struggling for a supplier. I was wondering if you know of anyone or a better material to use? If you can help, please contact Mr Alan Howieson on 0402 134930 or email alanhowieson@hotmail.com

For Sale:- I have a **1969 VW twin cab ute** (not split window) excellent condition, rebuilt performance engine by VW Aust, runs strong and reliable. Can you please tell me in your opinion approx what is worth today to sell. If you are interested please contact Mr Peter Blyth on 0418 307104 or

email stephpeteblyth@optusnet.com.au

For Sale:- 1968 VW Beetle convertible, White in colour. Great condition, rego to 26-04-15. Please contact me for photos or more information. Asking Price \$6000. Contact Scott Tanner on 0418 860692 or email tann1sco@bigpond.com

For Sale:- Hello my father was a mechanic of over 50 yrs - he restored old VWs for quite some time and as a result had a collection of **VW motor parts**. Sadly my father passed away at Christmas time and it is now our task to catalogue and sell his "stock" ... would you be interested in 1.) assisting us in providing identification and or values. AND/OR would there be interest is the club members to purchase goods - it is all old school model VW parts. Any assistance would be greatly appreciated. If you are interested, please contact Mrs Tracey McDonald on (02) 4930 7965 (BH) or email me on mcmill@aapt.net.au

Wanted:- Hi, I am trying to track down a yellow 1976 Beetle with the rego tag '**OFP-857**'. This is the rego number Herbie had in the movies, and I would very much like to try and buy it for my Herbie replica. I'm making it as accurate as possible, and this plate would really be the icing on the cake. If you guys have any information you can share, or if the owner can

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contact me it would be very much appreciated! Thanks, Cameron Jordan (Love Bug Fans). Mobile 0447 344968 or email Prechingsumo9@gmail.com My website is <http://lovebugfans.net>

For Sale:- 'Alvin', 1967 1300 Beetle, multi-tone brown. Travelled 25,560 miles since full restoration in 1992. Consistent show winner for Shirley Pleydon. Many extras, including back wheel covers (spats), Porsche rims, banjo steering wheel, custom running boards, rear window louvre, pop out side windows, billet mirrors, parcel shelf, stainless firewall louvred, replica tool kit, extractors, colour coded through out. You may have seen Alvin at club runs and it was featured in VWMA magazine Jan 2008. Asking \$18,500.00 ONO. Genuine enquires only, no time wasters. Phone Lee 0438 627 369 between 3-6pm only.

For Sale:- I have a 1970 Beetle, 1600 twin port with next to no mileage on it. It has been lowered with adjustable front end. Also wide wheels. The small side windows have been removed. There is no rust at all in the body. I have no further use for the car as it has been in the garage for the last couple of years. The car is registered. Do you know of anybody that would be interested in the car. I am now 70 so no further use for this sort of car. I would like \$2500.00 for it. Car is in Swansea NSW. Contact Ron Williams on (02) 4971 2895 (BH) or email ronmeryl@hotmail.com

Notice:- There is a **1960s VW Type 3 Notch** (sedan) sitting behind a house at Dunkeld (just west of Bathurst). It has been there since the 1980s at least. It can be seen from the Mitchell Highway as you drive back towards Bathurst, on the left hand side behind the last house before the corner of the Mitchell Hwy and Dunkeld Rd. I would love someone to rescue it. Can anyone go out there and save it? (You can see it on Google Street View – Ed). Message from Mr David Crossman, 0417 455 601 (BH)

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Golf GTI Performance.

The faster and more powerful Golf GTI 'Performance' has launched in Australia, priced from \$48,490 - \$500 higher than planned when preliminary pricing was announced last September.

The \$500 price rise also applies to the regular Golf GTI, which now costs \$41,990 in six-speed manual form and \$44,490 with the optional six-speed 'DSG' dual-clutch automatic transmission.



The revised pricing makes the DSG-only Volkswagen Golf GTI Performance just \$1,500 cheaper than the old Golf 6 R manual was, and \$4,000 less than the DSG version of the previous flagship, which is being replaced this month by the new Golf 7 R model.

Powering the Golf GTI Performance is a mildly updated version of the GTI's 2.0-litre direct injection turbocharged four-cylinder petrol engine. Power increases 7 kW to 169 kW, and it comes on 200rpm later, now sustained between 4700-6200rpm. Peak torque is unchanged at 350 Nm, though it is also now 200rpm at the top end (1500-4600rpm).

Despite weighing 40 kg more than the GTI DSG (1364 kg v 1324 kg), the Performance is 0.1 second faster to 100 km/h, claiming a 6.4-second sprint, and matches the less powerful variant for fuel use, claiming 6.6 litres per 100km on the combined cycle.

With an emphasis on enhanced dynamics, the Golf GTI Performance gains a mechanical front differential lock and larger brakes that measure 340 x 33mm at the front and 310 x 22mm at the rear - up from the 312 x 25mm fronts and 300 x 25mm rears of the regular GTI. The Performance's front brake callipers also uniquely feature 'GTI' badges, while larger 19-inch alloy wheels (up from 18s) sit at its corners.



Other Golf GTI Performance enhancements include bi-xenon headlights with LED daytime running lights, distinctive LED tail-lights, and Alcantara leather upholstery inserts.

Recommended Retail Prices:

Volkswagen Golf GTI (6-speed manual)	from \$41,990
Volkswagen Golf GTI (6-speed DSG)	from \$44,490
Volkswagen Golf GTI Performance	from \$48,490

Golf R launched.

The fastest and most powerful production Golf in history, the Volkswagen Golf 7 R, has now launched in Australia priced from \$51,990.

The optional six-speed 'DSG' dual-clutch transmission again adds \$2,500 over the standard six-speed manual, making the auto version \$54,490.

The pricing makes the latest hot-hatch \$2,000 more expensive than its 'Mk6' predecessor, and positions the new Golf 7 R DSG almost perfectly between the \$48,490 Golf GTI Performance and the mechanically similar \$59,990 Audi S3 Sportback.



Powering the Australian market Volkswagen Golf R is a turbocharged 2.0-litre direct injection four-cylinder petrol engine that produces 206 kW between 5100-6500rpm and 380 Nm from 1800-5100rpm, giving it a 37 kW/30 Nm advantage over the just-released GTI Performance, and an 18 kW/50 Nm boost over the old Golf 6 R.

With 4Motion all-wheel-drive, the new Golf R sprints from 0-100 km/h in 5.0 seconds with the DSG and 5.2 sec with the manual, wiping 0.7 sec off the old model's time and bettering the GTI Performance by more than a second. This makes the Golf 7 R the fastest Volkswagen ever sold in Australia, beating the old record of 5.6 seconds 0-100 held jointly by the 2008-11 Passat R36 and the Passat CC V6. All modern performance VWs are electronically limited to 250 km/h top speed.

Sixty kilograms lighter than before (1416 kg manual/1435 kg DSG), the new Golf R is also roughly 17 per cent more fuel efficient than before, claiming combined cycle figures of 7.3 litres per 100 km for the manual and 7.1 L/100 km for the DSG.

The Golf R's adaptive chassis control offers three driving modes - Comfort, Normal and Race - each modifying

the damping force, the latter tuned for the most dynamic handling performance.

Five modes are also available via the Golf R's driving profile selector: Eco, Normal, Individual, Comfort and Race; the latter again specific to the flagship hot-hatch, increasing the damping and engine response and reconfiguring the shift points of the DSG.

The Golf R is easily distinguishable from its GTI siblings, boasting signature styling enhancements including larger black front air intakes and rear diffuser, matt chrome mirror caps, black brake callipers with 'R' logos, dual chrome exhaust outlets, and 19-inch 'Cadiz' alloy wheels.

Keyless entry provides access to the cabin, which features push-button start, 'Race' pattern cloth/alcantara sports seats with grey stitching, and piano black and carbon-look trim inserts.

Options include a panoramic sunroof (\$1850), leather upholstery (\$3150), and a \$1000 driver assistance package that adds adaptive cruise control, front assist with city emergency brake function, and proactive occupant protection system.

Recommended Retail Prices:

Volkswagen Golf R (6-speed manual) from \$51,990
Volkswagen Golf R (DSG) from \$54,490

Golf and Beetle R-Line.

Volkswagen R-Line packages are now available to order for the Golf and Beetle small cars in Australia. The R-Line package is a styling and accessory pack, and should not be confused with the 'R' performance model.

The Golf R-Line package can be optioned on the \$31,990 Golf 103TSI Highline and \$34,490 Golf 110TDI Highline models at a cost of \$2200.



Exterior changes includes sports suspension (lowered by 15mm), 'Progressive Steering' that alters the steering ratio based on driver inputs, 18-inch alloys, front bumper extension and larger lower air intake, widened side sills, sportier rear bumper with black diffuser, a rear roof spoiler, tinted rear glass and R-Line badges.

Inside sees changes, too, with sports seats finished in 'Race' cloth with microfibre side bolsting, a flat-bottomed leather-lined steering wheel, steering wheel-mounted paddle shifters, aluminium brake and accelerator pedals and door scuff plates (front), black headlining and 'Black Lead Grey' inlays on the dash and doors.

The Beetle R-Line package costs \$2000 over the regular Beetle (\$29,990). It includes fewer items, but still gains sportier bumpers front and rear, body-coloured wing mirrors, 18-inch alloys, R-Line badges, sports seats, aluminium scuff plates, steering wheel-mounted shifters for auto models, and dash-top gauges with boost pressure, oil temperature and stopwatch readouts.

Volkswagen also offers the Touareg V8 TDI R-Line locally, but Volkswagen Australia public relations manager Kurt McGuinness said the addition of the Golf and Beetle isn't indicative of a full-scale rollout of R-Line versions of all models.

"It's just going to be these models at the moment," he said.

The R-Line packages for Golf and Beetle are available to order now, and the first stocks of R-Line cars are due to arrive within weeks.

Hotter Golf GTI spotted.

A mysterious, more aggressive variant of the Volkswagen Golf has been spied on and around the Nürburgring circuit in Germany, hinting that a hotter version of the legendary hatchback could be in the pipeline.



The car spotted at the infamous test track appears to be a Golf GTI Performance Pack with a range of changes such as 18-inch alloy wheels, larger red GTI-stamped brake callipers and lowered suspension, a half-size roll cage, a more pronounced front lip spoiler and an enormous roof-top spoiler.

It is unclear whether Volkswagen is working on a model to bridge the gap between the Volkswagen Golf GTI - which has a 2.0-litre turbocharged four-cylinder with either 162 kW or 169 kW in performance guise - and the all-wheel-drive Golf R flagship, which has a maximum 221 kW in global markets (206 kW for Australia).

Something even more potent than the Golf R does not seem outlandish. Volkswagen has toyed with an even more focused and powerful version of the Golf, unveiling the Golf GTI Design Vision Concept at the Worthersee tuning show in Austria last year. That car was powered by a 3.0-litre twin-turbocharged V6 with 370 kW and 560 Nm. But that one, sadly, is likely to remain a one-off.

So what is this one? The word on the street in Germany is that it is a stripped out, lighter and more powerful version of the Golf GTI, possibly bearing the much loved in the country, Club Sport designation. The power gap between the GTI and the R could be covered by a GTI Club Sport, possibly with the use of one of the two Seat Leon Cupra 2.0 TFSI engines that develop 198 kW and 208 kW.

Whatever it is, this year's Worthersee VW tuning show could be where Volkswagen shows off this mystery model alongside the new Golf R wagon that was also spotted testing recently.

Golf R wagon spotted.

Spy photographers have snapped a Volkswagen Golf R wagon prototype undergoing testing in Germany.

Despite appearing entirely production-ready, Volkswagen is reportedly still making up its mind about the Golf R wagon, with the car's test driver revealing the high-performance estate hasn't been signed off for production at this stage.



Spotted free of camouflage, the front of the Volkswagen Golf R wagon prototype looks identical to Golf 7 R hatchback that debuted internationally in August and launched in Australia last month, sharing its dark-tinted headlights, black and chrome grille with 'R' badge, trapezoidal lower grille and twin-slat side intakes.

The wagon test car also wears the black, five-arm, triple-spoke alloy wheels that have become a Golf R signature, and is also understood to share the hatch's lowered sports suspension tune and performance tyre and brake packages.

The prototype looks less sporty at the rear, however, where it's fitted with the standard Golf wagon's tail-lights and lacks any 'R' designation. A black diffuser panel with twin oval exhaust outlets is the only hint of its heightened performance ability.

Some reports suggest its tweaked exhaust system may point to slightly reduced peak performance outputs compared with the Golf R hatch with its quad outlets, which produces 221 kW (206 kW in Australia) and 380 Nm from its 2.0-litre four-cylinder turbocharged petrol engine.

Definitely shared with the hatch is its all-wheel-drive underpinnings, while that car's six-speed manual and dual-clutch automatic transmissions would also serve in any production version.

If produced, the Golf R wagon would become a more powerful rival to Ford's 184 kW/340 Nm Focus ST wagon, which has available in Europe since the current-generation

hot-hatch's launch but cannot be ordered in Australia.

Volkswagen Australia communications general manager Karl Gehling said there were no plans for a Golf R wagon at this stage, but said the local division "would certainly consider it" if one were to be produced.

VW's Thailand plans.

Volkswagen reportedly is one of 10 major auto manufacturers preparing to collectively invest billions of dollars in Thailand to produce an avalanche of eco-friendly cars by 2019.

The investment would give Volkswagen its first plant in the "Detroit of the east", opening the door to a major untapped market in Asia for the German manufacturer, as well as duty-free imports into Australia.

The Thai government-backed Eco Car Phase 2 program requires each manufacturer to produce a minimum of 100,000 cars a year in return for lucrative incentives to produce new fuel-friendly cars for both local consumption and export.

The Thai Board of Investment says the scheme has generated projects valued at 139 billion baht (\$4.64b), with fresh plans to produce 1.58 million vehicles a year - half of them from manufacturers new to eco car production in Thailand.

Five existing mini-car manufacturers in Thailand - Honda, Mitsubishi, Nissan Toyota and Suzuki - have put their hand up for the new program after previously investing in Eco Car Phase 1.

This time, they apparently will be joined by five others - GM, Ford, Mazda, Volkswagen and China's SAIC (Shanghai Automotive Industry Corporation).

The biggest interest centres on Volkswagen, which is yet to confirm or deny the report.

Volkswagen is yet to establish a car manufacturing base in Southeast Asia - a glaring gap in its global empire and a stumbling block to its ambitions for world sales leadership against GM and Toyota. VW's Chinese plants produce over 2 million VWs every year but all are for Chinese consumption, not export.



Volkswagen Group Australia general manager communications Karl Gehling said he knew nothing of any plan to establish a manufacturing base in Thailand.

However, he agreed it would make sense for the company to consider such an operation somewhere in Southeast Asia to help bolster the company's presence in the region.

A move into Thailand would give VW Group Australia access to duty-free vehicles, as Australia has a free-trade agreement with that country - a fact many of VW's competitors are already taking advantage of.

It would also shorten supply chains and free VW from expensive European labour costs and Euro exchange rates, at least on one or two models such as the Up! and Polo.

Under the Thai Eco Car Phase 2 scheme - which appears similar in some aspects to Australia's defunct Green Car Innovation Fund - car-makers must produce a vehicle with a fuel consumption under 4.3 litres per 100km and CO2 emissions under 100 grams per kilometre.

Petrol engines must be 1.3 litres or under, while diesel engines can be up to 1.5 litres. Engines must comply with Euro 5 emissions regulations.

The car-makers must invest at least 6.5 billion Thai baht (\$A217m), and start producing the cars by 2019. Within four years, they must achieve an annual production rate of 100,000 units.

In return, the manufacturers get tax breaks, including 90 per cent discounts on tariffs on imported components.

No Eos replacement.

The Volkswagen Eos will soon end production, according to reports out of Europe.

German newspaper Der Spiegel claims there will not be a replacement model for the Volkswagen Eos 'hideaway hard-top' convertible, which is likely to be phased out of production before the end of 2014. The company is instead expected to focus its intent upon the more affordable and more contemporary Volkswagen Golf Cabriolet.

Initially it was speculated that a new cabriolet version of the Passat may replace the Eos, moving it into a higher market segment. But according to an unnamed source, the cost of replacement for a hard-top convertible of similar proportions is prohibitive. The source claimed that sales of convertibles are dropping worldwide - bad news for the Volkswagen Group as it has more drop-tops across its numerous brands than any other company.

The Eos has been on sale internationally since 2006, and was first sold in Australia in 2007. The car is still based



upon the fifth-generation Golf underpinnings, but is a standalone model - no panels are shared with any other VW product. The model has been face-lifted, but not redesigned since its debut and is now one of the oldest models in the VW range.

Volkswagen Australia general manager of communications Karl Gehling said that the Eos remains on sale locally, and no official announcement has been made on its future.

The report claims only 8,000 Eos convertible models have been produced at the VW AutoEuropa plant in Portugal in 2014. In Australia in 2013 there were 404 examples sold, down 47.2 per cent on 2012's figure (765). The record Eos sales year in Australia was 2008, when 1,853 were sold.

VW budget model.

Volkswagen's management board will give the green light to an entry-level car designed to broaden the brand's appeal in markets such as China, India and southeast Asia, according to a German business magazine.

Manager Magazin reports the long-rumoured budget car project will finally get approval from senior Volkswagen executives in the coming weeks before passing with the company's supervisory board by June.

The magazine reports the German car maker has reached internal cost requirements for the cut-price model after more than a year of trying to make the sums work.

Various media sources still differ on the exact details, however, with some reporting the entry model will wear Volkswagen badges and others saying it will launch under an entirely new brand, similar to Nissan's relaunch of the Datsun division. It is not known yet whether this will be utilising VW's existing Skoda or SEAT brands, or whether VW will create an entirely new 'budget' brand. Perhaps VW could resurrect its 'DKW' brand that has been dormant since 1966?



While its size and style are unknown at this stage (a city-sized sedan seems most likely, given its intended markets), the new model will be positioned beneath the Up! and Polo models, currently the smallest models in the VW range.

Referencing the German magazine, Reuters reports it will be built in China from late-2016 or early-2017 and could sell for between 6,000 and 8,000 Euro (\$9,200 and \$12,200).

The new model, which has also been linked with Baltic, Eastern European, Latin American and African

markets, is expected to be an important part of Volkswagen Group's goal to oust Toyota Motor Corporation to become the world's largest car maker by 2018. It is most unlikely to ever be sold in Australia.

VW offers \$9.2 billion for Scania.

Volkswagen owns or has controlling interests in three commercial truck operations: besides its own, VW began buying shares in Sweden's Scania in 2000 and now controls 89.2 percent of its shares and 62.6 percent of its capital. VW also bought into Germany's MAN in 2006, in order to prevent MAN from trying to take over Scania - and now owns 75 percent of it. Volkswagen has managed to work out 200 million Euro in savings, but believes it can unlock a total of 650 million Euro in savings if it takes outright control of Scania and can spread more common parts among the three divisions.



It has proposed a 6.7-billion Euro (\$9.2 billion) buyout, but according to a Bloomberg report, Scania's minority investors don't appear inclined to the deal. Although effectively controlled by VW, Scania is still an independently-listed Swedish company, and a profitable one at that: in the January-September 2013 period its operating profit was 9.4 percent compared to MAN's 0.4 percent.

Some of the other shareholders believe that Scania is better off on its own and will not approve the deal. Some have asked an auditor to look into the potential conflict of interest between VW and MAN, while some are willing to examine the deal and "make an evaluation based on what a long-term owner finds is good," which might not be just "the stock market price plus a few percent." The buyout will only be official assuming VW can reach the 90-percent share threshold that Swedish law mandates for a squeeze-out.

Many of the arguments against boil down to investors believing that Scania's Swedishness and unique offerings are what keep it profitable, and ownership by the German car company will kill that. If Volkswagen can buy that additional 0.8-percent share in Scania, perhaps its buyout wrangling with MAN will give it an idea of what it's in for: "dozens" of minority investors in the German truck maker have filed cases against VW, seeking higher prices for their shares. It is likely

only to delay the inevitable, though. If VW is really going to compete with Daimler and Volvo in the truck market, it has to get the size, clout and savings to do so.

US Passat to be upgraded.

After unsuccessfully selling Americans generations of Passat sedans designed for European tastes and needs, Volkswagen finally let loose in 2011 with a larger and less costly model engineered specifically for the North American market. The American four door, built in VW's new state of the art plant in Chattanooga, Tennessee, launched well on the strength of a couple of awards and lucky supply problems for VW's Japanese rivals, but it has since lost some of its sales momentum as a number of newer and fresher-faced competitors have emerged on the scene.

VW is keen to recapture some of the Passat's initial momentum, and officials believe it's going to have to dig a little bit deeper than its traditionally minimal midlife retouches in order to put the model on more consumers' shopping lists. Michael Horn, VW Group of America CEO and Dr. Heinz-Jakob Neußer, head of VW Group powertrain development, confirmed that a "big facelift" is coming for the 2016 model year. "We are quite aware that we have to do something to keep the car fresh in the market," said Horn, who notes that the redesigned model will incorporate "a lot of new features, drivers' assistance systems and so forth."



No powertrain alterations were disclosed, but at the very least, there could be some significant visual changes in store. In fact, more significant mid-cycle changes could become the norm for VW, which traditionally has limited its alterations to things like modestly new light fixtures, wheel patterns and paint finishes. VW sees larger changes as a growing necessity, believing that it needs to shift the longer lifecycle philosophy it has had success with in Europe and in China. The expectations of US customers are "a little bit different," argues Dr. Neußer, "...they need a little bit shorter reworks of the car. Perhaps not so deep within the technical side, but more oriented to a fresh outside, to fresh designs. We are actually changing our philosophy on this."

For decades the Americans have seen annual model changes and updates as the norm; each shiny new year's model Chevy, Ford, Plymouth, Buick, Mercury, Dodge or Pontiac

was eagerly awaited and instantly dated last year's model. Volkswagen went against the trend with the original Beetle that appeared unchanged from year to year (although in reality it was updated constantly). VW's later water-cooled models also kept the same appearance for long periods in the European fashion, but VW has never recaptured their 1960s market share in America.

The current Passat's crisply tailored looks have aged well, but they've also been criticized for being too restrained and derivative of the smaller and less expensive North American Jetta. Noting that some competitors have recently been taking bigger aesthetic chances in the historically conservative family sedan segment, Neußer acknowledged, "We are a little more conservative, but very precise. But we will move a little bit more into the direction [of progressive design] ... but not a u-turn, a correction."

40 years of VW Golf.

On 29 March 1974, the very first Volkswagen Golf rolled down the assembly line at the Wolfsburg factory. That little car has gone on to spawn seven generations, while the Golf name has become one of the best selling in history and Volkswagen's most popular, selling over 30 million units during its 40 years on sale.



The Golf was a front-wheel drive, front-engined replacement for the air-cooled, rear-engined, rear-wheel drive Volkswagen Type 1 (Beetle). The first 'new generation' Passat had appeared a year earlier in Germany but it was positioned in a higher market bracket - it actually replaced the Type 3 range. The Golf was a direct replacement of the Beetle. Like the Passat, and Scirocco, it was named after a wind - the Gulf Stream wind (Golf Strom in German). It was NOT named after the game of golf.

The Golf relegated the Beetle from its Wolfsburg home to the much smaller Emden factory, where it would expire entirely in 1978. The Golf sold its first million in just 31 months, whereas the Beetle took ten years. The USA got the Golf (Rabbit) in 1975, Australia in 1976, and South Africa in 1977. The Golf won Wheels magazine's Car of the Year in 1976. The sporty GTI appeared in 1976, creating a new 'hot hatch' market and inspiring dozens of imitations, but sadly it was never sold in Australia. The original Golf was made in

Germany, Belgium, Australia, USA, Mexico, South Africa and Yugoslavia. By the time the Golf 2 appeared in 1983, VW had sold 6.8 million units.

The Golf 2 was bigger and more efficient with an aerodynamically styled body but retaining the Golf 1's design cues. The Golf 2 was the model that restarted the VW brand in Australia under Ateco in 1990, together with the Golf Cabriolet, but we only saw a low-spec 8V GTI version. In Europe a huge range of models was available, with 8V or 16V engines, diesels and turbo-diesels, G60 supercharger, Formel-E gears, syncro 4WD and a wide range of body and trim levels. VW sold 6.3 million more by 1993.

The Golf 3 in 1993 was a complete redesign, bigger and smoother with a different new nose treatment. For Europe the Golf 3 pioneered turbo direct injection diesels, the VR6 engine, Ecomatic stop-start system, CityStromer electric, a station wagon body version and a redesigned Cabriolet. Australia missed the now 2-litre Golf 3 GTI, but we did get the VR6, and the first Golf diesels since 1981. We also saw GL and CL 1.8 and 2.0-litre petrol Golfs. The bootied Golf 3 was called the Vento, not the Jetta as before. The Golf 3 won European Car of the Year and sold 4.8 million by 1998.

The Golf 4 made numerous quality improvements to move up-market, and featured the first 'R' model, the high-performance R32. The bootied version was now called the

Bora, and used different nose panels from the Golf. The Golf 4 was the first with direct injection FSI petrol engines, and the VR5 engine for some markets. The Golf 4 had smoother, more balanced styling and beautiful blue instrument lighting. It was the basis of the New Beetle. VW sold 4.3 million by the time the Golf 5 came along in 2004, which including the 21,517,415th in 2002 that took the Golf past the Beetle's production total.

The Golf 5 range included the same wide range of engines and spec levels as before,

including an faster R32 version and a much improved turbo GTI. The Golf 5 was available with manual, automatic, tiptronic and DSG gearboxes. The Golf 5 also saw a new additional roomier body style, the Golf Plus, for the European market. Australia didn't see that one, nor the Golf 5 wagon version - even though it was displayed at the Sydney Motor Show. The Golf 5 was the basis of the Jetta and Eos, and had special models that included the Fahrenheit and Pirelli editions. The 25 millionth Golf was produced in 2007.

The Golf 6 of 2008 was a refinement of the Golf 5 rather than a redesign, with many improvements and production efficiencies. Common rail TDI engines replaced the older Pumpe Duse diesels, while Adaptive Chassis Control improved handling options. The 2.0-litre turbo Golf R replaced the V6 R32, but with more power and performance. Australia saw the Golf wagon on sale for the first time, and the Golf Cabriolet made a welcome return. The 30 millionth Golf was produced in 2013, together with

the introduction of the latest MQB-platform Golf 7, the best Golf yet.

The Golf has won many awards throughout its history, including World Car of the Year in 2009 with the Golf 6 and in 2013 with the Golf 7. Australia's Wheels Magazine also awarded its Car of the Year to the Golf in 2009 and 2013. Every generation of Golf has been a runner-up in the European Car of the Year awards and two have been winners, the Golf 3 in 1992 and the Golf 7 in 2013.

Wolfsburg finish 5th.

The 2013-14 season of the Bundesliga – Germany's Premier League Football Competition - has now finished after 34 rounds. Our team, the VfL Wolfsburg 'Wolves', had a very good season, finishing fifth.

The result is Bundesliga's most overdue return to European representative competition, as Wolfsburg has not participated in the continental grade since their 2008/09 Bundesliga premiership win. In a season of major transition - marked by several big-money signings, a key departure, and the emergence of a homegrown talent - the Volkswagen-owned club finally converted Euros into points.

Unlike Kevin de Bruyne, the club's other major purchase, Luiz Gustavo had a full season with the Wolves after leaving Bayern Munich's bloated squad last year. The Brazilian midfielder could scarcely have started more poorly; he was sent off on his debut, served his suspension, and then saw red again on his return to the field. Since then, however, he has emerged as a reliable midfield anchor in front of Dieter Hecking's back line. His command of play and a contribution of four league goals has seen him book his ticket to Brazil.

Left-back and penalty-taker Ricardo Rodriguez, still just 21, had an excellent debut season, and Naldo and Robin Knoche both performed admirably at the heart of central defence.

Wolfsburg aren't usually famed for home-grown academy gems, but even they have contributed to the string of teenage talents rolling off the Bundesliga conveyor belt this season. Maximilian Arnold started his season in disciplinary ignominy, with a straight red card in the first half on opening day against Hannover, but has since flourished.

Thankfully for Arnold, his opening-day red card is now ancient history. He had to wait almost two months for his next start, but he didn't waste it - scoring in a 2-1 win at Augsburg. A week later, he scored against Bremen, and then again in Frankfurt the week after that. Arnold finished the season with eight goals, four assists, and even a call-up to the senior Germany squad for a friendly against Poland. The left-footed playmaker, who has a wicked long-range shot, said it was Jogi Löw's assistant Hansi Flick who rang with the good news.

"I was so excited during the conversation. My family couldn't believe it. I do intend to savour this now, but I'm fully aware that I must carry on like this."

Long lauded for sporting the

Bundesliga's finest set of eyebrows, Dieter Hecking surprised many pundits with his stewardship this season. At a club with far more financial potential than former employers Nuremberg, Hecking presided over a major squad overhaul without much of a dip in performance. Even when disaster struck, like conceding 12 goals in two weeks against Hoffenheim and Bayern, Wolfsburg managed to bounce back - showing a resilience rarely associated with the club.

Wolfsburg's best-paid, and perhaps least content, player of recent years confirmed his return to Atletico Madrid on transfer deadline day in January. This, coupled with the arrival of de Bruyne, was the final step in the forging of Wolfsburg's new midfield identity. The Belgian brought more pace, attacking verve and directness to the team, while Diego's departure allowed his countryman Gustavo to take charge of the Wolves build-up play in the middle of the park.

VfL Wolfsburg played 34 rounds, with 18 wins, 10 losses and 6 draws. They scored 63 goals for and 50 against. Their biggest win was 4-0 against FC Schalke 04, and their biggest loss was 1-6 against the eventual champions, Bayern Munich. The powerful Munich club won the competition for the 23rd time, with 29 wins for the season.

The bottom two teams of the Bundesliga are demoted to the second-tier 'Bundesliga 2' competition for next year, and this year sees FC Nürnberg and Eintracht Braunschweig drop down. They will be replaced next year by the top two teams from this year's 2 Bundesliga, FC Köln (returning for the first time since 2011), and SC Paderborn 07 (for the first time ever).

In addition, the third-bottom Bundesliga team must play the third-placed 2 Bundesliga team, with the winner to be in next year's top grade and the loser playing in the 2 Bundesliga. This year Hamburger SV finished third-bottom, and had to play SpVgg Greuther Fürth from the lower division. In the two matches (home and away), the scores were 0-0 and 1-1. Hamburger SV prevailed thanks to its solitary away goal, so they stay in next year's top comp.

What's next for VfL Wolfsburg? European competition, at last. The Wolves have qualified for the 2014-15 UEFA Europa Cup group stage, with competition starting in September. Next season's Bundesliga also starts in August. With a young squad full of rising stars (Rodriguez, Knoche, de Bruyne, Arnold and Junior Malanda are all under 22) the future looks bright if Wolfsburg can keep hold of its current crop.



The Toy Department.

From time to time The Toy Department gets calls for help in locating specific model VW cars, and specific to a cause or occasion.

Recently Club VW Sydney was contacted by an organisation called 'Open Doors.' Open Doors are group of people dedicated to spreading the Christian faith to those who want it or are in need of it. Their aims are to raise awareness of global persecution, mobilising prayer, support and action among Christians from around the world. This takes their active full time workers and volunteers to remote parts of the world to fulfill their mission.

The organisation was founded in 1955 in The Netherlands by Andrew van der Bijl, better known as Brother Andrew. Much of his work at the time was spent driving around in a 1950s blue VW Beetle. An older couple that mentored him had given him their new VW, because it could hold lots of Bibles and spiritual literature.

In 1957 Brother Andrew drove to the Soviet Union's capital city, Moscow, in the Volkswagen Beetle. Although he was violating the laws of some of the countries he visited by bringing religious literature, he often placed the material in plain view when stopped at police checkpoints, as a gesture of trust in God's protection. The Volkswagen soon became a symbol of Open Doors.

This is where we come in. To celebrate the organisation's upcoming conference and 60th Anniversary,



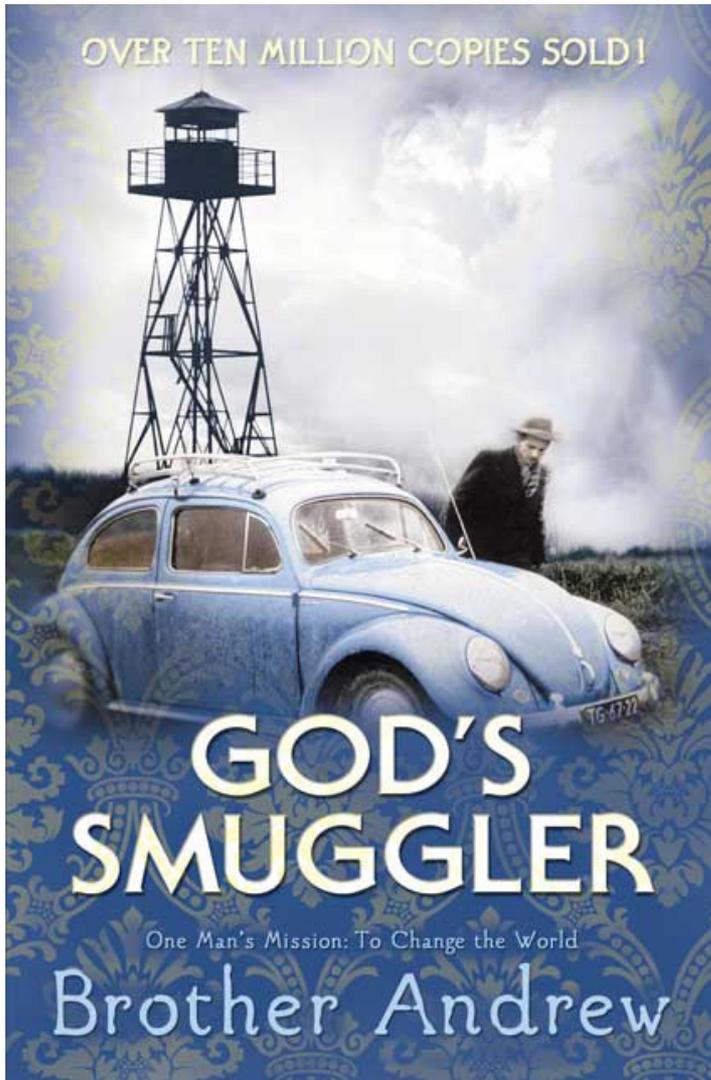
assistance was sought by the organisation to find a replica of Brother Andrew's oval window VW Beetle.

Finding this scale model Beetle at short notice was going to be difficult, as the closest to the original model Beetle that was used in the early mission days was only to found in the UK.

The model we located is a Sunny Side 1/43 steel blue Beetle, which was easily found some 15 – 20 years ago - but numbers and availability are very limited today.

Our model Beetle arrived within 10 days, ready for the organisation's conference on the Gold Coast. The scale Model Beetle was donated and presented to a representative of Open Doors on the 13th May 2014.

Tony Bezzina
kbezzina@bigpond.com





There are a lot of roadworks going on the highway at Gerringong and up through Foxground mountain. It is mostly 60 km/h through that section.

My wife and I arrived about 9.30 am and there were quite a lot in the showground by then, mostly Shoalhaven members.



We met up with a lot of nice people, swapping notes and enjoying the day. I made a count of vehicles after lunch and there were around 40 cars including a couple of Ghias and a few Country Buggies and about 80 Kombis.

The presentation and raffle was at 1.00 pm and the President of Shoalhaven Club paid tribute to the late Bill Moore before presenting the Best Vehicle winner.

First place went to a red and white Kombi I think named 'Sam', but I missed the owner's name as we fled the scene to beat the traffic.



Exiting onto the highway from the showground required a lot of patience it is a stop sign onto the highway and the main street of Berry was jammed up with traffic We finally made it with a bit of push and shove.

The trip back to the 'Gong was slow due to the roadworks and traffic generally. We turned off the highway at the Oak Flats roundabout to avoid the traffic at Albion Park, where the 'Wings over the Illawarra' air show was situated (the blusterly weather apparently cancelled any show flying – Ed). From Oak Flats to Wollongong it was an easy drive.

All up as it turned out, was a nice day out.

Brian Mannix

Berry Blast from the Past. Sunday 4 May.

Hi Phil, missed you at the 'Berry Blast From The Past' outing last Sunday (no, sorry Brian, we couldn't make it as Lily had a school assignment due next day that we needed to work on – Ed).

I didn't see anyone that we knew other than a couple from Wollongong. It was a rough day, high winds, not very pleasant early on however, the weather improved later on and became quite warm around lunchtime. On the way down we followed a couple of Kombis travelling together near Kiama. They were lowered and the cross wind was causing them a few problems at times. My Bug was also being pushed around in the strong south westerly.



VW Nationals Supersprint.

Full credit to the competitors and track officials for staging a first class event at our 6th Annual VW Nationals Supersprint at Wakefield Park.

As always entries creep in, and as a last ditch effort some competitors burn the midnight oil to have everything turning right for the day, that helps make the field for the day. Every year is the same.

Club Vee Dub Officials well done. We had a great day with support from Ross (MX5 Club), Ron and Allan (Mini Car Club), Denver (Porsche Club), Thomas and Chris (Wollongong LCC) plus Dave Carter who did the running and supported Dad.

The day tested our ability to stage this event, and the feed back from competitors was positive with lots of grins



from inside helmets. All groups had plenty of runs during the day and that is what it is all about.

Congratulations to the 4 trainees who worked and will now be qualified officials as soon as they register their paperwork with CAMS.

Our event again had Chris Fraser as Race Secretary who prepared entries and handled the Sub Regs for our Club, and compiled the results, and we thank you. Thanks also to Craig for the photos.



Winners of the Fuel Cards were Andrew, Ron, Denver and Ross.

Thank you!

Norm Robertson



2014 VW Nationals Supersprint results.

Wakefield Park raceway, Gouburn. Saturday 24 May 2014

Pos	Car	Driver	Vehicle	Class	Laps	Fastest Lap	Fastest Time
1	25	Miguel Pires	Charade	4B	5	24	01:05.7
2	258	Stephen Hooker	1997 Jedi Mk4	5C	17	7	01:06.5
3	146	Peter Brown	1994 BAP Clubman	5C	19	18	01:06.7
4	98	Andrew Cassie	VW Golf R	4C	27	22	01:08.4
5	13	Stephen Muller	VW Golf	3C	35	30	01:08.6
6	125	Chris Gough	VW Scirocco	2C	29	11	01:08.7

Pos	Car	Driver	Vehicle	Class	Laps	Fastest Lap	Fastest Time
7	96	Rudi Frank	VW Superbug	4C	10	7	01:09.2
8	14	Anthony Bonanno	VW Golf R	2C	10	9	01:09.7
9	881	Sean Bridge	1200 Coupe	3B	32	14	01:09.9
10	5	Arno Breutmann	VW Golf	SVC	25	25	01:10.1
11	618	Garry Dower	VW Golf R	SVC	34	19	01:10.6
12	55	Greg McInley	VW Golf	3C	17	17	01:10.8
13	68	Peter Ewing	1968 Datsun 1200	4A	36	11	01:11.1
14	114	Zane Al-Said Said	VW Golf R	2C	21	10	01:11.5
15	8	Greg Mackie	1959 VW Beetle	3C	17	10	01:11.6
16	82	Andrew Kemp	Audi TT	3C	28	14	01:11.8
17	31	Paul Lockle	VW Golf	3C	16	8	01:12.0
18	7	Matthew Scott	2013 Lotus Elise	4A	23 1	3	01:12.1
19	154	Peter Davies	Audi S4	2D	19	12	01:12.6
20	40	John Ford	Suzuki Swift GTI	4A	18	17	01:12.6
21	963	Richard Caller	Subaru WRX	3C	33	25	01:13.0
22	155	Nathan Fellows	VW Golf	3C	31	24	01:13.2
23	256	Malcolm Pickford	Subaru WRX	SVC	24	11	01:13.3
24	106	Jak Rizzo	1971 VW Superbug	SVC	17	14	01:13.4
25	41	Neil De Pau	1996 Nissan Skyline	3D	30	8	01:13.5
26	551	John long	VW Golf	3C	18	11	01:14.1
27	141	Andrew Kohler	1996 Nissan 200SX	3C	22	10	01:14.1
28	2	Hugh McKinley	VW Golf	3C	26	17	01:14.2
29	44	James Russel	VW Golf VR6	3C	24	23	01:14.6
30	71	Brenton Desmond	1980 Toyota Corolla	SVA	19	17	01:14.7
31	996	Ben Serifovski	1995 Holden Commodore	2C	19	15	01:14.8
32	911	Glenn Dorrenboom	1998 Mitsubishi Mira	4B	33	30	01:14.8
33	24	Martin Lanza	2011 Skoda Octavia	2C	31	23	01:14.9
34	33	Jamie Clapham	VW Beetle	SVB	22	16	01:15.1
35	912	Luke Dorrenboom	1998 Mitsubishi Mira	4B	30	30	01:15.1
36	117	Heath Blackwell	199 Nissan S13	3C	30	16	01:15.1
37	140	Kurt Macready	1998 Nissan Pulsar	3B	37	27	01:15.4
38	86	Sue-Ellen Beulah	2013 Toyota 86GTS	1B	33	14	01:15.7
39	1	David Johnson 2	012 Skoda Octavia R	1C	29	16	01:16.0
40	17	Jacob Serifovski	1995 Holden Commodore	2D	14	13	01:16.1
41	303	Steve Carter	VW Superbug	SVC	30	15	01:16.3
42	151	Lenard Cowan	1984 Toyota Supra	3D	23	12	01:16.3
43	10	Paul Cardoso	2004 Mazda RX8	1C	23	19	01:16.7
44	427	Colin Aldred	1993 Nissan Skyline	SVD	27	3	01:16.7
45	188	Les Quimby	1961 Ford Anglia	4C	32	25	01:16.7
46	812	Miki Puposki	2000 Ford Falcon	2D	17	16	01:17.0
47	77	James Kelly	2003 Suzuki Ignis	2A	31	31	01:17.1
48	15	Trevor Bridge	1990 Mazda MX5	3A	35	28	01:18.6
49	974	Mathew Cameron	2012 Skoda Fabia RS	2C	2	2	01:18.8
50	529	Luis Guevara	1968 VW Beetle	4C	15	7	01:19.1
51	112	Jeremy Stirling	2000 Lancer	1A	30	30	01:19.4
52	281	Danny O'Leary	1976 Honda Civic	3A	35	34	01:19.9
53	54	Lloyd Davies	2000 Audi S4	2D	3	1	01:20.0
54	177	Elizabeth Ferme	2004 Renault Clio	1B	27	21	01:20.7
55	522	Brook Cheffirs	1996 Skyline GTS-T	SVD	2	1	01:20.7
56	47	Sean Casey	2001 Subaru WRX	SVC	22	17	01:21.2
57	121	Rachelle Wilson	2000 Lancer	1A	29	20	01:21.6
58	16	James Woodward	1997 Seat Ibiza	1A	28	25	01:22.1
59	171	Louise Roy	1996 BMW 323i	1C	23	11	01:22.9
60	42	Brian Martin	1989 Nissan Skyline	SVD	15	15	01:23.5
61	48	Graham Bates	1989 Mazda MX5	2A	27	27	01:25.1
62	88	Rob Gibson	2012 Commodore SSV	2D	16	8	01:25.3
63	101	Veronika Galinec	2007 VW Caddy	1C	22	22	01:25.6
64	78	Michael Fososta	VW Mark 1 Golf	2B	3	2	01:27.2
65	67	Paul Fenech	1971 VW L Bug	1A	28	20	01:28.4
66	541	David Birchall	1965 VW Beetle	SVB	17	10	01:29.3



1st place: Shane Hill
2nd place: Wayne Murray

11. Transporter T3 - 1981 to 1992 - All

1st place: Bernard O'Grady
2nd place: Dominic Ooi

12. Type 3 and Type 4 - Standard

1st place: Kat Hawke
2nd place: Trevor Reece

13. Type 3 and Type 4 - Modified

1st place: Chris Muir
2nd place: Meredith Kay

14. Karmann Ghia - All Years - Standard

1st place: Anthony Anastas
2nd place: Finn Dunleavy

VW Nationals 2013 trophy winners.

1. Beetle - up to 1957 - Standard

1st place: Rhyce Lucas
2nd place: Lana & Mark Humphries

2. Beetle - up to 1957 - Modified

1st place: Mich Hropic
2nd place: Warrick Johnstone

3. Beetle - 1958 to 1967 - Standard

1st place: Tony Alcuri
2nd place: Yara Mannise

4. Beetle - 1958 to 1967 - Modified

1st place: Zeljko Jurkovic
2nd place: Anthony Ganauf

5. Beetle - 1968 onwards - Standard

1st place: Lawrence Carrol
2nd place: Jeff Swords

6. Beetle - 1968 onwards - Modified

1st place: Graham Ingram
2nd place: Steve Carter

7. Kombi T1 - up to 1967 - Standard

1st place: David Layard
2nd place: Michael Crombie

8. Kombi T1 - up to 1967 - Modified

1st place: Paul Nash
2nd place: Andrew Roberts

9. Kombi T2 - 1968 to 1979 - Standard

1st place: Matt Blacka
2nd place: Janelle Smith

10. Kombi T2 - 1968 to 1979 - Modified

15. Karmann Ghia - All Years - Modified

1st place: Ricardo Pereira
2nd place: Pat Eung

16. Factory Karmann Cabriolet - All Years - All

1st place: Wayne Penrose
2nd place: Byron Mark

17. Factory Off-Road - Aircooled - All

1st place: Robert Kuch

18. Non-factory Off-road and Buggies - All

1st place: Jorge Gomes
2nd place: Shalih Perera

19. VW-Powered Trike - All

No entrants this year

20. Aussie Convertibles and Kit Cars - All

1st place: Paul Fenech
2nd place: Martin Hume





32. VW Sports Coupe (Scirocco / Corrado / Audi TT etc)

1st place: Dom Sorbara
2nd place: Matthew White

33. VW Sedan (Bora / Jetta / Passat / Vento) - All

1st place: Joshua Baldwin
2nd place: Danny Trudgett

34. VW SUV (Tiguan/Touareg/Amarok)

No entries this year

35. Audi - All Years

1st place: Pierre Thorand
2nd place: Aydan Cowley

36. SEAT - All Years

1st place: James Woodward
2nd place: Greg Wilson

21. Best engineered/race - Aircooled - All

1st place: Trent Demos
2nd place: Geoff Napper

22. Rat class - All Years - All

1st place: Manuel Vassallo

23. Polo - All

1st place: Emma Armstrong
2nd place: Ryan Marsh

24. Golf 1 - 1976 to 1983

1st place: Jeff Tinker
2nd place: Ved Kay

25. Golf 2 - 1984 to 1992

1st place: Ahmed Hoosen
2nd place: Marcin Stopyra

26. Golf 3 - 1993 to 1997

1st place: Carlos Bonini
2nd place: Daniel McFadden

27. Golf 4 - 1998 to 2003

1st place: Jose Togle
2nd: Cameron Farey

28. Golf 5 - 2004 to 2008

1st place: Robert Rockey
2nd place: Raymond Condos

29. Golf 6 - 2009 onwards

1st place: Chris Young
2nd place: Marco Confrereas

30. New Beetle – All Years

No entrants this year

31. VW Convertible - (Golf Cabrio / Eos) - All

1st place: Luca B
2nd place: Aaron Hawker

37. Skoda - All Years

1st place: Matty Simpson

38. VW Commercial Vehicles (T4-T5 Transporter / Multivan / Caddy)

1st place: Matthew White

39. Best Engineered / Race Watercooled vehicle

No entries this year

VW Car of the Day

Winner: Cameron Shrijvers

People's choice Air-cooled

Winner: Paul Nash

People's choice Water-cooled

Winner: Neil Zeeman

Ray Pleydon Award

Winner: Anthony Gamauf

Bluie's choice

Winner: Mathew Raine



Cusacks are gone.

One of the last remaining relics of VW's air-cooled era in Australia has sadly been demolished and redeveloped over the last twelve months.

Those familiar with Canberra will probably be aware of the former Volkswagen dealer, Greg Cusack Pty Ltd, who had a VW sales and service showroom at 28 Mort St in Braddon. For many years after the dealership closed in the late 1980s the metal VW sign could still be seen concreted into the footpath out the front. But now, with the whole site redeveloped, it is gone.



Greg Cusack (senior) was born in Yass in 1903, the son of a blacksmith. When he was 10 a motor-car business opened next door to his father's shop and he formed an infatuation with new machines that would continue throughout his life. He paid the proprietor of the garage for being allowed to learn how cars worked. This led him to motor-cycle racing and eventually to the establishment of a car-retailing industry that would employ more than 500 people in the ACT and Western Australia.

In the early 1920s, he joined his brother Stan in a furniture store in Yass, moved to Tumut, and later worked with his brother in the store they opened in Manuka in 1927. The block the store was built on was sold at Canberra's first commercial lease auction in 1924. New stores were opened in Queanbeyan and Civic. In the early 1940s the business was consolidated into one large store at Kingston, expanded to the Cusack Centre.

After World War II, Greg Cusack returned to his true love - motor vehicles. He operated tourist coaches and built



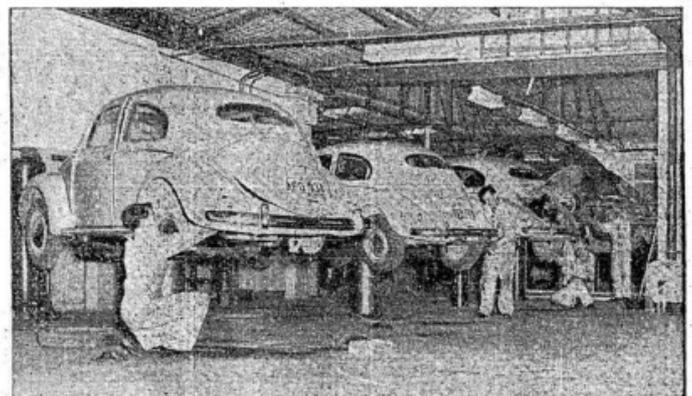
General view of the Mort Street premises of Greg Cusack. Prominent in the display is the well-known VW trademark which symbolises Volkswagen Service Centres throughout the world. Wide drive-in areas, lubricatorium and customers' reception area on the left helps speed up rapid servicing of vehicles. Across the front of the main building is the well lit showroom with a large Spare Parts and Accessories Department in that section on the right (behind the panel van in the front).

the body of the first bus he operated. He opened his first car dealership, in Mort Street, in 1952, initially selling Rovers but he took on Volkswagen in 1954, the year they first went on sale in Australia. His son Greg Cusack (junior) forsook university and a medical career to join his father in the growing VW business.

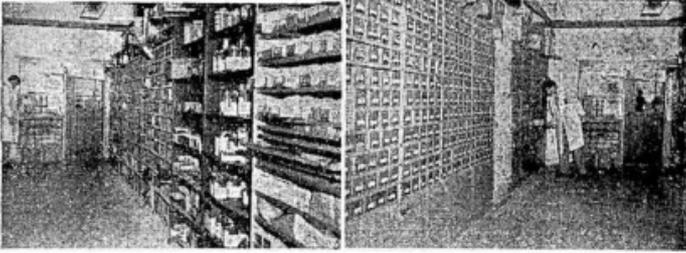


Greg Jnr established a reputation in motor sport. He participated in the 1955 Redex Trial, retiring in Queensland but returning home to assist the VWs (including eventual 1-2 finishers Laurie Whitehead and Eddie Perkins) to cross the infamous mud bog at Wee Jasper. In 1956 and 1957 he competed in the Mobilgas Around Australia Trials, finishing 6th outright in 1957, the year VWs finished 1-2-3-4-5-6. In later years Greg Jnr organised and competed in rallies, trials and economy runs, as well as on tarmac such as at the early Armstrong 500s at Bathurst. He was one of the very first builders and drivers of Volkswagen-based Formula Vee race cars in Australia in the mid-1960s.

The Mort St premises were expanded in 1958, extending back from Mort St to Lonsdale St behind with



General view of the workshop area showing part of the battery of hydraulic hoists which speed up the servicing of vehicles. As a general rule all vehicles are hoisted for ease of working. Such modern workshop conditions permit the mechanic to have the vehicle at a suitable height for the particular job, and ensure speedy and efficient work.



Two views showing sections of the Spare Parts Department and conveying some idea of the range of spares carried. All spares for Volkswagen are available, and can be had in the smallest units. Parts are not sold in assemblies. The prices of spare parts, by generally accepted standards in the industry, are low, and in accordance with Volkswagen policy, the price is the same throughout the country.

frontages on both. The premises covered 2,800 square metres, of which 1,860 was under cover. This included a large, well-lit workshop, engine unit reconditioning bays, electrical shop, wheel alignment section, lubrication bays and staff amenities. A separate area housed the spare parts storage, with more than 1,000 bins for small parts, plus a smart showroom and customer reception. The Lonsdale St frontage was Cusack's Used Car division.

Greg Cusack Snr was General Manager and Senior Partner; Greg Jnr was Manager and Junior Partner. The successful father-and-son partnership was capably assisted by Ron Boardman (General Sales Manager), Charlie Beswick (Workshop Foreman), Ted Ashworth (Foreman, Body Repair Division), Tom Armstrong (Manager Spare Parts), and a staff of 25 other Volkswagen-trained specialists and sales staff.

Greg Cusack Pty Ltd was not just a VW dealer, but the VW wholesale distributors for the entire ACT. Sydney's LNC Industries, the NSW state VW distributor and owner of Lanock Motors, had already taken a 50% share of the Cusack wholesale business.

Cusacks opened a second branch at Manuka in 1960, when they bought the premises of Ford dealer, Capital Motors, at Manuka. This new Manuka Greg Cusack Service Station, just opposite Manuka Oval, soon recorded the largest petrol sales in all the ACT from the bowsers out the front. Another branch of Greg Cusack Pty Ltd was opened in



The engine unit reconditioning section at Greg Cusack's Service Station contains a wide range of jigs and special machine shop equipment specially designed for Volkswagen maintenance. In the foreground Charlie Beswick, the workshop foreman, is reassembling a VW engine which is conveniently held in the special roll-over jig.

Queanbeyan in 1962, when they took over the Molonglo Service Station on Lowe St.

Greg Cusack Snr also saw the potential, in the late 1960s, of motorised campers and secured the Australian rights to Dormobile campers and conversions based on Volkswagen Kombi vans. These were assembled in a Cusack-owned workshop in Fyshwick for a number of years before the business was taken over in the early 1970s by the Australian VW parent company, LNC Industries.

In the early 1960s Greg Cusack Snr left his son Greg Jnr to run the ACT VW business, and moved to Western Australia to open up farming land near Pinjara in the southwest. He took out the Volkswagen franchise for Western Australia, Western Motors Ltd. In the early 1970s this was sold to LNC Industries, and instead he ran the Datsun franchise for the State under the name of Duncan Motors.

With increasing petrol sales but dropping car sales in

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that part of town, the Manuka branch of Greg Cusack Pty Ltd was sold to the Shell petrol company in 1966. The site was eventually bulldozed and rebuilt, and today a new Shell station sits on the site.

Sydney's LNC Industries took full ownership of Greg Cusack's ACT VW distribution business in 1972, but they continued on as a very successful VW dealership. LNC Industries took on the Australian Subaru franchise in 1973, and the Japanese cars began to be sold through Volkswagen dealers. In Canberra however the Mort St premises were fully taken up with Volkswagen, so Greg Jnr started a new business called Gregorys Ltd, and opened a new dealership just up the road at 22-24 Lonsdale St Braddon for Subaru.

Greg Jnr also opened a new Greg Cusack showroom in south Canberra, on Melrose Drive in Phillip, in 1973. However this move was less successful and the branch was closed in 1976. In fact, in spite of the new Passat and Golf, the VW new sales business was now in serious decline. The Melbourne VW factory was sold to Nissan and all VWs were now fully imported. Gregory's Subaru was doing much more new car business than Greg Cusack Pty Ltd, so Greg Jnr moved to Gregory's full-time, leaving the Mort St premises to

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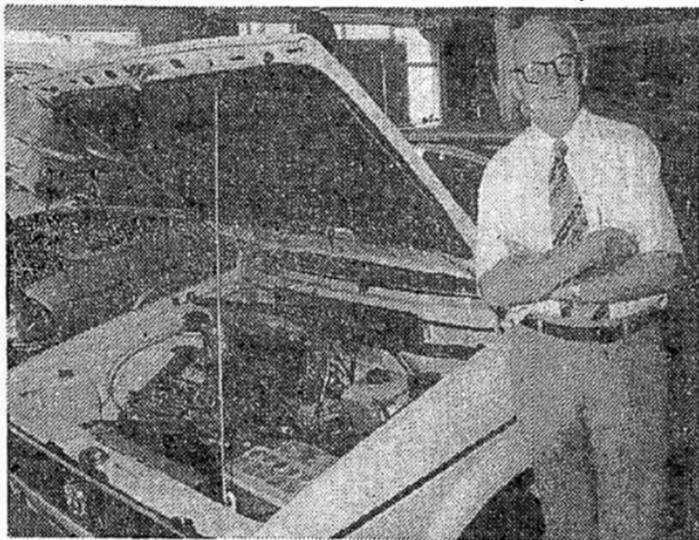
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GREG CUSACK.

MORT STREET, BRADDON, CANBERRA. PHONE J1766

be managed by Les Murray. Mort St was still a very successful VW service and parts centre, even if new sales had slowed to a trickle.

Greg Cusack Snr sold his business in WA in 1978, and returned to retirement in Canberra. But although he was 'retired', he still came into work as the manager of the Mort St VW workshops, now starting at 9am instead of 7:30am as before. With VW business in decline the Queanbeyen branch closed in 1979. Today that site is a BP petrol station and a Raine and Horne real estate office on the corner.



At 75, Mr Greg Cusack still won't hang up his tools. He devotes nearly all his time to his five Canberra motor businesses including his Volkswagen business in Mort St, Braddon, despite officially retiring some years ago.

Mr Cusack Snr died in 1981 aged 78, a much respected business figure in Canberra. His wife had died in 1953 and his brother Stan in 1971. He was survived by his son, Greg, daughter-in-law, Dorothy, and four grandchildren, Catherine, Jane, Sara and Greg.

The original Greg Cusack Pty Ltd premises on Mort St

continued as a VW dealership through the 1980s, servicing the thousands of air-cooled VWs in the ACT and selling the occasional Transporter. But in 1987 LNC Industries lost the Australian Volkswagen franchise, and new importers Ateco took over. There was a rationalisation of Australian VW dealers, and the Canberra franchise was awarded to Gregory's Ltd — now selling Fords as well as Subarus — with Greg Cusack Jr as the dealer principal. His son, and Greg Snr's grandson, Greg Cusack Jnr, was now working there too.



Gregory's
The Cooperators
sold 54 cars in 54 hours with
The Canberra Times

Greg Cusack and John Gill of Gregory's Motors

* Roy Morgan Readership Research, 1993

Gregory's Motors, Canberra's longest established Ford dealership had their best marathon sale in 16 years after a four-day advertising campaign in The Canberra Times.

"The Canberra Times is without doubt the most successful method of advertising for us", said Greg Cusack, Gregory's Motors proprietor.

The Canberra Times attracts over 137,000 readers on weekdays and 188,000 readers on a Saturday*. If you would like to attract a share of The Canberra Times lucrative market phone a Canberra Times sales consultant today on **280 2122.**

The sales team at The Canberra Times will be happy to assist you with copy, layouts, scheduling of advertisements and suggestions to make selling your products or services more effective.

So Gregory's on Lonsdale St became the Canberra VW dealer in 1987, while the old Greg Cusack Pty Ltd on Mort St was closed. In 1990 under new importers TKM, a new Canberra dealer opened in Phillip, called Esquire Classic Cars. In 1992 Gregory's gave up their VW dealer franchise to concentrate on Ford, thus bringing an end to the Cusack family's involvement after some 38 years. In 1993 another dealership in Phillip took over the VW franchise from Esquire, called Lenlocks (no relation to the Lennox Motors





VW that used to be at Parramatta and Blacktown). Lennocks are still the Canberra VW dealer today, together with Gerald Slaven at Belconnen, another dealer who started in 2008.

Meanwhile, the old Mort St premises went through a series of owners after the VW business was closed. They were a muffler shop, an auto electrician, an auto brake workshop, and finally a Bosch dynotune workshop. The site buildings though were the originals, and the old metal VW symbol was still out on the footpath, sent into the concrete.

The last time we described the Greg Cusack dealership and the metal sign was in the March 2007 issue of Zeitschrift. It was a unique piece of air-cooled era VW architecture; certainly there were no similar remnants left at any former Sydney dealer. I made a point of visiting every time I was in Canberra.

However on my last visit to Canberra in May, I was stunned to see that the entire site at 28 Mort St was redeveloped - see at right. The old Cusack buildings were entirely gone, replaced by a new high rise with a Crust Pizza shop. And, sadly, as part of the development they had also rebuilt the footpath. The old VW sign was gone. There is absolutely no clue now that the site was once one of the most famous VW dealers.

If you are very quick (see above), you can still see the old Cusack premises, and the VW sign, if you go to Google Earth and jump down to Street View at 28 Mort St Braddon.

Last I heard, in the mid-1990s when his unique '76 Beetle changed hands (see last month's Zeitschrift), Greg Cusack Jr was retired and living on the Gold Coast. But that was 20 years ago and he would be in his 80s now. His son, Greg Cusack Jnr was working at Gregory's Motors in Braddon as recently as the 1990s and he got a mention in the Canberra Times for diabetes fund-raising in 1995, but I don't have any further information on his whereabouts after that. Gregory's is no longer in business; the Braddon site is now a parking station. Anyone know Greg?

Phil Matthews





'why build the Golf Cabrio when you've got a perfectly good convertible in the Eos?' It's not a bad question either, but Volkswagen has answered that in several ways. Firstly, the Eos is a hardtop-only and it's not based on the Golf platform (it's built on a shortened Passat platform – in fact the next Eos is likely to be Passat-sized).

The soft top on the new Golf Cabriolet has a couple of key advantages, such as far less weight (only 52kg) than the folding metal hardtop on the Eos. There's also the question of roof deployment time, and that race goes to the Golf Cabrio too, with just nine seconds needed to drop the top, and eleven to close it. You don't need to pull over either, as the Cabrio's roof will work at speeds up to 30km/h.

The other more practical advantage of Volkswagen Golf Cabriolet is that

irrespective of whether the top is up or down, you get the same 250 litres of boot space. That might not sound like a lot, but it swallowed four small overnight bags with ease.

Inside the cabin, it's very much like any other Golf: functional and well laid-out switchgear with probably the best anatomically designed seats in its class. Our car was upholstered in the optional 'Black Cool Leather' which is certainly comfortable, but our choice would have to be the standard black cloth, if only for the long hot summers that we get in Australia (hot leather is almost as painful to sit on as hot vinyl in the old days).

There's plenty of room too, especially up front. The rear-seat accommodation is clearly less roomy, but still able to provide a comfortable ride for a six-foot colleague on the same drive program.

It's also considerably less expensive than the Eos, with the manual variant kicking off at \$36,990 and the DSG at \$39,490. That's a price advantage of up \$13,000, and don't think for one moment that all you get is a trick fabric roof. On the contrary, the Golf Cabrio comes loaded with a host of creature comforts such as automatic headlights with coming

Driving the Golf Cabriolet.

Apart from the sleek styling, especially from the boat deck-like rear three-quarter view, the big surprise is just how well the all-new Volkswagen Golf Cabriolet sits on the road. At 110km/h with the top down through some very twisty tarmac and rural terrain in South Australia, it doesn't feel a whole lot different to its Golf hatch sibling. The open-air Golf is extremely well planted and agile, allowing for sharp turn-in and able to carry hot hatch-like speeds through the bends. It doesn't seem to matter how poor the road surface is either, the standard-spec sports suspension sorts it all out with little or no intrusion into the cabin.

Welcome to the fourth-generation Volkswagen Golf Cabriolet: the first topless Golf in nine years. We're not entirely sure why Volkswagen stopped selling the iconic Cabriolet all those years ago, given that between 1979 and 2002 more than 680,000 were sold globally (it wasn't sold in Australia until 1990). Karmann going bankrupt and Volkswagen buying their former Osnabrück works might have had something to do with the hiatus. VW's power hardtop Eos, and the New Beetle Cabrio (made in Portugal and Mexico) have filled the gap to now, but thankfully, the Golf Cabriolet is well and truly back and it's bigger and better than ever.

Volkswagen Australia launched the car with just one powerplant, the 118TSI, which is a 1.4-litre twincharged petrol-powered car with a choice of either a six-speed manual transmission or seven-speed super-fast-shifting DSG (Direct Shift Gearbox).

Although there were a couple of manual shifters on the press fleet today, we only got to sample the DSG version. Let me just say: after a few hundred kilometres behind the wheel, we're pleased to report the all-new Volkswagen Golf Cabriolet an exceptionally good all-round package.

Of course, you might well be asking,



home/leaving function, rain-sensing wipers, auto dimming rear vision mirror, dual-zone climate control, Bluetooth phone and music streaming, cruise control, front and rear parking sensors, and 17-inch alloys.

There's also a superb sports leather steering wheel with excellent tactility and grip for those more enthusiastic moments on the road. Unlike Peugeot, Volkswagen integrates the remote buttons for the audio and cruise control systems on the steering wheel itself, which eliminates the need to take your eyes off the road ahead.

Despite the Golf Cabrio having a rather low profile with the roof up, there's still a surprising amount of headroom for passengers in both seat rows. There's also a soft roof liner of sorts that is both attractive and nice to touch.

Our test car was fitted with Volkswagen's excellent touchscreen satellite navigation system, which is both intuitive and easy to read in the sun's glare. My only problem with it is that it's a \$3,000 factory option, so I suspect some buyers will forgo that bit of kit in favour of one of the many less expensive portable options available these days, despite the inconvenience.

At 1440kg, the Volkswagen Golf Cabriolet is not a particularly heavy car, despite the extra reinforcement around the A-pillars, windscreen frame and the roof cross member. That's also the reason why it's no slouch, even with its compact 1.4 litre engine. Mind you, there's 240Nm available from 1500-4000rpm, thanks to the twincharger and when you marry that to the super-quick-shifting DSG, it makes for a surprisingly sporty drive. There are no shift paddles, but using the sequential mode through this sort of undulating terrain is a lot of fun. That's especially so given the almost imperceptible shifts that are characteristic of this transmission.

What is even more impressive is the complete lack of scuttle shake with this soft top. There just isn't any to speak of, and that's over less than perfect road surfaces at speed. It's not only the robust roof mechanism either, there is a high degree of body rigidity in the Cabriolet, which makes negotiating



snake-like bends a thing of joy.

The fact is, regardless of whether the roof is up or down, there is no noticeable twist in the body either, no matter how hard you push this Cabrio through a bend or two. It really is very hard to fault this vehicle and might well be one of the best handling convertibles in the small car segment for under \$40K that we have ever driven.

It's the same quality story with the NVH (Noise, Vibration, Harshness) management with Volkswagen Golf Cabriolet. We're back up at a sustained 110km/h and I barely need to raise my voice in a conversation with my colleague about this very topic. Even better, there is not a single rattle from the roof mechanism and that's over some pretty average road surfaces.

Volkswagen has put a lot of effort into the level of communication through the steering wheel in the past few years and the Golf Cabrio is another benefactor of a nicely calibrated electro-mechanical power steering unit. There's plenty of weight at the centre position and it's relatively quick to respond to steering inputs.

Safety on board the open-air Golf gets a big tick too, but there are none of those unsightly rollover bars that were once deemed to look like a strawberry punnet on the older Cabrio models and were so nicknamed in Germany. These days, there's a sophisticated 'Active roll over protection system' that includes two roll over modules that deploy in milliseconds if the sensors detect a possible roll. The new Golf Cabrio is a five-Star Euro NCAP vehicle with five airbags and a full suite of active and passive safety systems, which includes Hill Start Assist and daytime driving lights.

The new Golf Cabriolet will almost certainly skew heavily towards females, but that would be a shame for the blokes, because for as little as \$36,990, you can have a car for all seasons and a brilliant drive to boot.

carsguide.com.au



Dialing in your cam - 2.

Clocking your cam

For obvious reasons a dial indicator is commonly called a clock. Or perhaps not so obvious in these digital days. (Early clocks only had one hand.) To a machinist, automotive or otherwise, a clock is a dial indicator. To clock the cam means to measure its lift, and determine its timing relative to the crankshaft.

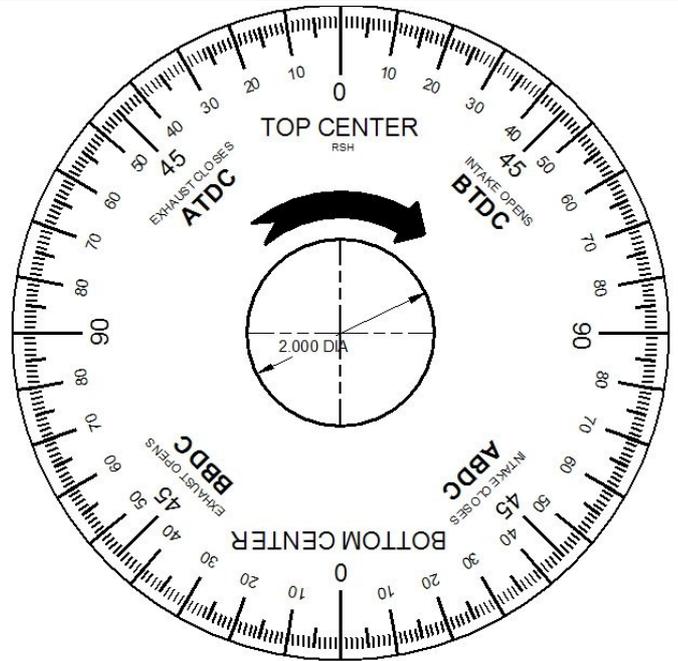
The trail of tasks that have lead you to his point - adjusting the lash of the cam gear, finding TDC and indexing your degree wheel - have laid the foundation for the accuracy of the measurements you are about to make. If you think you could have done any of the preceding tasks better, go back and do them over because dialing in your cam is a classic case of GIGO – the output will reflect any inaccuracies in the input.

Your cam should have come with a data sheet, probably in Camlobian, listing when the valves open and close. Clocking the cam will tell us when these events occur in this particular engine. It's important to understand that normal dimensional variations in the manufacturing process combined with your method of measurement and the imprecision of your tools guarantees you will see some error in the cam's timing. Your purpose is to find out how much. If it's less than one degree you may decide to accept it. If it is more than five degrees at the crank you might want to try another cam. But in a majority of cases the error will be a couple of degrees, plus or minus, and you will elect to reduce it as much as possible by adjusting the relationship of the cam to the crank using one of the methods I'll describe in a minute.

By convention we do the intake first so begin by setting up your dial indicator to read off the modified tappet installed on #1 cylinder. (See Tools You Can Make for a holding fixture.) In all cases, on the VW engine the intake valves are those in the middle of the engine; the exhaust valves are the ones on the corners.



Slowly rotate the crankshaft through several revolutions while watching the dial indicator. You will see a prolonged period where the indicator makes no movement then rises, rather rapidly, to some peak value before dropping back. The prolonged period of no movement is when the tappet is riding on the heel of the cam. We need to find the middle of the heel. To do so, note when the peak reading occurs and mark that point on your degree wheel. Rotating



the crankshaft one complete turn from the peak should put you in the middle of the heel for that lobe. Zero your clock at that point. (Simply loosen the lock and rotate the dial until the zero-mark is aligned with the needle then re-tighten the lock. If your indicator is properly mounted it will remain steady as a rock while being zero'd. If not, it needs a better mount.)

Once the indicator has been zeroed it may be used as a measuring device. Slowly rotate the crankshaft to measure maximum cam lift. Count the turns or use the turn indicator to keep track, remembering that the first revolution is the 'zero' turn. That is, if the needle passes through zero four times before coming to rest on 29 the dimension measured is .329" Record both the lift and the timing.

Once you've zero'd on the heel and found max lift, return to the middle of the heel, rotate the crankshaft until the cam follower has risen exactly .050". Record the reading from the degree wheel as **IO** (ie, Intake Opens) and reset the dial indicator to zero at this point. This is the .050" checking clearance point. Once your clock is zero'd, rotate the crank in the normal direction until you return to zero. Record the reading from the degree wheel at this point as **IC** (ie, Intake Closes). (By convention, I've used .050 for the checking clearance. Use whatever checking clearance is specified for your cam. Cams from metric countries typically use 1mm (~0.040").)

With the indicator zero still set at the .050 checking point, find the peak lift and record it as **IP** (ie, Intake Peak). It should occur at the same point as before but the max lift will be less because we've reset our dial indicator to zero at the .050 lift point..

Divide the Intake Peak reading just recorded by two. This is the 50% Lift Point. Write it down. Now go find it! Go back to zero and rotate the crank until the clock reads 50% of max lift. Record when this occurs by reading the degree wheel. We'll need this information when we adjust your valve train geometry.

Move the dial indicator over to the exhaust tappet for #1 cylinder and repeat the above tests. Record your findings. If you're using a split lift cam, such as a stock VW stick, be very careful to record the 50% lift point for the exhaust.

Which way? How far?

Once you've found TDC, indexed your degree wheel and clocked your cam, the data you've collected tells you if the cam is properly indexed to the crankshaft. It won't be. When clocking a cam the question is never if there is any error but how much and in what direction.

Did that come across? The reason we've gone through all this is to find out how big an indexing error we're dealing with. Once you know what the error is, you can decide if it's significant. As a general rule for street engines, an error of one degree or less, plus or minus, is not considered significant. Unless you like to build really good engines. In which case your standard of excellence will vary from zero error to some fraction of a degree.

When you build your own engine you're not punching a time clock. There's no foreman breathing down your neck. You don't have a ten-engines-a-day nut to crack like the sweat shops cranking out those shoddy lo-buck rebuilds. When you build your own engine there is only you and the tools and the parts. There is absolutely no reason for you to settle for less than the very best you are capable of doing.

Pulling it all together

I'm building a low rpm, high torque engine to run on natural gas. After gauging the case, finding a suitable cam gear (a +1) and modifying it to accept cap screws, I did a pre-assembly and started clocking the cam, a Schneider 248-F. After clocking it a couple of times my notes read:

IO = 2 IC = 38 EO = 38 EC = 2

Unfortunately the cam tag read: '4-36, 40-0'
Translated, that meant:

IO = 4 IC = 36 EO = 40 EC = 0

The numbers say the cam matches its specs, which is good, but they also say there is an indexing error of 2 degrees (retarded) measured at the crankshaft. To dial in the cam it needs one degree of advance.

Did that come across? Your crankshaft rotates twice in the time your camshaft rotates once. When the crankshaft rotates 720 degrees, the cam shaft rotates only 360. Two degrees of rotation at the crankshaft translates into one degree of rotation at the cam shaft.

Once we know how much the cam needs to be adjusted we have to figure out which direction it should be rotated. The gearing between the crankshaft and the cam causes the cam to rotate in opposite directions. Since the crankshaft rotates clockwise, to advance the cam we need to rotate it to the left or anti-clockwise. To retard it we would move it to the right. Always keep in mind that any adjustment is applied to the camshaft and not the gear. The gear remains fixed, relative to the crankshaft.

Once we know how much the cam needs to be rotated and in which direction, we need to know how far that amount of rotation is in dimensional terms. To figure it out we simply have ourselves a piece of pie. Or rather, p. (See the drawing.)

The radius of the bolting circle on the flange of the cam is about 28.5 mm, and 57 mm (something like 2.244") on the diameter. One degree on a diameter of 57 mm is about 0.49 mm (.019"). That tells us how far we need to rotate the cam,

which is fine if you happen to be a cap screw. For humans, a handier measure is to use the outer diameter of the cam's bolting flange, the thing that sockets into the recess on the back of the cam gear. One degree on the diameter of the flange is about 0.6 mm (.024.") If we scribe a line across the cam's flange and the gear, we can gauge degrees of rotation by measuring the displacement between the scribed lines and dividing by 0.6 mm.

Dialing in your cam

The term dialing in the cam comes from watching the needle of your dial indicator ooze toward zero as you make the adjustment. Given everything you've done to arrive at this point, the dialing-in procedure is anticlimactic, a hoo-hum no-brainer. Simply bring the degree wheel to whatever set-point you're using, loosen the cam gear's cap screws, lock the crank in position and rotate the cam until your dial indicator reads zero. For example, let's say we're using IO as our set point. Our clock has been zeroed at the .050 checking clearance. With the degree wheel set to IO, the dial indicator should read zero. It doesn't but that's okay; that's why we're here. Simply lock the crankshaft at the set point (IO in this case), loosen the cap screws and rotate the cam while watching the dial. When the needle touches zero the cam is at IO. And so is the crank. And that's what we want. Tighten down the cap screws and move on to setting up your valve train geometry.



The main objective of this article is this one procedure, so allow me to go over it again. All of your work up to this point has been to cause the position of the needle on the dial indicator to reflect the difference between the indexing of the crank and the indexing of the cam. At this point you don't care what that difference is, you've already measured it and determined it's within your range of adjustability. The crankshaft is locked in position but the camshaft is not. The dial indicator, which is pointing at a figure other than zero, is riding on the cam. So you reach in through the oil pump hole with a tool and twist the camshaft – in whatever direction – until the needle reads zero.

If your cam was accurately fitted, dial indicator firmly mounted, TDC accurately determined and the degree wheel accurately indexed, zeroing your clock will dial in your cam to better than one-quarter of a degree. No myths, no maths, no science and no expensive tools.

What makes this procedure a no-brainer is being able to adjust the cam when it's inside the crankcase and its gear is locked in mesh with the crankshaft. The ability to do this - the secret of turning a tough job into a five-minute no-brainer - depends on two factors. The first is some provision that allows the cam to be rotated relative to its gear without removing the cam from the crankcase. There are a number of ways to accomplish this and I've described two of them below. The second factor is that the flange of the cam must be a tight fit in the spigot on the gear. If it's not, when you loosen the fasteners and rotate the cam, any slop will be transferred to the gear. In effect, you've just shoved the gear to one side. The axis of the gear's rotation is now different from that of the cam. That means the cam gear's rate of rotation will not be uniform. This leads to a whole shopping list of problems including accelerated wear and poor performance.

Dial-in Adjustability

In my opinion, the best method of achieving dial-in adjustability is by machining the bolting hole and its counterbore on an arc. Since this cuts away a good deal of the cam gear, stepped steel washers are used under the cap screws. The steel washers, commonly called cam buttons are symmetrical. Thanks to the use of cam buttons, this method is strong enough for all but the most powerful engines, plus it offers the convenience of being able to dial in the cam while it's in the crankcase.

Gene Berg used to sell a good dial-in cam gear. And in any size you needed, so long as it was for one of his cams. If you don't want to make one up yourself, give Clyde a call, see if he still has some.



If you prefer to roll your own by modifying a stock gear (which is what I do) you'll probably find the easiest way is to use a rotary table and a milling machine, but other methods will work. I saw a guy in Baja doing a nice job on a cam gear using a router with the cam gear mounted in a wooden fixture. You wouldn't think it would work but it did a pretty good job. I guess when you don't have a shop full of tools you have to be a little smarter than the average bear.

The Fat Hole Method

Another way to achieve dial-in adjustability is by simply starting out with a fat hole for your fasteners. An M8 cap screw has a diameter of only 7.8mm, which means it has .004" of clearance in a 5/16" hole. Open up the hole to 11/32" and you end up with .0358" of clearance for a .308" bolt. You may now adjust the cam by nearly a full degree, plus or minus. That's enough to reduce a two degree index error at the crank to under half a degree, good enough for most work.

Everyone who understands the need to dial in their cam has used the fat hole method at one time or another. Unfortunately, some engine builders use only this method, opening up the bolt holes to a whopping .375". Used with a small washer, that gives them about sixty-thou of slop, a full +/- three degrees at the crank, enough to dial in almost any cam. But counterboring weakens the cam gear and opening up the bolt hole makes matter worse. The risk here is that, having successfully used the fat hole method to build engines needing only a small amount of adjustment, they eventually try hogging out a huge hole and pushing the cap screw clear over to one side. Now it's going it fail. And take the engine with it.

Non-Dial-In Methods of Adjustability

The following methods of adjusting the cam gear require removing the cam from the engine to do the adjustment. After adjusting the gear always repeat the clocking procedure. Indeed, when dialing in a cam, regardless of the method used, it's a good idea to verify the timing. Dialing in a cam is surprisingly easy once you learn how. Dialing it in wrong is even easier and there's no training required.

Cam Button Method

First off, they aren't buttons, they're stepped steel washers. Eccentric steel washers, in this case. How they came to be used is pretty obvious once you've dialed in a few cams using the fat hole method. It has to do with the fact that counterboring weakens the cam gear and with how fat a hole can you go. The answer is not fat enough, without causing the gear to fail. But let's say you hog out a 7/16" hole in the middle of your 3/4" counterbore. To provide support for the cap screw and prevent failure of the cam gear, you make up a stepped washer.



If you make up the washer so the pilot - the stepped portion -- is concentric to the bolt hole, your cam will be indexed straight up, without advance or retard. You may then install the cam and clock it. If clocking the cam sez you need to move it two degrees, you go over to the lathe and make up three new buttons with the hole offset by forty thou. That may sound like a major chore but trust me here, making eccentric buttons is a trivial task, assuming you have access to a lathe

and know how to twirl the knobs. An 8th grader in metal shop class can crank out half a dozen engine's worth of cam buttons before the bell rings.

Once you know how much adjustment you need and have the buttons in hand it's usually quicker to tear down the engine rather than try to work through the oil pump bore. Yeah I know; some guys say it takes them only a few minutes. Your mileage may vary.

File to Fit

Yup. Just like it sez. Start with a stock cam of the correct size, counterbore to 3/4", open it up to 5/16", install on the camshaft, assemble the case and clock the cam. When you know how much and which way it needs to move, tear it down and go at the bolt holes with a chain saw file, moving the hole in the direction you want the cam to move .020" for each degree.

If you don't have a lathe or a box full of cam buttons, so long as the required adjustment is no more than 4 degrees at the crank, filing the gear to fit is the lo-buck winner. Four degrees at the crank is two at the cam so you move the hole forty-thou; about 1mm. If you go more than forty-thou you'll have to use a smaller washer under your cap screw and things are liable to break.

Filing to fit isn't the smartest solution. Buttons are stronger and more accurate. But moving the bolt holes with a file is the cheapest solution and when you're young you can't always afford to be smart.

Woodruff Key Method

When you're forced to use a pre-assembled cam/gear combo the use of an offset Woodruff key (to rotate the crankshaft gear slightly) is your most practical means of making any adjustment to the timing. Volkswagen used to offer offset Woodruff keys as a special order item. They came in about five sizes and cost the same as the straight key, except you had to wait for it.

A big joke back then was to ask a new parts guy for Woodruff with a minus two degree offset and watch him go flipping through his book. This was a real knee slapper, on the same order as a left-handed monkey wrench. (Offset Woodruff keys don't come as plus or minus... you simply install it with the overhang on the right-hand side of the slot to retard the cam, on the left to advance it. In other words, as with the monkey wrench, you simply turned the thing over.)

Offset keys were catalogued by degrees at the cam which could lead to confusion since American mechanics normally dial in the cam relative to crankshaft degrees. No problem, just divide your crankshaft-based index error by two. Of course, it's even less of a problem nowadays since such parts are no longer available.

An automotive machinist can make any kind of Woodruff key you want, with any amount of offset up to a maximum of about 10 degrees (ie, an offset approximately half the width of the key). But expect to pay a good price for it. It might cost a bit less if he starts with standard #1210 Woodruff key, the closest match to the metric size used in your engine, but he can only give you about 4 degrees because that's all the width he has to work with, a #1210 being 3/8" wide. And it's still going to cost you something because it's a fairly tricky bit of work to set up. Fortunately, an adjustment range of +/- 4 degrees is usually more than enough to cover



the usual range of cam timing.

If you need an offset Woodruff key, give the machinist the driver gear and a new key and tell him how much offset you need in crankshaft degrees. He'll use the stock parts to figure out the dimensions of the new key. As a point of interest, the bore of the driver gear is about 1.645" which tells you one degree is about .01435" at the Woodruff key (ie, 1.645 times pi, divided by 360 equals one degree). The amount of the overhang is equal to the number of degrees you want to change the timing times .0144". Don't take the dimensions as gospel; measure it for yourself.

After-market Adjustable Cam Gears

If you want to try an adjustable after-market cam gear I strongly suggest you keep your money in your jeans until you've inspected the part. Take your cam with you and try it in the spigot. You want a good tight fit. Then make sure the buttons fit the counterbore & hole in the cam. Finally, bolt it to your cam to insure the holes are properly aligned.

Making It Good

Okay, so you got the cam dialed in to within a gnat's arse. What's going to keep it there?

After setting your cam timing, dismantle the engine, remove the cam, put it face down on the bench and make a couple of witness marks where the flange of the camshaft nests into the recess on the back of the cam gear. Make these distinctive from any other marks and make a note of their location in your documentation package. If you need to dismantle the cam from the gear, the marks will insure it goes back together properly.

Examine the cam-gear cap screws. Are they drilled for safety wire? Have you got one of those little drill blocks? Can you even use safety wire on the fasteners? (If you can, you should.)

Remove the cap screws one at a time. Clean them with MEK. Using a Q-tip, clean the threaded bore in the cam shaft. Reassemble using high strength Loctite and lockwashers. Torque to 10 ft-lb. When you've cleaned, Loctited and torqued all three, retorqued to 14 ft-lbs. If possible, install safety wire.

Note: This article was published in the 2001 Nov. and Dec. issues of 'VW Trends' magazine and was supported by about two dozen illustrations).

Bob Hoover

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