

# Zeitschrift



298 kW (400-bhp) Golf R400.

**July 2014**

**IN THIS ISSUE:**

**Norm's Fish n Chips run  
Bryan Thomson V8 Type 3  
Used 1955 VW test  
Bugs n Buses by the Bay**

**Carl's NRMA run  
Audi wins Le Mans  
Brian's Cinema Memories  
Plus lots more...**



**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# **Club VeeDub Sydney**

## **Committee 2013-14.**

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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
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<b>VW Nationals Committee:</b>	David Birchall Aaron Hawker Mark & Amanda Stevens	(02) 9534 4825 0413 003 998
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>	Brian Walker      Aaron Hawker      John Ladomatos Andrew Corless    Norm Robertson (JP)	

<b>General Committee:</b>	
Laurie & Gwen Murray	Shirley Pleydon
Leigh Harris	Grace Rosch
Norm Elias	Jeff Swords
Eddie Fleita	

### **Canberra Committee.**

<b>Chair:</b>	Bruce Walker	vwevents@dodo.com.au
<b>Vice-Chair:</b>	Rhiannon Walker	rhiannon_w@live.com.au
<b>Secretary:</b>	Mandy Conway	mandycnwy@gmail.com
<b>Treasurer:</b>	Rhiannon Walker	rhiannon_w@live.com.au
<b>Registrar:</b>	Iven Laufer	(02) 6254 1142
<b>Merchandise:</b>	Jay Pozzi	jay_1965vw@hotmail.com

### **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	<b>or</b>	Club VeeDub (Secretary)
PO Box 1340		14 Willoughby Cct
Camden NSW 2570		Grassmere NSW 2570
		(02) 9534 4825

### **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](http://www.clubvw.org.au)

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

### **We thank our VW Nationals sponsors:**

#### **27 years.**

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Stan Pobjoy Racing Engineering
C & S Automotive	Vintage Vee Dub Supplies
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#### **20 years and over.**

Aust VW Performance Ctre	Shannons Car Insurance
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North Rocky & Import Parts	

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Black Needle Auto Upholstry	Euro Automotive
Canberra VW Centre	NRMA Insurance
Classic Vee Dub	Wolfsburg Auto Melbourne
Cupid Wedding Cars	Wurth Fasteners Australia

#### **5 years and over.**

Antique Tyres	Red Van Tyre Colouring
Artemi's T-Shirts	Rod Penrose Racing
Camden GTI Performance	Volkscare Melbourne
Custom T-Shirts	Volkshome Automotive
Expert Signs	Volksmuller
Gold Coast Vee Dub	VW Classic Kirrawee
Nulon Australia	VW Magazine Australia
Quik Strip Bankstown	Westside Mufflers

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



S U N D A Y   J U L Y   1 3 T H

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](mailto:info@flatfour.org)

Please RSVP by the 9th for catering purposes, Thanks

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**Presented by -**  
**Flat Four Vee Dub Club, Sydney**

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# One whole week of **VALLA** Volkswagen Spectacular

Come and join us for our Anniversary  
20th Show and 30th Year!

28th July - 4th August, 2014

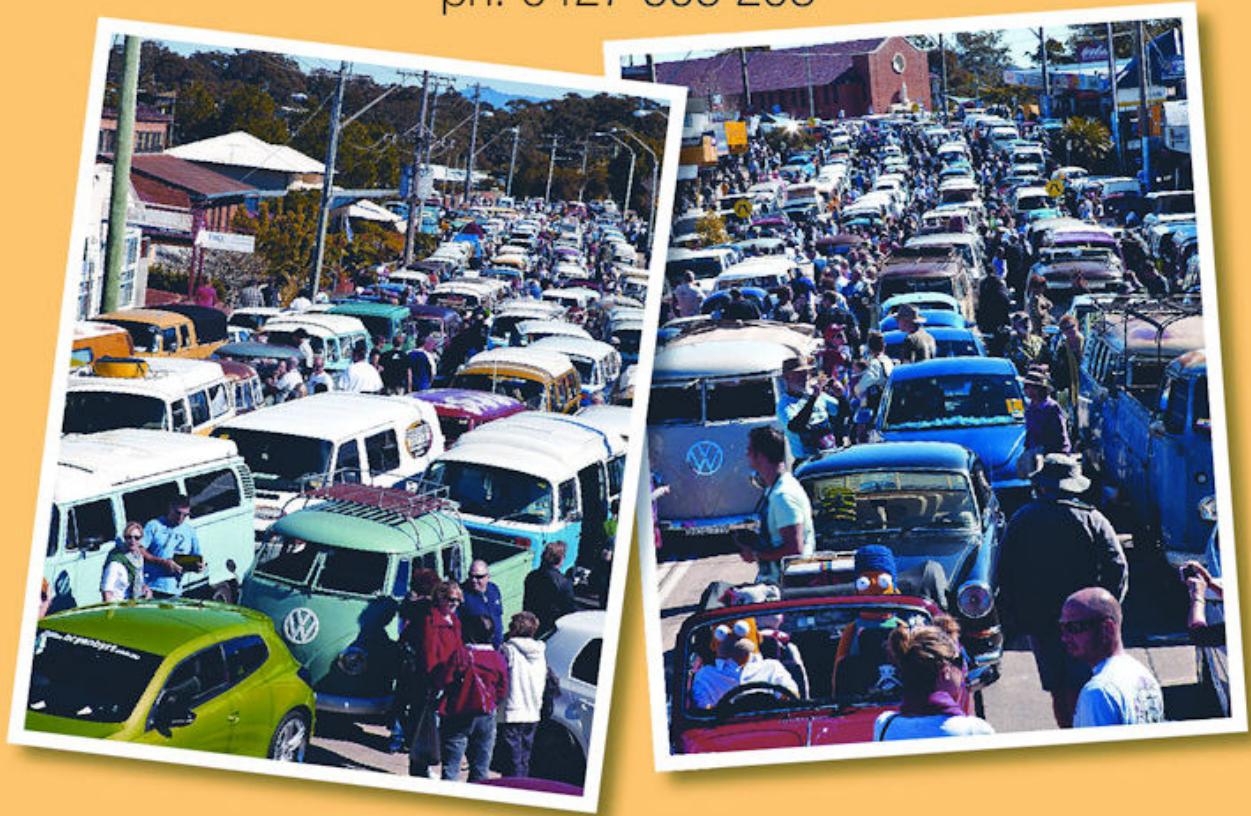
[www.volkswagenspectacular.com](http://www.volkswagenspectacular.com)



: volkswagenspectacular

email: [vwspectacular@gmail.com](mailto:vwspectacular@gmail.com)

ph: 0427 695 203





**Council of Motor Clubs Presents  
The Shannons Sydney Classic  
Sydney Motorsport Park, at Eastern Creek  
Sunday 17th August 2014**

## Displays for 2014

Please let us know if your club or Marque has an anniversary coming up this year so we can book you a spot on Pit Lane for a special display.

This year we are celebrating the 50th Anniversary of the CMC Display Day.

110 years of Rover  
100 years of Maserati  
100 years of the Dodge  
90 years of the Jewett  
60 years of the Swallow Doretti  
60 years of the Southern Sporting Car Club  
50 Years of the Ford Mustang  
50 years of the Mini Cooper 'S'  
50 years of the Jaguar Drivers Club  
50 years of the Sunbeam Tiger  
50 years of the Pontiac GTO  
50 years of the MG Midget Mk II  
50 years of the Sprite Mk III  
50 years of the Citroën Car Club  
50 years of the Fiat 850  
50 years of the Lancia Motor Club of NSW  
50 years of the Ford Falcon XM  
50 years of the Renault 8 Gordini  
40 years of the VW Passat in Australia  
40 years of the Alfa Romeo Owners Club  
40 years of the Ford Falcon XA GT  
40 years of the Valiant Charger R/T E49  
40 years of the Leyland P76 Targa Florio  
40 years of the Holden LJ Torana GTR XU-1  
20 years of the Southern Sydney Early Holden Car Club  
20 years of the Pittwater Motoring Enthusiasts Assn.

Email: [secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au)

## Saturday

Gates open at 10am

FREE ENTRY & PARKING.

TRADE DISPLAYS & SALES IN  
PIT GARAGES ALL DAY

CSCA SUPERSPRINT CIRCUIT EVENT 10:00 AM

## Sunday

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from 150 clubs on display and on parade, including cars, bikes, scooters and military vehicles.

- Double-decker bus rides around the track,
- Concours Display & Trophy Presentation on Pit Lane
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music.
- Don't forget, this is very close to Father's Day!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns & face painting

General admission \$15

Kids under 12 years & Parking FREE



# German Auto Display

Sunday 21 Sept 2014

Patrick White Lawns

(beside National Library)

Parkes ACT

8am to 3pm

\$5 entry per car

All cars to have a drip tray

Food and drink on sale



Details at [canberravw.com](http://canberravw.com)  
closer to the event

**Club Veedub**



The Legend Never Dies

# Von dem Herrn Präsident.

Well, winter is really here now with the crisp cold nights and mornings, and the clear blue skies have been wonderful this week. This month sees our President Steve Carter still on holidays in Los Angeles, checking out all the VW shops, and Dave Birchall is on assignment in Melbourne.

Norm Robertson organised a wonderful club outing to the historic Lithgow Small Arms Factory, with lunch afterwards at Lithgow Workers Club. In spite of the cold weather, it was a good turnout and those who went along had a fantastic time. Read both Norm's and Joe's reports in this issue, with photos by Craig and Martha. Thank you Norm for another fantastic day. Unfortunately due to other commitments, Lily and I couldn't make it.

A few of our members also went along to the Rattle n Hum car show at Castle Hill RSL Club, which is a classic car show of all makes, mostly US badges but a few Euros too. Again, Lily and I were unable to make it, this time due to a school assignment she needed to finish. Jeff reports that Tony won a prize for his '67; not sure whether Wayne won one for his Kombi. But thanks guys for representing our club.

Norm Elias will soon be setting off on his annual Bug Off! Cancer drive, to raise funds for cancer research. This year he will be driving to Tasmania, perhaps accompanied by a couple of other club members in their own VWs. Norm tells us that his '65 Standard will enjoy a well-earned semi-retirement after this year's run, so it will be the last one (at least until he buys a Golf, so I keep telling him). We may meet up with him at Goulburn on the way back for the cruise to Sydney – details to be advised.

This month sees Rose and Ian's Bugs and Buses By The Bay near Belmont (south of Newcastle), a nice relaxing get-together by the waters of Lake Macquarie. They have been on holidays in the US with Steve recently so I am sure they'll have a few tales to tell. Hopefully the weather will be clear and fine.

Our friends at the Flat Four Club are hosting an Observation Run on Sunday 13 July, just as this issue goes to press. Meet at Camden Showground (Argyle St) at 10:30 am; entry \$10 per car, which includes a sausage sandwich and drink per car. Bring your wife and kids to help with the spotting and questions! While they have been a bit quiet lately, Flat Four always put on a good event so please come along and support this run.

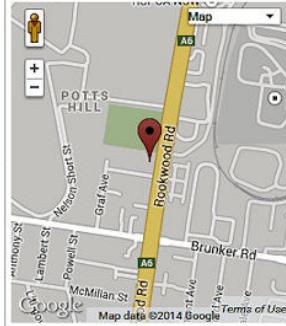
In August the VW Spectacular is on again at Valla Park, just north of Nambucca Heads. This is one of the most famous VW gatherings in Australia, and amazingly, this year is the 20th show, in 30 years. I am lucky enough to remember going to the first one back in 1984! They were originally on every year, but in recent times have shifted to every second year. There is a whole week of activities this year, but the main features – a street parade on Saturday and car show/swapmeet on Sunday – are the same. If you haven't already made your bookings, phone 0427 695203 ASAP.

The July club meeting, on Thursday 17 July at the Geryhound Club, will also be our Annual General Meeting. We'll hear reports on the last year from all the existing positions, and all committee positions will be up for election, so if you have ever thought about helping out on the



**Greyhound Social Club**

Phone:	(02) 9709 3859
Address:	Greyhound Social Club 140 Rockwood Rd Yagoona, Sydney, NSW 2199
Rating:	9/10 ★★★★★



committee, now is your time to give it a go. We'll also put on some drinks to thank you to those attending.

Personally, I hope you've all enjoyed reading my efforts producing Zeitschrift over the last 12 months. I will be standing again for Editor, and my daughter Lily again wants to be my assistant. I have lots more interesting VW articles and historical VW material to show you over the next 12 months.

See you at the AGM!

Phil Matthews  
(filling in for Steve)



## Kanberra Kapitel report.

Hi everyone,

The Canberra weather has been a bit mean lately, I am sure you are all glad that the gales have disappeared for the moment. We had some issues with the Bungendore event, it was cancelled due to low numbers – much of this was caused by some rotten weather that week. We have slightly altered the upcoming events:

Captains Flat Cruise – **Saturday 03 August** – tour the local markets, lunch at a café, and a possible historical tour. Thanks Rod for running this one, info will be on the email to members.

Poachers Pantry Cruise – **Sunday 31 August** – drive out to Poachers Pantry and take in a meal. I need a volunteer to run this event on the day, more info to come.

German Auto Display – **Sunday 21 Sept** – our big carshow for the year, mark this date in your calendar. I'll be asking for volunteers to assign tasks for the day so please consider sticking your hand up to help your club.

Sydney AGM – **Thursday 17 July** – everyone in the club is invited to attend the Sydney AGM, details in this magazine.

Let's see some of those cars dusted off for some cruising and a catch-up with others, Spring is just around the corner! And a quick 'get well' to our secretary Mandy who is in hospital..keep smiling!

Bruce

**Club Veedub**  
Canberra Chapter



[www.canberravw.com](http://www.canberravw.com)

# 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](http://www.clubvw.org.au) for the latest information and any changes.

## July.

**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](mailto: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. **Tonight is the AGM - all positions are vacant and are renominated / voted on. Why not try your hand at a position?** 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](mailto:vwspectacular@gmail.com) Webpage [www.volkswagenspectacular.com](http://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.

## Club Veedub AGM. Thursday 17 July 2014.

The July monthly meeting is also our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be invited. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to nominate for a position on the committee for 2014-15. We are always looking for new blood, new enthusiasm and new ideas. We welcome your input to help make our VW Club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say in how your Club is run, please come along to the AGM.

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

## September.

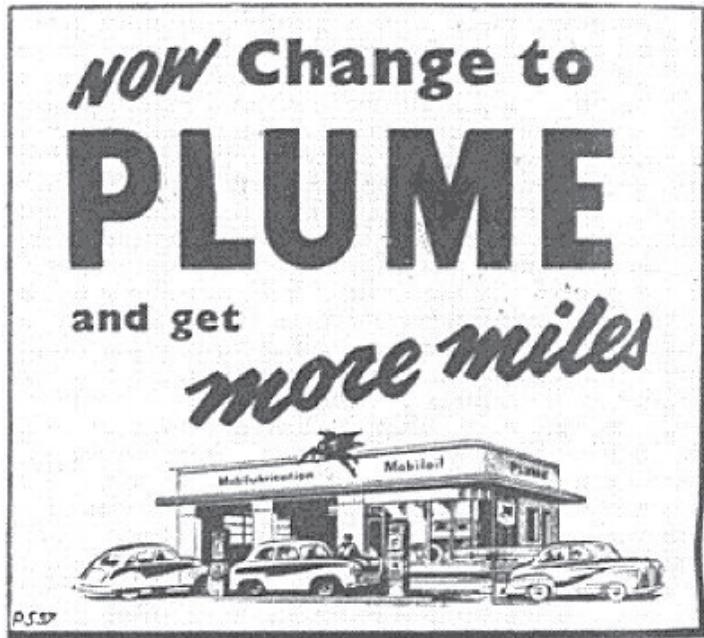
**Thursday 4th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**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 21st:- Burwood Spring Festival Classic Car Show** at Burwood Park. Car show is part of the park festival, with stalls, food, rides and entertainment. Vintage, veteran and classic cars. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book by 1 Sept to enter. Phone the Burwood Council on (02) 9745 1386, or email [Burwoodshowandshine@gmail.com](mailto:Burwoodshowandshine@gmail.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



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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.

**Saturday 4th & Sunday 5th:- VW Warwick 2014.** 9th great year! Drag racing at Warwick Dragway, Queensland. Street parade and static VW display on Saturday, 9:30 to 11:00am. Drag scrutineering from 11am to 12 noon, drivers' briefing, then unlimited practice and qualifying from 1-5 pm Saturday. Sunday morning drag practice 9 to 10am, then round-robin drag comp and final. Burnout competition. Many race classes and trophies. Pre-entry by 20 Sept 2014 is mandatory; no entries on the day. For all forms and more info, go to [www.vwma.net.au/warwick](http://www.vwma.net.au/warwick)

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

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

**Sunday 26th:- Southern Highlands Motorfest 2014** at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all classic cars, bikes and trucks. Informal show 'n' shine event with trophies awarded to all category winners. VWs old and new wanted! County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. All VW owners welcome. Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30am

departure.

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

## **November.**

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

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

**Sunday 16th:- Melbourne Day of the VW**, at Yarra Glen Racecourse, VIC. Show n Shine, trade displays, swap meet, and more. Public entry 9am, show entries close 11am. Restored Beetle raffle draw at 2pm. Celebrating 60 years of the VW Club of Victoria. For more information, visit [www.vwclub.com.au](http://www.vwclub.com.au)

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

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

## **Marktplatz.**

All ads should be emailed to: [editor@clubvww.org.au](mailto:editor@clubvww.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](http://www.clubvw.org.au). Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

## New Ads.

**For Sale:- 1976 Passat Station Wagon.** Very original! Good engine and transmission. New clutch last year. Alloy wheels, tow bar, rear wiper. Some rust in floor, and damaged left hand front guard. One of the best remaining early Passats, as featured in Ron Croft's feature article in Zeitschrift, December 2013. Registered to Feb 2015. Best offer. Phone Ron at C&S Automotive, Padstow on 9774 3340 (BH).

**For Sale:-** I am enquiring whether you or any of the members of the VW Club may be interested in buying my 1972 VW Superbug? I am open to all reasonable offers and the reason for sale is that we are just not using the car sufficiently and feel it would be put to better use by an enthusiast. I look forward to your reply. The car is based at South Arm - 40 mins drive from Hobart in Tasmania. If you would like more info, contact Mr David Lowther on 03-62399119 (BH) or email [jdlowther@hotmail.com](mailto:jdlowther@hotmail.com)

## 2nd Month 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](mailto: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,

## Trades and services directory.

Vintage VEE-DUB SUPPLIES

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

KOMBI GHIA TYPE III BEETLE

WEST COAST METRIC INC. KYB GENE BERG

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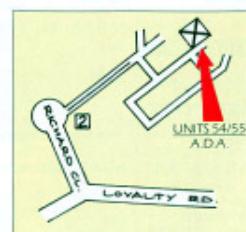
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please contact Mr Alan Howieson on 0402 134930 or email [alanhowieson@hotmail.com](mailto:alanhowieson@hotmail.com)

**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](mailto: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](mailto: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

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## Amarok Canyon.

The Amarok Canyon Special Edition has joined Volkswagen's Australian pickup range, priced from \$56,990.

The new model borrows its name and some styling cues from the Amarok Canyon concept revealed in 2012. It is available as a dual-cab four-wheel-drive only, and is based on the Highline model, which is priced from \$50,990. To justify the extra spend over that model, the Canyon adds gloss black sports and side bars, 17-inch alloy wheels with Pirelli Scorpion AT-R tyres, a tray liner, tinted rear lamps and Canyon decals at the rear and side.



Inside, the Amarok Canyon gains standard satellite navigation, a reverse-view camera, and a two-tone Nappa leather interior with orange stitching.

The model is available in four trim colours, with Copper Orange unique to the range, while white, black and silver are also offered. Only the white paint option misses the metallic paint charge of \$490.

The Volkswagen Amarok Canyon is available with the 2.0-litre turbo diesel four-cylinder engine, which comes with the choice of a six-speed manual (TDI400) or an eight-speed automatic (TDI420).

The Amarok Canyon can be test driven at your Volkswagen dealer now.

### Volkswagen pricing (plus on-road costs):

**Amarok Canyon TDI400 six-speed manual: \$56,990**

**Amarok Canyon TDI420 eight-speed auto: \$59,990**

## VW Up! and Eos discontinued.

The Volkswagen Up! and Eos models will be exiting Australian showrooms when stocks of the current model run out, and they could also be joined by the Scirocco.

Speaking about the future of the range-entry Up!, Volkswagen Australia communications general manager Karl Gehling said, "That [sub-light] segment is very price sensitive. When we put an offer on, it sells well, but without an offer on, volumes are insignificant. At this stage we're not planning on continuing with it once current stocks are sold out."

"There's very aggressive pricing in [the light] segment and we can't continue to compete at that level."



There was also considerable market resistance due to the VW Up! never having an automatic option, as its competitors from Hyundai, Nissan, Toyota and Mitsubishi have. Young, mostly female buyers of that 'micro-car' category expect an automatic transmission, which the Up! could not deliver.

Volkswagen announced late last year that the Eos model line, introduced in 2006 and sold in Australia from 2007, would be discontinued after a single generation. The reasoning was that it had become one model too many alongside the Golf Cabrio, which is much less expensive to build. The seventh-generation Golf Cabriolet will debut later this year, crowned by a new R variant.

The Scirocco, which belatedly arrived in Australia in 2011, 37 years after its debut in Germany and four years after the debut of the current version, is now due for renewal. However, the fourth-generation Scirocco isn't expected to go into production until 2017, and may not make it to Australia at all.

"It's one car that's definitely still under consideration, we haven't made the call on it," says Gehling. "It's all part of this overall strategy where we've been reviewing the product range, everything from how many models, how many options and variants we needed in our line-up to try to reduce the complexity of our range from Up! through to Touareg V8."

"We looked at Scirocco as a way of replacing the three-door Golf R, and it was well received."



"But as with any [niche performance] vehicle there's an initial demand and we've watched it drop off, and we're still considering whether or not we continue with it. We haven't made a decision at this stage."

The earlier Scirocco 1 (1974-81) and Scirocco 2 (1981-92) models were not sold in Australia at all.

# **Manual Polo GTI confirmed.**

Senior company executives have confirmed the Volkswagen Polo GTI will once again be offered with a manual transmission option when the updated hot-hatch is released later in 2014.



Rumoured earlier this year, a Volkswagen product communications executive spoke openly about the return of the manual GTI with Australian media at last month's launch of the face-lifted Polo range in Munich, Germany.

"What we can say about GTI ... it will have 192 hp (141 kW), so increased power, and it will be available not only with DSG but also with a manual transmission," the spokesman revealed.

Volkswagen Australia has confirmed the updated Polo GTI will reach local showrooms in the first half of 2015, and while it won't comment officially on the manual variant, we can confirm it will join the DSG version in our market at that time.

The introduction of the six-speed manual transmission for the Polo GTI means the VW pocket rocket will be cheaper than ever. Subtracting the \$2500 premium Volkswagen charges for DSG from the current five-door \$29,540 GTI, promises a starting price of around \$27,000 for the manual variant.

At that price, the Polo GTI would be just \$1000 more than the current city-sized hot-hatch benchmark, the \$25,990 Ford Fiesta ST. And if Volkswagen were to play hardball and reintroduce the three-door model, it could potentially undercut the blue oval brand's hot-hatch.

Question marks still hang over the updated GTI's powertrain. Some reports have linked it to a larger 1.8-litre engine, though a mildly uprated version of the existing twin-charged 1.4-litre engine seems most likely.

The spokesman also revealed the engine would not only incrementally increase power from 132 kW to 141 kW, it would also step up in torque from its current 250 Nm output.

"We have improved a lot on every level, so [increased] torque... maybe yes."

He said the decision to reintroduce the manual transmission option was driven by the desires of motoring enthusiasts.

"It's a totally different class but the Porsche 911 GT3, the PDK, alright, it's fine... Maybe I'm a little bit old

fashioned, but with a sports car ... I want to work, I want to work with the car."

The original 2005 Polo GTI teamed a manual transmission with a 110 kW 1.8-litre turbo engine - from the previous Golf GTI.

## **Polo diesel dropped.**

The updated Volkswagen Polo will launch in Australia in September without a diesel engine option, due to low demand for the outgoing oiler and efficiency improvements for the petrol engine.

Volkswagen Australia confirmed its switch to a petrol-only line-up for the face-lifted Polo at the city car's international launch in Munich, Germany, last month. It will be the first time a diesel Polo hasn't been offered in Australia since 2004; the TDI engine debuted in Australia with the 4th generation Type '9N3' Polo in 2005.

The decision to pass on the all-new 1.4-litre three-cylinder turbo diesel engine in the Polo means the cheapest diesels in the Volkswagen's local range will be the van-based Caddy Life 250TDI at \$29,990 and the Golf 110TDI at \$34,790.

Volkswagen Australia communications general manager Karl Gehling says the company anticipated an overwhelming customer preference for the turbo petrol engine in the refreshed Polo line-up, hence its decision to leave the diesel out of the range.

"The diesel take-up with Polo is so small," Gehling said. "As fuel economy of the petros gets better and better there's less take-up on the diesels."



"The reduction in fuel consumption means we see that there is even less likely to be demand for a diesel, especially in Polo. In smaller cars the difference between the most efficient diesel and the most efficient petrol ... the gaps are tiny."

"We never rule anything out, but at this stage we're not planning to bring it."

Our local division will also ignore the tiny 1.0-litre three-cylinder petrol engine inherited from the Up! micro car, believing the non-turbo 44 kW and 55 kW units aren't right for the Polo in our market.

The new three-cylinder diesel engine produces identical power and torque figures to its 1.6-litre four-cylinder predecessor, though its 66 kW is available 700 rpm earlier at 3500 rpm and its peak torque band expands to 1500-

2500rpm (previously 1750-2500rpm).

The new Polo 66TDI is almost 28 per cent more fuel efficient than the version offered in Australia (based on European data), with combined cycle fuel consumption falling from 4.7 litres per 100km to 3.4 L/100 km for the five-speed manual variant. Average CO<sub>2</sub> emissions are also down from 121 grams per kilometre to 88 g/km, while acceleration from 0-100 km/h is now claimed at 10.9 seconds, down from 11.5 sec.

In Europe, the engine is also available in a less powerful 55 kW/210 Nm tune, and in the efficiency-focused Polo 66TDI Bluemotion variant, which incorporates aerodynamic enhancements and other fuel-saving measures to reduce consumption to just 3.1 L/100 km, which Volkswagen says makes it the most frugal five-seat car in the world.

Motoring writers had the opportunity to drive the new Polo 66TDI back-to-back with the new 66TSI petrol variant in Germany this week.

Unsurprisingly the diesel engine is noisier and less refined than its equally powerful 1.2-litre four-cylinder turbo petrol counterpart. It's particularly evident at start-up, idle and at low revs, where traditional diesel engine rumble and characteristic three-cylinder thrum combine to form a grumbly partnership. Beyond 3000rpm it's loud and sounds like it's working hard, and vibrations can be felt through the throttle pedal and footwell.



It's brilliantly torquey through its mid-range, however, where all 230 Nm is at the driver's disposal. Here it pulls strongly and - thanks to its 70 Nm advantage - feels even more effortless than the refined petrol. Volkswagen claims the 66TDI is 1.5 seconds faster from 80-120 km/h than the 66TSI (9.5 sec versus 11.0 sec in fourth gear).

The combination of the diesel engine with the seven-speed dual-clutch automatic (DSG) is effective, though the transmission's eagerness to grab high gears in the pursuit of increased efficiency means it spends more time operating at those lower, gruffer engine speeds. The five-speed manual feels a better match, where the driver can more easily hold gears and keep the engine revving where it feels most comfortable.

There's currently a \$4750 gap between the \$19,490 Trendline petrol DSG and the \$24,240 Comfortline diesel DSG - a difference that would likely be mirrored by the 66TSI Trendline and the 66TDI Comfortline in the updated range.

Though the diesel is more fuel efficient, the performance, refinement, still-impressive economy and

cheaper price tag of the petrol make it arguably a more attractive option, so VW Australia may be right to drop the diesel.

## Golf Wagon R-line.

The Golf Wagon could soon be a little bit sexier, thanks to Volkswagen adding a new R-Line styling option for the small load-lugger in Germany. 'R-Line' should not be confused with the 'R' performance package.

The Golf Wagon's R-Line styling package includes revised front and rear bumpers, new side skirts, 18-inch alloys and a new R-Line grille, not to mention fog-lights, a roof-top rear spoiler and rear diffuser.



Inside, the R-Line treatment continues with sports seats, a sportier steering wheel with leather trim, and stainless steel pedals and door sill protectors. The trim has been changed to include grey highlights and piano black elements, while the head-lining has been switched from grey to black.

It's not only cosmetic changes. The Golf Wagon R-Line model can also be had with sports suspension that is lowered by 15mm compared to the regular car, as well as a progressive steering system and tinted rear glass.

Volkswagen Australia recently added similar R-Line package options to its Beetle and Golf hatch models, and the company's public relations manager Kurt McGuiness said that the Golf wagon may follow suit.

"We're looking at it," McGuiness said.

If it were to be given the tick of approval, we'd expect the R-Line package to be available for Australian buyers to option before the end of 2014.

## Scirocco R-Line.

The Volkswagen Scirocco R-Line has been revealed in Germany.

When fitted with the R-Line styling pack, the facelifted Scirocco model gains new-look front and rear bumpers, a black grille with R-line badge, fog-lights, sports side skirts, a rear spoiler and 18-inch alloy wheels.

The interior treatment for the Scirocco R-Line includes "Race" fabric trim with Alcantara inserts, grey stitching, a black head-liner, carbon look and piano black trim elements, a sports steering wheel with leather wrap, and stainless steel pedals and door sill protectors.

As with the other recent R-Line packages announced



for the Golf Wagon, Golf hatchback and Beetle models, the styling enhancements are offered as a way for buyers of the less expensive variants in the range - including those fitted with the smaller, less powerful 1.4-litre petrol turbo engine in Europe - to mimic the styling seen on the performance models.

The Scirocco R-Line will not be coming to Australia. In fact, Volkswagen Australia has never offered any versions of the Scirocco apart from the top-of-the range R. And as previously reported, it is currently reconsidering its need to have the standalone 2.0-litre Scirocco R model in its already crowded hot-hatch range which consists of the Golf GTI, Golf GTI Performance and Golf R.

Volkswagen Australia public relations manager Kurt McGuiness admitted there had been a lot of speculation regarding whether the face-lifted Scirocco will be offered in Australia, but he said no decision had been made at this point.

"It's certainly not dead and buried," McGuiness said. "As with all new models, we are looking at it for the local market."

If Volkswagen does drop the Scirocco R it will be due to its niche nature, as Volkswagen Australia is aiming to simplify its local range. The Scirocco R currently on sale is priced extremely close to the Golf GTI Performance and Golf R, and as a result its potential sales volume may not be deemed to be high enough to justify the car being sold here.

## Golf R400.

The Volkswagen Golf R 400 would be the fastest production Golf ever, if it were to be built.

Volkswagen has followed up sketches of its latest quick-Golf concept with an official unveiling at the 2014 Beijing motor show.

It's based on the newly released Volkswagen Golf R, but ramps up performance with a 0-100 km/h sprint time of 3.9 seconds and a 280 km/h top speed. This beats the production Golf R by a full second and 30 km/h respectively.

While the R 400 is only 15 kg lighter than the regular R, the 400 represents 400 horsepower (PS), which is 298 kW. That's an increase of 89kW, produced 700rpm higher at 7200rpm. Torque also increases, from 380Nm to 450Nm, developed between 2400 and 6000rpm.

All that is distributed to the road via a six-speed dual-clutch auto and Haldex all-wheel-drive system.

The Volkswagen Golf R 400 sits on the same sports suspension and tyres as the R but features different style 19-

inch alloys.

There's more than just those five-blade wheels to easily pick the 400 from the regular R. The body, painted in 'silver flake' and featuring a black roof, is 40mm wider to accommodate the wheels that are positioned further outboard beneath flared wheel arches.

Up front there's a distinctive lower front bumper with air dam flanked by sizeable side air intakes, and the grille is adorned with a lemon yellow horizontal strip instead of the chrome equivalent on the R and red strip on the Golf GTI.



The rear is also notable for the twin tail-pipes that ignore the quad exhausts of the Golf R to make a nostalgic nod to the old six-cylinder Golf R32.

Inside, the lemon yellow is used again for interior trim, stitching and instrument dials to break up the predominantly black interior. Trim materials include Alcantara and carbon fibre.

Driver and front passenger sit in motorsport-style bucket seats complete with race-harness slots.

The Volkswagen Golf R 400 isn't as powerful as the 372 kW twin-turbo V6 Vision Golf GTI Concept shown in 2013, though it matches that more fanciful show car's 3.9 sec acceleration ability.

Volkswagen says the R 400 reflects the performance potential of the latest Golf - the seventh generation of the famous German hatch that celebrates its 40th birthday in 2014.

## Touareg update.

The updated Volkswagen Touareg showed off its refreshed styling and new technology when it debuted at the Beijing motor show last month.

Bi-xenon headlights feature as standard inside the Touareg's reshaped headlamp clusters, which now connect from top to bottom with the edges of the new four-slat radiator grille.

The front bumper has also been reworked with deeper creases and more angular lower central and side intakes. A revised lower bumper section housing reshaped fog lights and an underbody protector panel sits beneath a new optional thin silver trim strip, which continues along the base of the doors and around to the rear bumper.

The changes are more subtle at the rear, where the premium large SUV gains new reflectors, a redesigned diffuser, a new Volkswagen badge and sharpened character line between the tail-lights, which can be optioned with LEDs.

New-design 18-, 19- and 20-inch complete the visual changes to the exterior, while less obvious tweaks, including aerodynamic improvements (such as new front air inlet openings and modified mirror caps) and low rolling-resistance tyres, help reduce claimed fuel consumption by up to six per cent.

The cabin gains new aluminium rotary knobs, additional chrome accents, white illumination (replaces red), and manual lumbar support adjustment for entry-grade variants.

Two new leather colours, Bonanza Brown (dark brown) and St Tropez (light sand hue), join two additional wood accents, Sapelli Mahagoni and Engineered Ebony.

Standard across the range is a coasting function, which allows the engine to decouple from the eight-speed automatic transmission to utilise the car's kinetic energy on downhill sections of road and in driving conditions when acceleration is not needed.



The standard steel-spring suspension has been retuned in the pursuit of greater comfort and increased steering rigidity. Air suspension continues to be available as an option.

All new Touareg TDI V6 variants will come equipped with an automatic post-collision braking system, designed to help prevent secondary collisions in the event of a crash. The model's adaptive cruise control system with front assist and city emergency braking now also features a 'stop-and-go' function.

A new 'mobile online services' feature will join the updated range later this year, introducing Google Street View, Google Earth and Google points of interest searches, as well as access to online traffic information.

The updated Volkswagen Touareg will go on sale in Europe in that market's summer. It's expected to reach Australian showrooms either late this year or early in 2015.

## New Mid-sized 'coupe'.

The Volkswagen 'New Midsize Coupe Concept' that was shown at the recent Beijing Auto Show could bear the most misleading name in concept car history.

The four-door sedan clearly features a more swooping roof-line than the Volkswagen Jetta, but it certainly isn't as coupe-like as, say, a Mercedes-Benz CLA-Class or even VW's own Passat-based CC model.

Despite its un-coupe-like body, Volkswagen says the new concept car is shorter than the Jetta at 4.59 metres, with a roof height of 1.42 m and a width of 1.83 m, making it



broader than a Passat. The car is built upon the same modular Modular Transverse Matrix (MQB) basis as the current-generation Golf 7 and the similarly sized Audi A3, SEAT Leon and Skoda Octavia.

In terms of styling, the concept model features a long bonnet, short front overhang and a new-look grille that appears to seep into the LED headlight assemblies, and a bold bumper design with chrome edging. Large door panels and a slim glasshouse somewhat justify its Coupe nomenclature, with the gloss black turret swooping into a stumpy boot lid that is complemented by a long overhang. It rides on 20-inch wheels and is finished in 'Dragon Red' paint.

Under the bonnet is a 2.0-litre four-cylinder turbocharged engine borrowed from the Golf GTI, which produces 162 kW and has a claimed 0-100 km/h sprint time of 6.5 seconds. It is teamed to a seven-speed dual-clutch automatic, with power sent to the front wheels.

The company claims the concept has enough room for five people and also features 500 litres of cargo space. It features leather-lined sports seats in a colour known as 'Silk', with red piping and black glossy elements and wood trim across the doors and dash. All of the controls including the steering wheel and media unit are borrowed from the Golf, lending to speculation that a production version may be imminent.

"Volkswagen is demonstrating with this concept coupe just how multifaceted the Modular Transverse Matrix is and what exciting models Volkswagen customers all over the world can look forward to over the next few years," a VW release from Beijing said.

It has not yet been confirmed whether the new model will be China-only, or whether the design will be produced at other VW plants such as Brazil, South Africa or Mexico for world markets.

## Next generation Beetle.

The next-generation Volkswagen Beetle isn't expected to launch until 2019, but rumour has it that the retro hatchback will be joined by a number of niche spinoff variants, including the long-awaited Bulli (baby Kombi van).

German website AutoBild.de claims Volkswagen has already made concrete plans to expand the Beetle range, which in its next-generation form will be built on the brand's highly flexible Modular Transverse Matrix (MQB) underpinnings. As such, offering numerous derivatives other



than the current two-door hatch and convertible versions would be justifiable, the site claims.

While it's unclear whether each of these unique spinoff models would bear the Beetle name, the report suggests models such as a new-generation retro-inspired baby Kombi - as was presaged by the 2011 Bulli concept - is one such body style under consideration. The story states the new Bulli model will share elements of the European market Touran and the Golf Sportsvan (Golf Plus) models, unlike the concept which was based upon the tiny Volkswagen Up! city car.



Alongside that model could be a sports variant fitted with 300 horsepower (221 kW), which would likely use the same 2.0-litre turbocharged four-cylinder engine as is seen in the current Golf R. This model may resurrect the Karmann Ghia name, the report suggests, and could boast a sleek two-door coupe body reminiscent of the classic, round-edged model with "a high beltline, narrow windows and a distinctive hood roof". However we hold considerable doubt that VW could use the 'Karmann Ghia' name, as the Ghia company has been owned outright by Ford since 1973.



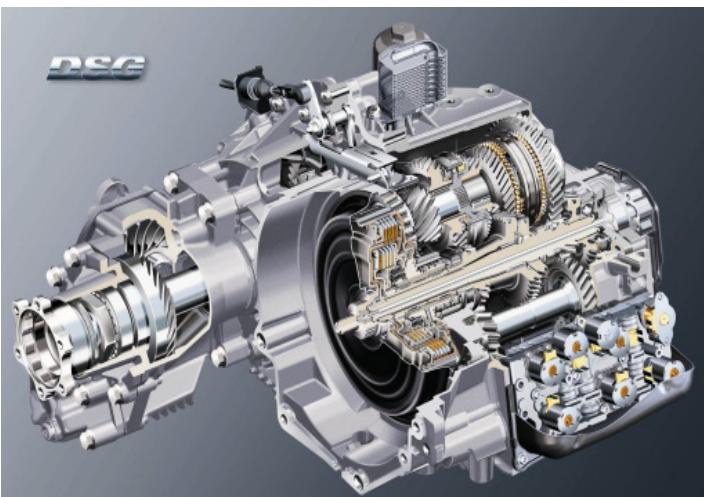
Volkswagen is also said to be considering an all-terrain version of the Beetle, which was previewed by the Beetle Dune concept which debuted at the 2014 Detroit auto show. The story suggests this model may boast a hybrid drivetrain with all-wheel-drive.

## 10-speed DSG and twin-turbo diesel.

Volkswagen's research and development boss has revealed details of the company's upcoming 10-speed dual-clutch automatic transmission and twin-turbo diesel engine.

Speaking at the annual Vienna motor symposium in Austria, Volkswagen R&D chief Hans-Jakob Neusser said the next-generation DSG was being developed to handle torque loads of up to 500 Nm.

The 10-speed dual-clutch unit will replace the current six-speed DSG that is used in more powerful Volkswagen Group models, and has been described as a key pillar in the German car maker's goal to improve the efficiency of future models by 15-20 per cent by 2020.



The new transmission will work with both transverse and longitudinal engine applications, suggesting it will be used across a broad range of vehicles, though no production timeline has been set for the gearbox at this stage.

Volkswagen also unveiled a new twin-turbocharged 2.0-litre four-cylinder diesel engine that will debut in the eighth-generation Passat large car later this year.

The twin-turbo diesel engine will produce 176 kW in the Passat, which will go into production in sedan and wagon body styles in Zwickau, Germany, in the third quarter of this year.

No other details of the engine have been released at this stage, though it's set to easily outperform the current model's flagship diesel, the 130TDI 2.0-litre, which produces 130 kW and 380 Nm, claims 0-100 km/h in 8.4 seconds, and consumes from 5.4 litres per 100 km on the combined cycle.

The all-new Volkswagen Passat will go on sale in Australia in 2015.

## Carl's NRMA run. Sunday 15 June.

On Sunday 15th June I joined the NRMA Classic Car Club for a run from Mamre House at St Clair in Western Sydney, out to Portland, a town just past Lithgow. A total distance of 154 km.

The day was overcast, but that didn't stop 24 enthusiasts with various classic cars heading up to Portland via the Bells Line of Road. This takes in great scenery all the way from North Richmond and Kurrajong Heights, with towns along the way including Bilpin, Bell, Mt Tomah, past the currently inactive Zig Zag railway at Clarence and into Lithgow, where we joined the Great Western Highway.

We were escorted by an historic Holden Kingswood NRMA service panel van, complete with service mechanic to assist just in case.



I drove my '58 Beetle as I haven't taken it for a good run for a while. Aside from having to drop back to second gear for a number of the steep hills (but it loves the revs in low), it never missed a beat. I did have to adjust the idle speed on arrival. I'm not sure if it was the altitude or the cold weather!

Portland is an historic town featuring a lot of interesting buildings, a significant history in cement manufacture and wonderful scenery. Although it was a cold day the rain held off and we enjoyed a wonderful BBQ lunch and Salad courtesy of the NRMA and Portland Central



School P&C.

The hospitality was first class and we were addressed by the district Mayor, inviting all clubs to consider runs to their town.

I found the various drivers very interesting as they are all specific club members but I met plenty of like minded folks driving Austins, BMWs, Chevrolets, Jaguars, Holdens, Morris and Mgs and Porsches. There were two Volkswagens; my '58 Beetle and a Type 3 TLE Fastback (also a Club VW member).

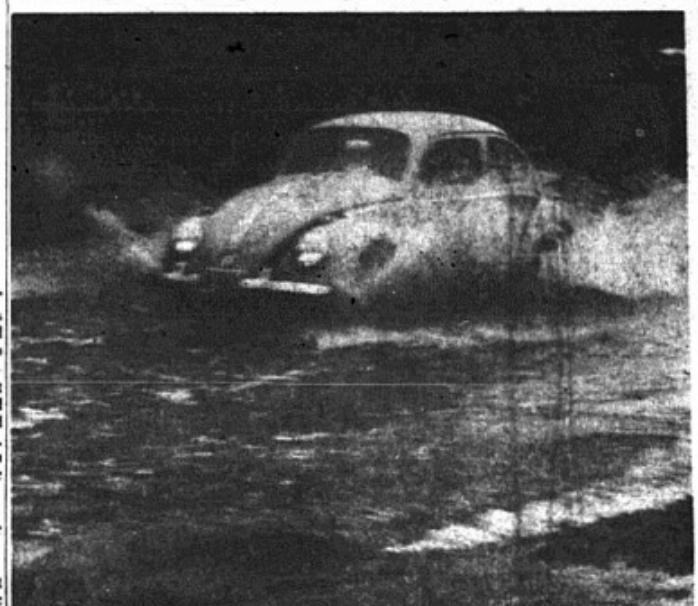
After leaving at 2pm, a trip along the Great Western Highway and up Victoria Pass over the mountains I was home in an hour and a half.

A great (but cold) day out in the '58.  
Cheers,

Carl Moll

The Sydney Morning Herald, Wed., June 5, 1963

### RAIN FLOODS CITY AREAS



Water sprays a car as it travels through the flooded intersection of McArthur and Bay Streets, Ultimo, yesterday. The area was one of many inundated by heavy rain.



## **Norm's Fish n Chips run to Lithgow. Sunday 22 June.**

Our Club run to the Lithgow Small Arms Factory Museum commenced with the meet-up and coffee at the McDonalds McCafe on the M4. We had a good turn up considering the threatening weather, which turned into showers on the run up the Bells Line of Road.



We made good time through to Richmond, although we were stretched out due to traffic lights. This was extended to 15 minutes on arrival at the first set of lights at Lithgow. We regrouped here before running down to the Museum.

Duty volunteer Frank Lloyd soon had us processed, and we were then able to move about the two floors of the Museum.



The Military Weapon section is extensive, and the Museum is proud to have one of every model of Lee Enfield and matching bayonet since 1912 production on display.

I had the opportunity to be reunited with the trusty (never rusty) 7.62mm SLR on display which is nicely chained up thank you, which are able to be handled with some of the later and early production models weapons from Lithgow.



The second floor is devoted to a collection of pistols from all corners of the world. This collection of over a thousand items was donated by a collector from Queensland. This collection represents one man's life collecting, and the Lithgow Museum is fortunate to have been selected for this donation.

We spent an hour and a half at the Museum, and then cranked the convoy up and made our way to Lithgow Workies for lunch and to socialise over lunch.



The selection of food is good at the Workies and are generous portions and tasty too.

We had a few items to raffle and award trophies for our Best Water and Air Cooled cars of the day.

The clubs usual barrel girls were absent, as Raymond and Grace and Kira couldn't come, and Lily and Phil had double booked and we missed you all. We had Aaron's young daughter Juliette filling in. What a voice with those numbers rolling out. I thought I lost her when her number rolled out however she stayed the distance.

Judged Best Air Cooled was Sue Monaghan's 1962½



Beetle on vintage plates.

Judged Best Water Cooled was Brian Walker's 2007 Silver Golf.

Congratulations to you both.

After 2pm we were ready to return down the mountain, content with having had a good day.

Thanks Martha for taking the photos on the day and for all who attended plus your feedback.

Norm Robertson

## **Joe's Lithgow report.**

The weather was dull and gloomy on Sunday morning, but it didn't dampen our spirit when we met at McDonalds at Eastern Creek. We were all happy just being together with our VWs. I counted 6 Beetles, 3 Karmann Ghias, 2 Kombis plus a couple of watercooled cars and one Ford Ute. Guess who owned that one...Rudy or course. I think my final count at Lithgow Workers Club was 24 adults and some kids who belonged to our Webmaster, Aaron Hawker. Susan in her white Beetle picked up Shirley from Blacktown and Laurie, Wayne & Gwen met us at the Museum.

We left McDonalds at 8.32am and arrived at the Small Factory Museum at 10.30am via Bells Line of road and clocked 118km. Norm had everything under control, it cost us \$5.00 to get in instead of the normal \$10 entry fee. Well, we did have a big group much to the delight of the Museum staff. I'll send you some photos of the variety of weapons that are on display.



Around 11.45am we headed to the Workers Club for lunch and despite the long queue, our meals were served reasonably quickly. Once again Norm had everything under control, gave us all a ticket which reduced the meal price by almost half and afterwards raffled some goodies like Kombi mugs, jigsaw puzzles, fire extinguisher and do it yourself aeroplane kits. Congratulations to Susan who won the people's choice for the air-cool division and Brian won the water cool with his Silver Golf. I left just after 2.00pm and arrived home via the Great Western Highway at 3.50pm - 114km.

Joe Buttigieg



**24h LE MANS**  
www.24h-lemans.com

## Audi wins Le Mans 2014.

The 24 Hours of Le Mans is the ultimate endurance race, but don't tell that to the racers who came out of the starting grid pushing their cars to the limit starting on the very first lap. The 2014 edition of the 24 Hours of Le Mans was one of the wildest races motorsports fans will ever witness.

From the very start of the race, it was the Toyota teams and Audi teams that made their dominance at the track clear. The #7 Toyota TS040 Hybrid took the pole and set the pace of the race early.

As for the two Porsche teams that many fans felt had a great chance to win, the problems started early. The #14 Porsche 919 Hybrid had fuel pressure issues, and the #20 car was off the pace of the elite drivers initially.

It was also early in the race that the two Audi R18 e-tron Quattro cars started to show glimpses of the elite speed they possessed, and that was one of the determining factors in the eventual outcome of the race.

After several periods of rain that saw spins and caution flags, it was the #20 Porsche team that moved to the front of the pack. Timo Bernhard earned the lead for the #20 and



**f /24heuresdumans** **#24LM**

5m 20s #R18 #LM24 - Audi Sport (@Audi\_Sport) June 15, 2014."

While the #1 Audi eventually returned to the track, it was the #7 Toyota TS040 Hybrid that led for much of the day. But in Le Mans it is not just speed that it is important, but reliability. Sure enough, a technical failure then forced the Toyota from the track for the remainder of the race.

One of the drivers in the #7 Toyota, Alex Wurz, shared his disappointment with the outcome: "I am devastated and want to cry! Leading the LeMans 24h race for 14h... pushing every inch along the way... and now technical breakdown :-( alex wurz (@alex\_wurz) June 15, 2014."

The #20 Porsche took the lead in the early hours of the morning when the #1 Audi faced technical issues and was forced to pit. The Porsche team started to find a great rhythm until struggles hit their team as well.



With Australian former F1 driver Mark Webber behind the wheel, the #20 Porsche faced technical breakdowns with its gearbox. It had to pit, and was not able to return to the track. It was a disappointing end to an overall successful run; they finished in 38th place.

The GT Porsche website shared the disappointment: "Gutted for #20 919, out of the @24hoursoflemans but what a brilliant performance by the team. - GT Porsche

handed it off to Brendon Hartley just four hours into the event.

The rain ceased and the racing was clean through hour six. At that time, the #7 Toyota was leading the LMP1 division and overall. The #34 Race Performance Oreca 03 Judd led the LMP2, Corvette Racing led the GTE-Pro and Aston Martin Racing led the GTE-Am.

At the 12-hour mark, Audi's #1 car was forced to limp back to the pits and was forced to change a fuel injector. The report, according to the team's official website, said: "No.1 pit stop (P3), diesel, tyres, injector changed, time lost:

(@GTPorsche) June 15, 2014."

As is so often the case, the 2014 Le Mans was a war of attrition. The #2 Audi then led the race, until it was forced to the pits in the 17th hour to replace a turbocharger, allowing the #1 Audi, driven by Lucas di Grassi, Marc Gene (who was a last-minute replacement for Loic Duval, who crashed hard during practice) and defending champion Tom Kristensen, into the front. The #1 Audi led the race until the 21st hour, when it too had to pit with turbocharger issues.

At 6 a.m with the Audis now in front, it was the No. 32 Oak Racing Nissan that led the LMP2 division, the No. 51 AF Corse Ferrari that led the GTE Pro class and the No. 95 Aston Martin that led the GTE Am.

The final three hours were relatively calm compared to the rest of the race, and motorsports fans saw an excellent conclusion to the day-long event.



So after 24 hours of fast, close racing, it was the #2 Audi R18 E-Tron Quattro, driven by Marcel Fassler, Andre Lotterer and Benoit Treluyer, that stole the show at the famous Le Mans circuit with a monumental victory. It was Audi's fifth win in a row, 2010-14 consecutively, and Audi's 13th win in just 15 years. Only the Bentley Speed 8's win in 2003 (which was an Audi R8 underneath), and the Peugeot 908 HDi FAP's sole win in 2009, has spoiled Audi's perfect record since 2000.

The #1 Audi R18 E-Tron Quattro driven by Lucas di Grassi, Marc Gene and Tom Kristensen also managed to finish second, giving Audi a 1-2 finish.

For the LMP2 class, it was the Jota Sport Zytek Z11SN-Nissan driven by Simon Dolan, Harry Tincknell and Oliver Turvey that took the checkered flag.

The #51 AF Corse Ferrari 458 Italia GT2 driven by Gianmaria Bruni, Toni Vilander and Giancarlo Fisichella won the GTE-Pro class, and the #95 Aston Martin Racing



Aston Martin Vantage GTE driven by Kristian Poulsen, David Heinemeier Hansson and Nicki Thiim won the GTE-Am class.

According to Matthew de Paula of Forbes.com, there were massive crowds watching the exciting event. "262,000 spectators at the 24 Hours of Le Mans race, the most since 1989, according to Radio Le Mans," he reported.

With major issues for several marquee teams and other unproven programs stunning the sport and running much better than expected, the 2014 edition of the 24 Hours of Le Mans will go down as one of the most entertaining in history.

As the crown jewel of the endurance race circuit, this was a great showing for the powerful, dominant Audi teams, and good to see a 3rd place finish from the No. 8 Toyota in the LMP1 class. It was great to see the re-introduction of Porsche as a contributing manufacturer. Porsche still has the record for the most wins at Le Mans, with 16 overall since the legendary 917 first won in 1970, and a fabulous heritage including the 934, 936, 956 and 962 race Porsches over the years. Porsche's most recent victory was in 1998 with the 911 GT1-98.

The hope is that next year Teams Porsche and Toyota will come back to challenge Audi for the entire 24 hours.



# Polo update guide.

The mid-life update of the fifth-generation Volkswagen Polo promises to make a very good thing even better. New engines, new infotainment systems and new technology headline the upgrades to the compact hatchback that CarAdvice has rated the best city car in the country since its introduction in 2010.

Here are 10 things to know about the updated Volkswagen Polo ahead of its arrival in Australia in September.



## Facelift? Doesn't it look just like the old one?

Volkswagen has never been known for making drastic design departures, and the updated Polo is no exception. Subtle exterior tweaks include a larger lower air intake with new grille pattern and fog lights, the introduction of first-in-class optional LED headlights, revised tail-light lenses and rear bumper design, and new wheel designs and paint colours.



## What about the inside? Is it still as 'conservative' as ever?

The changes are a little more obvious from behind the wheel – which itself is new. Joining it is a fresh-looking instrument cluster and a more colourful centre stack that's livelier than its monotone predecessor. Touchscreens are standard across the line-up, ranging from a 5.0-inch monochrome display to 6.5-inch colour units available with Volkswagen's MirrorLink apps system (not for Australia), Bluetooth phone connectivity, satellite navigation and a reverse-view camera.



## What other technology features are new in the updated model?

A number of driver-assist safety systems have trickled down into the Polo from its big brother, the Golf. Among these is the segment-first automatic post-collision braking system, which brakes the car following a crash to reduce the risk of subsequent collisions, as well as adaptive cruise control, driver fatigue alert system, and front assist radar with city emergency braking.



## So it's harder to crash, but will it feel any different to drive?

In addition to the safety systems, Volkswagen has introduced a newly developed electro-mechanical steering system designed to provide more precise and agile response and greater isolation from road bumps. Also new is the optional Sport Select suspension with variable dampers (also not for Australia). The standard setting is designed to deliver a comfortable ride, while 'Sport' mode promises a firmer ride quality.

## What about the changes under the bonnet?

From launch the updated Polo features three different engines: two entirely new to the range, one updated, and all





available with two different power levels. The smallest of these is the non-turbo 1.0-litre three-cylinder petrol engine from now discontinued Up!, which is available with either 44 kW or 55 kW of power and 95 Nm of torque. The carry-over direct-injection turbocharged 1.2-litre four-cylinder tops the petrol line-up, available in 66 kW/160 Nm and 81 kW/175Nm tunes. Both have an official combined cycle fuel consumption rating of 4.7 litres per 100 km, matching the most frugal of the three-pots. The new turbo diesel is a 1.4-litre three-cylinder, available with either 55 kW/210 Nm or 66 kW/230 Nm. Combined cycle fuel consumption of both is rated at a hybrid-beating 3.4 L/100 km.



#### **Great! So which ones will we get in Australia?**

Volkswagen Australia plans to take only the two tunes of the 1.2-litre engine, which will be available in 66TSI Trendline and 81TSI Comfortline specifications. It says low demand for diesel in the current range means it won't offer the new 1.4-litre unit, and it has also ruled out the low-powered 1.0-litre Up! engine for our market.



#### **What about the Polo GTI?**

Hot-hatch fans will have to hold out for a little while as the updated Polo GTI isn't due to be released until later in the year and won't reach Australia until the first half of 2015. The face-lifted GTI will be more powerful, producing 141 kW (up 9 kW on the current model), and most significantly will also be available with a six-speed manual transmission, unlike the current DSG-only model. That means it will likely be cheaper than the current five-door GTI, which starts at \$29,540.

#### **What are those Euro Polo variants we've never seen here before?**

Volkswagen Australia doesn't currently offer the BlueGT or CrossPolo variants that are available in Europe and has no plans to add them to the updated range. The BlueGT combines performance with efficiency, employing a 110 kW/250 Nm 1.4-litre turbo petrol engine with cylinder deactivation technology, while the SUV-inspired CrossPolo gets a more rugged look with black plastic guards, metal protector panels, and roof rails. Ultra-frugal Bluemotion TSI and TDI variants will be added to the European line-up in the coming months but also won't come our way. The former will be powered by a new turbocharged 1.0-litre three-cylinder petrol engine and consume 4.1 L/100 km combined, while the latter builds on the 1.4-litre diesel's efficiency, consuming just 3.1 L/100 km.



#### **Is our Polo going to cost more than before?**

Volkswagen Australia says customers should expect small price increases over the current range in line with the introduction of new technologies and enhanced equipment levels. The current Trendline starts at \$16,990 while the Comfortline is priced from \$19,240 (plus \$2500 for DSG for both).

#### **Okay, enough specs. What's this thing actually like to drive? In a word... great.**

Tim Beissman  
caradvice.com



## The Toy Department - Bryan Thomson's V8 VW Type 3.

Many younger members may not be familiar with Bryan Thomson's Chevy V8-powered VW Type 3 Fastback that competed in the Sports Sedan series in the 1970s.

Bryan first started car racing in 1959, starting with an Austin Healey and then a Chevrolet Monza. In 1962 he began racing open wheelers, firstly a Climax with a supercharged Cooper engine, which was later bolted into an Elfin chassis. In tin-tops he raced a Mini Cooper S, then he bought the famous Ford Mustang from Norm Beechey and raced it with success in both Australia and the UK.

From 1969 to 1972 Bryan raced a Chevrolet Camaro, painted bright 'Alfa Yellow' in recognition of the Alfa Romeo dealership he owned by this time. He built a supercharged Chrysler Valiant Charger for fellow racer Alan Meaden. But by the early 1970s the Touring Cars were becoming too expensive to build and run, so Bryan decided to have more fun building and competing in Sports Sedans.

His first Sports Sedan was built from an LC Torana than had once been owned by Judith Durham of the Seekers, no less. He drove to many wins in the Torana, including defeating Peter Brock (driving the HDT 'Beast') at Sandown in 1973. Bryan also drove a Torana XU1 for Bob Jane in the Touring Cars.

In 1974 Bryan sold the Torana and debuted his next Sports Sedan project – the famous Volkswagen Fastback. The aim was to win the new \$100,000 Sports Sedan series at Calder Park.



Bryan bought the ex-Warwick Brown McLaren M10B, and most of the mechanical components were fitted in a VW 1600 TL Fastback body shell, including the mid-mounted worked 5.0-litre Chevrolet small block engine. The car debuted at the Calder night meeting in January 1974, and quickly became crowd favourite.

It was the VW car that made Bryan a star. He was the underdog battling the established stars in an unconventional, wild VW, and the crowds just loved it. His popularity at the time in Victoria was equal to that of Allan Moffat and Peter Brock, if not greater.

Bryan ended up second in the Calder series in 1974, but not before a controversial nudge from Bob Jane's Monaro in the last round.



Bryan Thomson's Chev V8 powered VW Sports Sedan understeers at Oran Park in 1975.

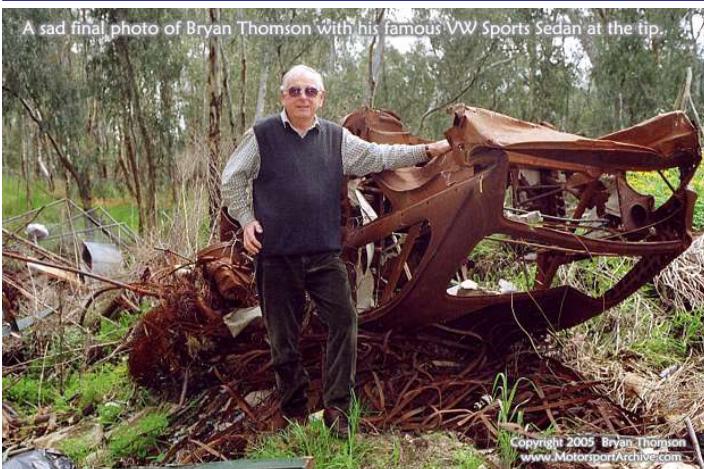


Copyright 2009 Doug Eagar  
[www.MotorsportArchive.com](http://www.MotorsportArchive.com)

In 1975 he was vying for the series win in the final Calder round, and had to finish in front of Bob Jane to win the series. He had earlier announced that he was retiring from motor racing at the end of that meeting. He was leading Bob Jane in the final race of the series and on his way to a race win, when the VW's new experimental quad valve Chev engine developed a major problem. The disabled car smoked its way to complete the final lap of the race, but Bob Jane won the race and the series.

Bryan pulled up after the finish line, got out of the car and collapsed onto the ground. This had to be the most cruellest luck of his career.

Bryan went on to race other cars in Sports Sedans, including finally winning the series in 1986 in a Chevy Monza. He competed at eight Bathurst 500/1000 races between 1964 and 1990. But sadly the famous VW Type 3 was not preserved. After being sold to fellow racer Vince Gregory and raced in 1976, Bryan bought it back and it sat



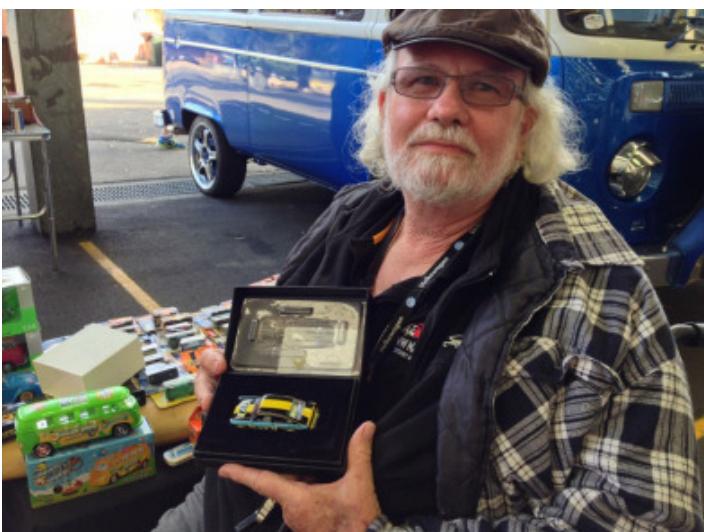
unsued in his workshop for several years. It was eventually stripped of its valuable race parts, which were used on other projects, and the body shell dumped at the tip.

This famous car is now available as a 1/43 resin model made by Armco models and limited to 500 pieces and comes with an authenticity certificate and display case.

This model is available at most good Hobby shops or on line shopping. This superb model is selling between for between \$65- \$85 and more if autographed. This model will only increase in value.

This month's model is featured and proudly owned by our very own Club VV member Brian Walker.

Tony Bezzina



## Joe's Competition Kombi.

To: *kombivancompetition*

Subject: *Kombi Competition*

Hi Katie

What is happening about that Kombi competition and the book ? I'm the video librarian of Club VeeDub in Sydney and in our collection of books I have one printed in London 2013, called 'The VW Camper Van' written by Mike Harding. Need any help with the book ? Let me know.

Regards  
Joe Buttigieg

To: *Joseph Buttigieg*

Subject: *RE: Kombi Competition*



Hi Joe

Thanks for your email.

The competition has ended and as I let you know, your story and pics will be included. The book is in production with the Design department at the moment and then will go to print in a few weeks, so will be several months before we receive printed copies. Colour books are printed overseas and take quite a long time to design and print. We are publishing in December so I should have copies to send out by end November.

I didn't know about the UK book - thanks for letting me know.

all best  
Katie

To: *kombivancompetition*

Subject: *Re: Kombi Competition*

Hi Katie

Thanks for the info; I'll keep in touch because I would want a copy of the book to put in our Club library cabinet.

By the way, who won the competition and can you give me a copy of the story?

Cheers  
Joe

To: Joseph Buttigieg  
Subject: RE: Kombi Competition

Hi Joe

There was no single winner but rather several winners, of whom you were one, as you know. But all the winners will be revealed when the book's published!

Here is the edited version of your lovely story. I have notes against the text as will change depending on which of your pics the designer uses. You will receive your prize of the copy of the book on publication in December, but I'm happy to send you a second for your club library.

All the best  
Katie



## **Joe and Genny.**

Name and hometown: Joseph Buttigieg, Toongabbie, NSW  
Model and year: 1973 Dormobile  
Owned for: Nine years  
Pet name? Genny (from the numberplate)

I bought the Kombi on Christmas Eve, 2005. When I looked in the logbook, there was the address of the original owner who lived at Carrs Park. I found the number in the phone book and when I rang, the voice of a frail old lady answered. Eighty-seven years old, Alvia was so pleased and happy that her dear old Kombi was still going around after twenty-eight years. On the Monday after New Year's Day, my wife, Mary, and I drove the Kombi to Carrs Park to meet Alvia and her daughter Margaret.

Well, you should have seen the joy on their faces: this vehicle brought back so many good memories. They walked around it, looked inside and marvelled how everything was still the same as it was when they sold it in 1977. Alvia told me that her husband, Bill, had passed away fifteen years ago – he would be ninety now if he was still alive, she said. She took us into her apartment for a cuppa and she and her daughter talked about the good times and adventures they had travelling around Australia in the Kombi.

We then went for a drive in the Carrs Park district, Alvia in the front passenger's seat (where she had always sat) while her daughter kept my wife company in the back seat. We stopped for lunch at the bay, took a few pictures and by this time we had all become good friends. Alvia said she couldn't wait to ring her two sons, one in Perth and the other in Tasmania, and tell them what a wonderful time she'd had driving around in the Dormobile.

The old lady has since passed away but I'm sure her spirit is still with us in the Kombi keeping us safe.

Joe Buttigieg

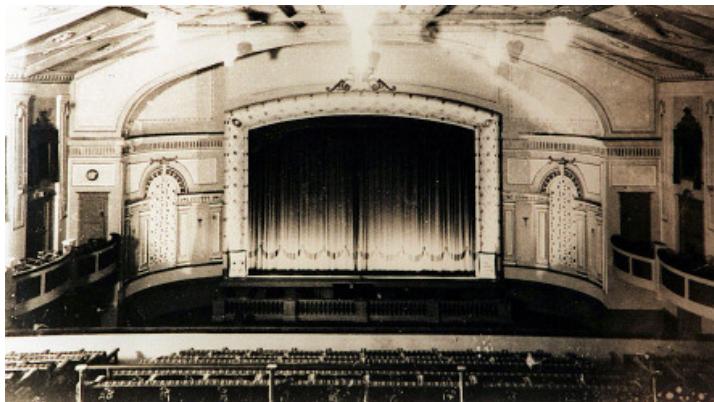


## **Brian's Wollongong Movie Memories.**

My wife Eunice and I are both pleased members enjoyed our story and photos in the January issue. It's all history isn't it?

In regards to the Love Bug movies and cinemas in Wollongong, I confess to having been a movie fan since I was a small kid and went to all the theatres in the Wollongong area at one time or another, mostly with my school mates and later on when we were working as young men. I have listed the theatres as follows.

The **Crown** 'Picture Palace' was built 1911 with a capacity of 2000, situated on the corner of Keira and Burelli Sts. It was originally an open-air but was rebuilt and reopened as the New Crown in 1920, seating 2,044 in dress circle, stalls and private boxes. As the most luxurious cinema in the



Illawarra it consistently drew large crowds. It was further extended in 1926 and the seating capacity increased to 2456, the second largest in New South Wales and the third largest in Australia. In 1947 Westrex projection and sound equipment was complemented by a new Bakelite screen installed. CinemaScope was introduced in 1955.

The rocker Little Richard performed there 11th October 1957. I wanted to see him, but sadly I had to work that evening. Also, Johnny O'Keefe had his start there, as the opening performance before Little Richard came on. The crowd threw fruit and rubbish at him, told him to get off; however, he said 'you love me' and carried on, the rest is history, he became famous.

Audiences continued to be entertained at the Crown until the mid 1960s, the last screening taking place on 11 October 1965. The cost of high film rental rates and increased taxation, as well as the new leisure activities such as television and licensed clubs, were greatly impacting the cinema exhibition industry. The Crown was demolished in 1972 to make way for the Gateway shopping centre. Very sad, we lived not far from the theatre and went there from around 1945 until its demise.

The **Savoy** was opened on the corner of Church St and Globe Lane in December 1936. The Savoy was designed by architects Crick and Furse in a style called 'Continental Modern'. It was a very nice theatre with 1,102 seats, 781 in the stalls and 321 in the lounge. The opening film in December, 1936, was "Poor Little Rich Girl" starring Shirley Temple and a Pete Smith special in 3D. The souvenir program described interiors of pastel colours with three thousand feet of neon tubing and a canopy over the proscenium with multi-coloured lights. The stage had a fly tower to accommodate sets for live productions of vaudeville, variety and musical shows.



The Illawarra Choral Society had planned to stage "Oklahoma!" but scrapped that when the David Jones department store bought the Savoy Theatre in 1963. Their plan was to demolish the theatre for construction of a parking lot. The final film, shown in September 1964, was a lurid grindhouse feature 'Attack Of The Jungle Women', and then came the wreckers. The entire corner of Church Street and Globe Street was gone and with it 53 years of history, demolished to make way for a David Jones store.

The **Civic** theatre opened December 1927 in Kembla St, and was originally part of the Town Hall at that time. It was a bit on the rough side, both in décor and patrons. The



Town Hall Theatre went through a series of managers until 1939 when it was remodelled and reopened as the Civic by new lessees Herbert and Emily Jones. When Herbert died in 1943 Emily Jones took the reins and with her son ran a very successful operation.

In the 1950s Wollongong Council saw a need for a venue that could attract large scale events and changed the Civic's lease to a week by week basis. Emily meanwhile built the Regent Theatre, which finally opened in 1957. She ran both cinemas for another six years before the Civic Theatre reverted back to the Council, and showed its last films in December, 1964.

The Civic theatre building, greatly altered with a \$5 million refurbishment, survives today as a cultural centre.

The **Regent** theatre opened 1957 in Keira St. It was first planned in 1935, but after considerable delay, followed by World War II and further delays, construction didn't begin



until February 1950. Even then work on the building was slow, and it eventually opened on 5th April 1957. Seating for 1,630 was provided in stalls and circle levels. There are plaster mouldings on each of the side-walls which depict mythological scenes. The trough surrounding the proscenium originally contained concealed lighting. The ceiling has a criss-cross of lights representing a starry sky (although this is not an 'atmospheric' style theatre, a-la Sydney's Capitol). It was equipped with 70mm projection in October 1967, when 'My Fair Lady' was screened in the Todd-AO process.

It was a very nicely appointed theatre and that is where Eunice and I went for our first date, I think 'The Robe' was showing, a biblical extravaganza! don't remember much about it, I was too interested in the young lady beside me!!!

The Regent survived the TV revolution, the demolition of fellow Wollongong cinemas the Crown and Savoy, and even the 1980s VHS revolution. But in 2002 the Regent Theatre was being threatened with demolition by Lend Lease, who proposed demolishing the opulent theatre and erecting a supermarket and commercial complex in its place. Residents banded together to fight the proposed development, and the National Trust prepared a statement of significance for the building, giving the Regent Theatre an interim listing on its Register.

I'm not sure when it closed as a full time cinema, but I know I saw the last movie that was shown there, 'Master and Commander', probably about 2004. The theatre was bought by a religious group and they hold services and shows there from time to time.

Just north of Wollongong at Corrimbal there was the historic Princess theatre that opened in July 1912. Seating 1,500, it played silent films until 1923 when to avoid clashing with the nearby Corrimbal Strand, it was used for skating, boxing and dancing. Silent films were again played from 1930, and talkies from 1931. In April 1941 the Princess closed and reopened twelve months later after extensive renovation. The seating capacity was reduced to 723. In 1965 the cinema once again underwent a refurbishment, and reopened under the new name of **Roma** Theatre. The seating capacity was again reduced, to just 582.

On the 13 September 1971 the Roma was destroyed by fire less than an hour after a matinee screening. The blaze was thought to be caused by a fire cracker, thrown by a child patron at the screen during a matinee session which finished less than an hour before the inferno began.

Further north at the base of Bulli Pass at Woonona the theatre there was the **Vista**, opened 1 Jan 1978 closed 31 Dec



annual dinner & patch of disastrous f the 30-hole N.S.W. championships to win and time.

J. Stachell and K. Wheatley (Vice-Vice) LFR, 8113, 40.

#### 14-TIME WINNER

Alan Brown has been re-elected president of Dapto Cricket Club for the 14 successive years.

Another highlight of the club's annual meeting was the election of Bill Green as a life member. Bill has been secretary for the last 31 years, but did not stand for the position this year.

The two officers have formed a strong executive partnership, largely due to the fact that both have served their cricket in the Dapto area.

Dapto will hold a general meeting of Dapto Leagues Club on Friday September 13.

All members are asked to attend as that decision will affect the future of the team representation for the new season.

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# Bugs nBuses by the Bay. Sunday 6 July.

Newcastle-based Ian and Rose, just back from holidays in the USA with our President Steve, recently organised their annual Bugs n Buses by the Bay. This was held at Croudace Bay, near Belmont on beautiful Lake Macquarie.

The weather was a gloriously sunny, blue-sky winter's day, which encouraged many VW owners to come. Ian and Rose thought there was around 70 VWs of all sorts, mostly air-coolers but a few watercoolers too. What a terrific turnout, and what a lovely day out at the Bay.

Here are some photos of the day, courtesy of Rose's Facebook page.



# Used 1955 Volkswagen road test.

*The Sydney Morning Herald, Monday 23 December 1957*

This year's selection of a used car for the Christmas Road Test goes to a 1955 Volkswagen, examples of which are obtainable at various prices.

The car selected was a typical used car of the better class, which had done more than average work for its age, but which had been regularly serviced and moderately driven.

The car was in a very good condition, both mechanically and in appearance. As a consequence, it commanded on the used car market what may be regarded as quite a high price.

In order to ensure accuracy on the point, this particular car was selected because a record of its complete history was available, and all work done and expenses incurred on it were known.



## History

The car had been on the road for two and a half years, in which time it had covered 36,272 miles (58,400 km) in the hands of one private owner.

During the whole of its life it had been regularly serviced and lubricated under the VW fixed-cost maintenance plan, the total expenditure on which has been £53/10/- to date.

Replacements have been a new set of four tyres, two front shock absorbers, and linings for rear brakes. The complete history card, and maintenance records, are held by the distributors.

## Condition

The cellulose finish of the body exterior (baked enamel wasn't introduced on Australian VWs until 1960 – Ed) has been polished, and is really in first class condition. There are a few chips on the interior lacquer surfaces, around such well-used areas as the glove box, and gear lever and hand-brake.

The wiper arms are quite rusty, but the chrome elsewhere is unmarked. Battery acid has marked the rear floor.

Seat and floor coverings are sound, but the seat cushions and squabs are dirty, and there is slight wear observable on the toe board carpet and mat on the passenger's side.



The engine seemed perfectly sound, if a little noisy when idling. At speed, however, it was remarkably quiet, and was unobtrusive when cruising at 60 mph (96 km/h).

The whine in third gear was no worse than on a new car.

## Performance

It was only in the matter of hill climbing and acceleration that the used car did not substantially rival the performance of a new car.

This indicates that torque (pulling power) has declined somewhat, but that the ability of the engine to spin fast and long, and its economy of fuel, are virtually unimpaired.

In comparison with a new Volkswagen, the road test of which was published on 20 August 1956 (see *Zeitschrift* October 2013), the used car was inferior on the hills.

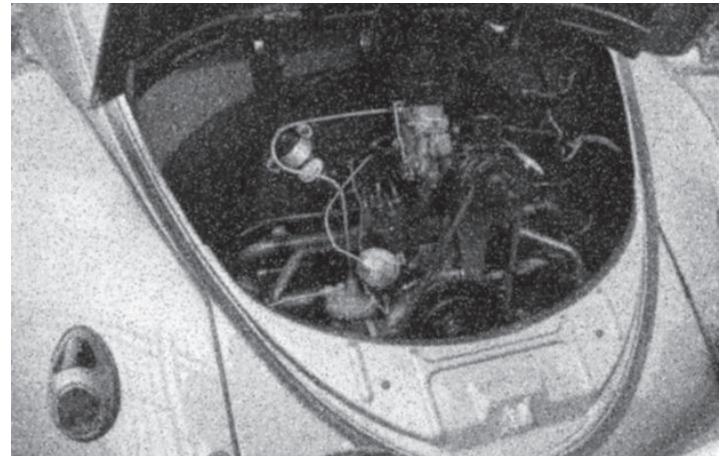
On Lapstone, for instance, the new car made the climb in top, whereas the used car required the assistance of third gear near the crest. On Bodington, both cars used top and third gears, but the cresting speed for the used car was 8 mph slower than the new vehicle.

The new car ascended River Lett hill comfortably in third gear, but the used car required second for 300 yards in the centre of the climb.

In acceleration, the comparative times for 20 to 40 mph (32–64 km/h) were: Third gear: Used car 11.6 sec; New car, 8.3 sec. Top gear: Used car 22.8 sec; New car, 15.6 sec.

## Speed

There was a mere 1½ miles per hour difference in maximum speed between the old and the new. The difference in the lower gears did not exceed 1 mph in favour of the new car.



Cruising speeds were not in any degree different between the two cars, and in fact the engine of the used car was particularly smooth around 60-65 mph (96-105 km/h).

The average speed over the test route was controlled to precisely the figure of 43.5 mph (70 km/h), put up by the new car, to give us a firm basis for the comparison of fuel consumption.

### Handling

There was no discernable difference in the handling qualities of the used car in comparison with the new. This was due to the fact that no sloppiness from wear could be found in steering or suspension, and that the brakes (relined in the rear) gave a good performance.



In fact there was no evidence of any rattles or looseness in the chassis structure as a whole. One hub cap, which emitted a slight tinkle, was the only offender.

The front shock absorbers had been replaced, and riding comfort and roadholding were as expected from a VW.

### Fuel Facts

In the matter of fuel consumption there was a remarkable similarity – almost identical – between the used and the new cars.

At an average speed if 43.5 mph (70.0 km/h) in both cases, the used car yielded 39.6 mpg (7.12 L/100 km), against 39.7 mpg (7.11 L/100 km) for the new car. Consequently, the ton-miles per gallon (in the loaded condition) were almost identical at 34.6 and 34.7 consecutively. Taking the average speed into consideration, the fuel speed factors (ton-mpg x average speed) were 1,505 and 1,510.

In both cases the fast-cruising range is about 350 miles (563 km).

On the matter of oil consumption, the used car consumed one-quarter pint (150 mL) on a fast run over 210 miles (340 km), which is equivalent to the very moderate consumption of about 1½ pints per 1,000 miles (440 mL per 1,000 km).

### Equipment

The speedometer was not more than two mph fast at any speed, and its needle moved smoothly. All other controls operated correctly, the semaphore turn indicators were lively, and the hot air system did its job.

The electrical system tested quite normally, and the battery appeared to be in good condition.

### Summary

This used Volkswagen had received maintenance as prescribed by the makers, and had been treated with reasonable care over its 36,000 miles (58,000 km) on the road.

In performance the used car fell short of the new vehicle in its hill-climbing ability and in acceleration. In the matter of maximum speed and fuel consumption, however, there was virtually no difference between them.

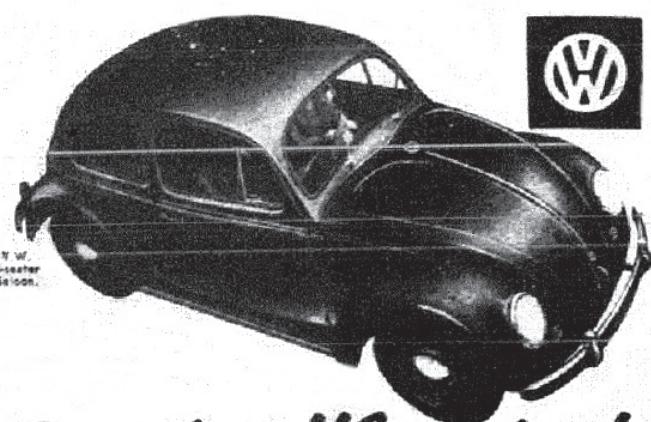
Structurally, the car was in excellent condition after two and a half years (and a substantial mileage) on the road. There were no rattles, nor noticeable wear in suspension and steering.

The used VW performed well indeed, and its test indicates once again that a good modern car, when given proper attention, will remain in first-class condition over very long mileages.

The price which this car commands at second-hand is also practical proof that the cost of regular maintenance is money well spent.

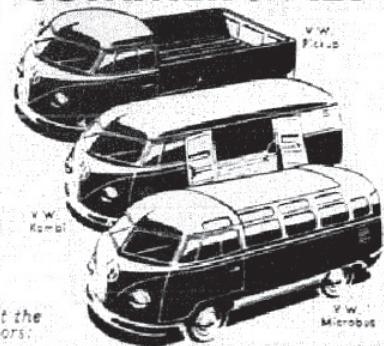
The car tested was made available by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.



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# Traps for Beginners.

Last Sunday I was chatting with an Eager Young Man rebuilding a Volkswagen. Started around Christmas, he's just finished the body and was about to start on his engine.

"The parts are due to arrive tomorrow," the Eager Young Man said. "I'll put the engine together after I get home from work."

I must have done something or made a noise because he squints at me and sez: "What?"

How do you explain colours to a blind man? In the end I merely shrugged and said, "I generally take a bit more time."

"Yeah," he smiles. "I've read some of your stuff." He doesn't laugh aloud but you could hear it. "I've put together a lot of engines," he brags. "I won't have any trouble."

(And with that kind of a lead-in you can guess what comes next :-)



Around noon-time Thursday he called me from work, a bit less perky than before. Was there a chance I could come by his house that evening? He's having a bit of trouble with his engine.

No. In fact, hell no! He lives some distance away and the local freeways slow to about 25 km/h between five and seven. "What's the problem?" I ask him.

Pregnant pause then: "Nothing seems to fit!" His voice is filled with frustration, exasperation and - to his credit - a hint of embarrassment.

"Like what?"

"Well... the rods lock-up."

"You got the right bearings?"

"STD's," he sez. (In Engine-Tok that means 'Standard,' rather than a dose of clap.)

"On the carton or on the bearing shell?" He doesn't answer, which means the carton was marked STD. He's got no idea in the blue-eyed world what was inside of the box.

"Didja mike the crank? ID the rods?"

His answer is: "It's all brand new stuff!" (Which means 'no'.)

I can't help but laugh at that. "Yeah, but from where?"

Turns out, he doesn't own a micrometer; doesn't even know the spec for the crank's journals. I tell him to bring it by the following day, let me take a look at it.

Friday evening he shows up with an engine's worth of parts rattling around in his back seat. I've cleared some bench space and as we're hauling the parts into the shop he mentions that it's forty-three kays from his house to mine, which is



about five dollars-worth of fuel each way. He sounds sort of surprised.

"No kidding?" (Okay, mebbe with just a hint of irony there :)

His crankshaft is one of those Chinese jobbies, an 82 mm stroker for which he'd paid less than \$200. Why so cheap? Partly because it's not very good. The #2 rod journal miked more than 0.02 mm over spec, and the #1 main was 54.96 mm – point oh one below the acceptable VW range (54.97 – 54.99 mm). Run-out is 0.18 mm, right on the outer limit. He starts yelling about returning the parts, suing the retailer for his lost time and other Yuppie bullshit.

"Don't bother," I tell him. "Shop by price and this is what you're going to get. This is the norm nowadays." Trying to sue the people who sell this junk is throwing good money after bad.

"But it doesn't fit," he wails.

"Of course not," I said. He makes a WTF gesture. "Making things fit is your job," I tell him.

"I've never had any trouble before," he says. Which means he's probably only ever worked on stock engines.

I'm checking his rods. They aren't new, they are stock rebuilt units that happen to be too short for use with an 82 mm crankshaft. Enormously popular, of course. But as rods go these happen to be a pretty good set, with a weight span of only 4 grams. He follows me back and forth as I lighten the two fat rods to match the two skinny ones, each of which



weighs within a tenth of a gram of the other. Of the two heavy rods, one is a tad less than two grams out, the other just over four. Four grams is a lot of grinding, followed by smoothing things up with the belt polisher.

He has never seen the jig for doing big-end/little-end balancing, asks: "What's that for?" Which tells me I'm wasting my time.

I split the rods, pull them apart. None have been stoned; all show the usual burr created by honing. (Note: Stoning away the sharp feather-edge left by the hone produces a distinctive line of light. Steel-backed bearing shells usually require the same treatment, at least on the back-side of the shell.)

I show him the burr, let him feel it. On one rod the burr has a wrinkled appearance, apparently folded under when he installed the shells. It's more than enough to cause the rod to lock-up. He can't believe it. "Where'd that come from?" I toss his new bearing shells into some lacquer thinner while I stone his rods, wiping away the burr. Then I clean his bearing shells and do the same with them.

"I never had any trouble before," he says again in a voice small enough to ignore, which I do.

Chucked into the vise and torqued to spec, the mikes show the usual spread across the rod's big-end ID's and I paint a big '2' on the fattest of them. Over on the clean side of the shop is two shelves of bearings, odds and ends acquired over forty years of building VW engines. Which happens to include a set that I know to be a few tenths under spec. I clean the rod and install the shells, put the assembly in a plastic bag. "Take your crank to HDS in Escondido and have them polish a couple of tenths off the #2 rod journal." Since shit happens, I use fingernail polish to mark the correct journal. "When you get it back, after you pull those damn plugs and clean the thing, install this particular rod on #2."



Some of the oil passages on his Chinese stroker are drillings sealed with 4 mm socket-head set-screws. They need to be pulled and the oil passages cleaned then re-installed with Loc-tite and straked. Which he hadn't done. But even as I explained the what and why I had a hunch he wouldn't bother. After all, he's built a lot of engines. And never had any trouble.

He's been here nearly two hours. His particular collection of parts will probably need another twenty hours of work before they're ready for assembly but I've a hunch it's

never going to happen. It's late, I'm tired and he still thinks its all bullshit. So I wish him good luck and wave him on his way. Maybe he'll read this and get the hint. But after spending two hours with him, I doubt it. Really good engines are more than an assemblage of parts.

Is this sort of thing common? Nowadays the answer is a loud 'Yes!' The surface-finish of the guy's crankshaft was pretty bad (it should look like a mirror), a fact he'll learn for himself when he sees the difference between the journal polished by HDS (an automotive machine shop) and the other journals. Other than being the wrong rods for the engine, they were okay but the cam was a joke, intended to move the power-band well above the point of optimum efficiency for his normal driving. But trying to explain such things is usually futile. This particular builder has some prior experience but it's of the 'Compleat Idiot' variety, where you're told it's okay to scrape machined surfaces with a pocket-knife and pound on bearings with a sledge hammer. (I'm serious here, folks.) He's convinced that my attention to detail is unnecessary. After all, he's assembled a few engines and they ran just fine - in a stock VW.

I wouldn't want to bet my life on the guy's engine but that applies to most of the modified VW's I've seen. So long as the 'experts' are telling people it's okay to paint their engine with barbecue paint and that it will rust out before it wears out, we'll continue to see newbies risking their lives behind improperly assembled engines.

## 4 into 8.

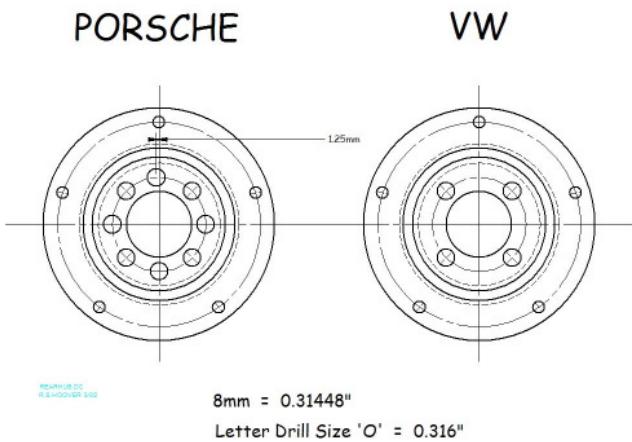
As originally designed, the Volkswagen's flywheel was located using four 7 mm dowel pins. The pins were quite short, extending barely 6 mm into the crankshaft and even less into the flywheel.

When the Porsche 356 was introduced in 1948 it used many Volkswagen components including the engine, although with numerous modifications. One of those mods was to replace the flywheel's four 7mm dowel pins with eight pins. When American hot-rodders began massaging the VW engine one of the first things they did was to re-dowel the flywheel following the Porsche pattern but using 11/32" (8.73 mm) dowels three-quarters of an inch (19.05 mm) in length, seating the dowels deeper into the crankshaft and full depth through the flywheel. Volkswagen eventually followed the American's



lead - as they did with many other hot-rod innovations such as case-savers and the external oil cooler - but using only four 8 mm dowels.

Four 8mm dowels proved sturdy enough even for fully laden Transporters, but eight dowels have become standard for all high-rpm engines. One reason for this is that in the Porsche pattern one of the extra dowel pins is offset by 1.25mm, allowing the flywheel to be indexed to the crankshaft in a specific orientation. Since the crankshaft and flywheel are balanced as a unit for high rpm engines, the Porsche pattern ensures the as-balanced orientation will not be disturbed.



Nowadays after-market crankshafts usually come with the extra dowels already installed. This leaves the homebuilder with two options. They may remove the extra four dowel pins, being sure to pull the set that includes the offset pin, or they may re-drill the flywheel that must mate to the 8-doweled crank.

Pulling a flywheel dowel is a no-brainer if you're toolled up for it, which most homebuilders aren't. The basic tool is a slide-hammer with a set of metric collets -probably \$200 at today's prices. The tricky bit here is that collet sets aren't created equal. In some, the collar is too large to allow the 8 mm collet to get a bite on a VW's dowel pin. Then too, even with the proper collet some dowels refuse to budge, usually because a bit of swarf was trapped in the bore when the dowel was driven home. And finally, there are homebuilders who simply can't afford an 8 mm collet, let alone a whole set.



A reasonable substitute for an 8 mm collet is a cheap pair of vice-grips. Not real American-made Vise-Grips with

their hardened jaws, but a pair of cheap Taiwanese copies with jaws that flatten out the first time you use them. Find yourself a set like that and you can make a dandy dowel puller by simply drilling the jaws with an 8 mm drill. Dressing the jaws flat with a file will increase their grip on the dowel. Add a whiff of valve grinding compound to the jaws and they will grab ahold of the hardened steel dowel even more tightly than a collet.

Heating the crankshaft to about 90 deg C is always a help in pulling dowel pins.

Finally, when you get one that is seriously stuck, install a round-nosed punch in a chatter gun or riveting hammer, press it firmly against the bottom of the threaded bore on the pulley-end of the crankshaft and give it a brapp whilst pulling gently on the collet. The dowel will 'walk' out of its bore like a magic trick.

The other option - re-drilling a part to match the 8-dowel crank - is equally easy. You simply buy a suitable drill-jig from an after-market VW retailer. I took a snap-shot of the one I use, along with an assortment of dowels. It's more than thirty years old and still works okay. But shop around. In writing this article I checked with half a dozen sources and found the price of a drill jig varied from less than \$20 to more than \$70.



The hole is always drilled undersize, of course, using a 5/16" (7.93 mm) drill bit. For a press-fit, once drilled, you use an 8 mm reamer to bring it to size. The reamer you use for your valve guides will work but you'll get a better finish on your guides if you reserve a carefully honed reamer for that task alone. For dowels, a cheap foreign-made reamer will work just fine. But again, shop around. Lotsa guys will charge you fifty bucks for an eight-dollar reamer. If you want a freer fit you'd drill it out with an 8 mm drill bit and not bother with the reamer. In either case, always chamfer the edges of the finished hole.

Bob Hoover

# 77 REASONS WHY THE ARABS WERE NOT IMPRESSED WITH THE GOLF DIESEL.

## 77 MPG.



Impressed? You should be.

It's gone from Sydney to Melbourne, GPO to GPO, on less than a tankful of fuel.

For those of you with a mind for figures, it works out at 77.8 mpg (3.62 litres/100 km).

Quite remarkable, even for a Volkswagen.

The car was absolutely standard (even to 28psi tyre pressure) and was officially checked both in Sydney by the N.R.M.A. and in Melbourne by the R.A.C.V.

TOTAL Oil Australia supplied an observer to go along on the trip and supervise fuelling/refuelling.

Even for a Volkswagen, that's a heap of economy.

Of course, the Arabs weren't the only people to remain unimpressed by the Golf Diesel. So too, our Service Department. They were dismayed to learn that apart from only needing a major service every 20,000 kilometers or 12 months, it has fewer parts that might need repair. No carb. No ignition distributor. No coil and no spark plugs.

The Golf Diesel will reach 80 km/h in just 11.5 secs. and cruise up to 140 km/h. And while you shouldn't expect to get 77.8 mpg (3.62 litres/100 km), for everyday driving you should be able to achieve 45 mpg (6.5 litres/100 km) without driving for economy. For example, Peter Robinson, the Editor of Wheels Magazine said "...the little car was thrashed.

The result...an almost incredible 18.4 km/l (51.9 mpg). Perhaps there really is a Diesel in our motoring future."

Oh, if you decide to buy, just a reminder, the fuel cap is on the right hand side at the back.



VWW1487A

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\*Extract from November 1978 issue of Wheels Magazine

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Stan Pobjoy Race Engineering	(02) 6654 3694
Subarugears	0419 243 275
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
VolksMüller	(02) 9679 2900
Volkswerke	VIC (03) 9435 1868
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Wurth Australia	1300 657765



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