

Zeitschrift



Melanie Jade at the Bondi Beachfest Kombi parade.

November 2015

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The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2015-16.

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Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

VW Motorsport Committee:

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Craig Adams	Martha Adams
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General Committee:

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Canberra Committee.

Chair:	Bruce Walker	chair@canberra.clubvw.org.au
Vice-Chair:	Rhiannon Walker	vicechair@canberra.clubvw.org.au
Secretary:	Rhiannon Walker	vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer	(02) 6254 1142
Merchandise:	Shari Walker	merchandise@canberra.clubvw.org.au

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

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

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 (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

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

MELBOURNE



Jacky Plaid Tartan is the fashion this year!



GTI DAY OF THE **VOLKSWAGEN**

SUNDAY 15TH NOVEMBER 2015 YARRA GLEN RACECOURSE

YARRA GLEN RACECOURSE Armstrong Grove, Yarra Glen (Mel. Ref. 275 C1). Public Entry 9am, Trade Display and Swap Site Entry 8am.
Show and Shine Entries Close 11am sharp. NO DOGS OR BBQ'S PERMITTED ON THE VENUE GROUNDS.

It's on again!

Boris' VW Picnic Day & Swap Meet 2015

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

When: From 9:00am Sunday 22nd November 2015

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

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

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

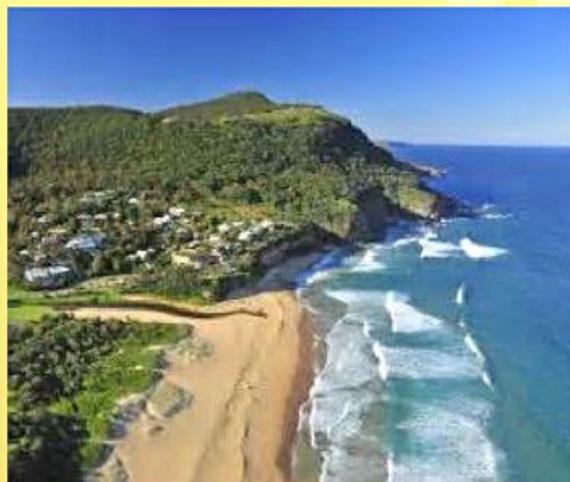


Presented by Club VeeDub Sydney

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(02) 9789 1777

10th
Anniversary
VW Summer
Cruise

Sunday the 17th of
January 2016



Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

If you are not up to a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee!

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



See you there!!!

Contact Steve on:
0490 020 338

- ❖ Great Italian food , best pizzas in southern Sydney!
- ❖ Don't forget to wear your best Hawaiian shirt or dress!!!
- ❖ BYO alcohol!

VW Pizza and Pasta Restaurant Night!

When:

Saturday the 30th of January 2016

Where:

Monte Carlo pizzeria. 208 Belmore, Riverwood (parking in rear- enter laneway off Cairns street)

RSVP:

To Dave Birchall on 9534 4825 to confirm your booking and numbers- leave a message if no answer. Include name and number of people attending!



Close-off for booking is the 16th of January.

Von dem Herrn Präsident.

Hi all, there have been plenty of events to attend over last few months as the springtime usually brings out the good weather. Too many for me to mention here! Read all the reports in this issue.

Jeff and Susan's Pie In The Sky Run is on today as this report goes to press. Hopefully the weather stays fine and lots of VWs come along. Thank you to Jeff and Susan for their organising of the event.

There are still a few things happening as we get closer to Christmas. At the November meeting on Thursday 19th we will be able to watch a film by Joe Buttigieg of the Kombi show at Old Bar earlier in the year.

Boris' Picnic Day is on again on Sunday 22nd November, at Cook Park at Dolls Point. This is always a fantastic day, so check out the flyer to find out all the details.

In December is the club Christmas Party. We hope to see everyone at the Greyhound Club on Thursday 17th. Food and drink will be catered; don't forget to bring a wrapped present to the value of \$5 or so to qualify for free drink coupons. Come along to celebrate the end of another fun VW year.

The organiser of the VW Summer Cruise, our webmaster Aaron, has relocated to Melbourne; hopefully someone can step in and run this event as it is a really good day. We are planning to run the cruise from Uncle Leo's to Stanwell Park, and we will again have the Club marquee and BBQ set up at the beach.

Also in January is our annual Pizza night at Monte Carlo Pizzeria at Riverwood. Dave Birchall is the organiser so make sure you ring him on 9534 4825 to book your places.

Leave a message with your name, and number coming, if no answer. This is always a fun night with great food and good friends.

See you soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone, I can't believe it is November already. I stuffed up last month and missed the cut-off for the magazine, my apologies to everyone and particularly Phil (the Editor), who sat waiting for my reports that never arrived. I owe you a beer Phil.

In September we had our German Auto Display, which attracted a lot of Volkswagens, and created a great display on the lawns beside Lake Burley Griffin. Mandy has submitted a report and some photos for this issue of the magazine. Thank you to everyone who came along, we hope you enjoyed the day. The show looks to be relocating next year, we will miss the Patrick White Lawns, but know that the new location will work well for us. An episode of 'Classic Restos' with Fletch

was filmed on the day. It has already shown on TV but you can view it at the Shannons Club website, at:

www.shannons.com.au/club/videos/channel/classic-restos/

In October, the Chapter tried our hand at Tenpin Bowling. We had a good attendance (both members and cars) and had a great time – thanks to Shari for organising this event. There is a report, it probably won't make this magazine but you'll see it soon.

In November, we will have attended the Marques In The Park carshow, this will have occurred on Sunday 08 November. There will be a report and photos coming in the future.

We are tossing around a new idea for a December event and will let the locals know by email once we have the details. Traditionally we don't run an event in January as everyone is holidaying and then settling back into a routine, so we'll have a February event to start the year. March will be busy with the Wheels carshow, an invite for older dubs to a show in Goulburn, and probably the local VW Drive For The Community (haven't seen a date for this yet, but we believe it will be March).

I'm very happy to have made the magazine cutoff for this month, catch you all soon.

Bruce



Klub Kalender.

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

November.

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

Sunday 22nd:- Boris' Picnic Day 2015 at Cook Park, Dolls Point, right beside the waters of Botany Bay. Yes it's on again! Enter via Sandringham St. Display your VW, car boot sales, Club stand, BBQ sausage sizzle and refreshments. Shine up your VW and enjoy a day in the sunshine by the water. All VWs welcome, old and new! \$5 entry, \$10 for swappers. Come rain or shine! For info phone Boris on (02) 9789 1777.

Saturday 28th:- Snowy Mountains 1000 at Cooma Airport. The fastest motorsport event in Australia open to the general public! See some really quick VWs race against the fastest cars in Australia over the standing 1000m, 2½ longer than a normal drag strip. The current record is 17.3 seconds at well over 300 km. Entries for 2015 are now full but spectators welcome. Go to www.snowymountains1000.com.au for more info.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

December.

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

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

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub XMAS party!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibblyies and snacks provided. 8:00pm start.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

January 2016.

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:- 10th Anniversary VW Summer Cruise. Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop at Appin, then to Stanwell Park by 12:30pm. Families and kids invited, with free BBQ sausage sizzle and drinks. Large grassy park with kids' playground, kiosk and surf beach. All profits to the Cancer Council. All VWs welcome, old and new. See you there!

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

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Saturday 30th:- Annual VW Pizza and Pasta Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:30pm. Great Italian banquet, yummy pasta and pizza. BYOG. Don't forget to wear your best Hawaiian shirt (guys) or shift (girls). You must book your place with David Birchall (02) 9534 4824 – leave a message if no answer. Leave your

name, and number of people attending. Closeoff is two-weeks before – 16th January.

February.

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.

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

March.

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

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

Sunday 13th:- 12th Annual Flower Power Show & Shine at Moorebank, hosted by the Old Car Social Club. We invite you to bring your classic VW to the show. Gates open at 7.30, cars in position by 9am. Trophy presentation 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Food and drinks available. Enquiries Neil 0418 943 518 or Ray 0411 251 120. Club VW Convoy meets at McDonalds Revesby (cnr River Rd and Milperra Rd) at 7:30am for 7:45am departure. This allows to arrive, and park, all together.

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

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

Saturday 21st:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek (South Circuit). We're back at this famous Sydney track! VW racers wanted, air or water-cooled.

Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 22nd:- VW Nationals 2016 at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, great food and drink, VW fun all day.

Marktplatz.

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

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

Photos can be included on the website but not in Zeitschrift.

All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.

For Sale:- 1988 Mk1 Caddy 4 speed manual 1.6 diesel NSW rego 2 Feb 2016 Can email more details about restoration and history. Asking Price \$22,000. Contact Paul Waters on (02) 9872 3195, mobile 0419 420 304 or email paulwaters@tpg.com.au

For Sale:- I have some 1960s VW parts. There is a 36 hp motor a 36 hp crankcase mudguards speedos and a lot of others. There are many other parts. I want to sell the lot for \$500.00 .Would anyone in the club be interested. If you would like more info, please contact Tim Robinson on (02) 4782 3714, mobile 0408 697412 or email timrobinson@southernphone.com.au

For Sale:- a green 1971 VW Superbug. In good unrestored condition, good tyres, good brakes, some rust in the usual places. BZ-49-NH, registered to June 2016. \$3800 ONO. For all enquiries phone Ted Bishop on 0412 856162.

For Sale:- I have a handmade business and have created **VW cushions, toiletry bags and tote bags** that I thought might be of interest to your members. I recently attended the Old Bar Beach Festival and my items proved to be popular there. If you are interested, please contact me on 0438 002843 anytime, or email chrispowley@live.com.au You can view some photos of my work at www.madeit.com.au/rubysquirts and I also have a FB page www.facebook.com/rubysquirts

Wanted:- A Passat Mk1 Wagon. Any leads welcome! If you can help, please contact Paul on 0404 282727 or email pauldunne212@gmail.com

For Sale:- We've got a 2011 VW Golf GTI with APR system which we are planning on selling, do you know anyone interested in this style of vehicle?? Contact Mr Scott Pringle

on 0428 371839 or email scottandemma@gmx.com

For Sale:- I have Official Service Manual for VW Station Wagon/Bus 1968>1979 for sale. \$50.00 if interested Contact Mr Peter Tornaros on 0415 672883 or email ptornaros@hotmail.com

For Sale:- 1966 Beetle with factory sunroof. This raspberry custom car won multiple trophies at VW shows and also featured on VW magazine. 1969 IRS chassis. Raspberry colour. Engine is 1835cc. Custom interior. Car is registered till 2016 July and it is very regrettable sale for family reason. Asking price \$19000.00 Contact tk44@outlook.com.au or phone Tak on 0410 658522.

For Sale:- Much loved 1972 VW Superbug aka Benny. Needs to find a new home & someone to bring him back to life. Owned since 1978 (only 2 owners). Unregistered. Currently residing in a garage in Cheltenham NSW, where he has been since December 1999. Features: 1600cc reconditioned motor. Fitted with reconditioned Macpherson Struts on front suspension. New discs & pads on front brakes. New components fitted to the steering. Mustard with Tan interior. Cibie Oscar driving lights. Original VW radio. Has a little rust. Please call Annette on 0418 443 916 or email annette.mccrossin@gmail.com

2nd Month Ads.

For Sale:- Original 1975 VW Beetle 1303 Karmann Cabriolet. German VW factory built. Left factory 27 January 1975, originally delivered to Japan, imported to Australia early 2000. Registration until Dec 2015. Included in sale are a number of hard-to-get spare parts, including new window seals and new cylinder heads (original). Note: current

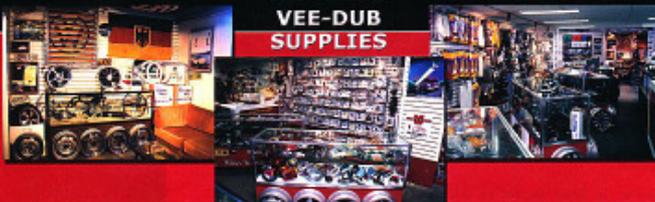


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For Sale:- Seats from Golf 1998 Mk3 GL. All offers considered. For all enquiries or more information please contact Paul Newton on 0419 400522 any time, or email pnewton@tech2u.com.au

Wanted:- Hi, does any body know what **after market front seats** will fit a 1976 Kombi? It is complete except for front seats, or does anybody have some for sale? If you can help, please contact Bob and Jenny White on (02) 4730 4863, or 0419 437132, or email rwjwhite@bigpond.com

For Sale:- 1962 Volkswagen Beetle Mileage:28,785 original Transmission: Manual Engine:1200 Body type:Sedan Exterior Grey. Rego expires:11 May 2016 Has been converted to 12 volts. Inherited from grandmother who didn't drive much. Garaged since new and mechanically sound. \$19000 Please call Anna Ursino on (02) 4023 1789 (BH) or (Mob) 0410 499973, or email anna.l.ursino@gmail.com

Trades and services directory.

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PADSTOW INDUSTRIAL ESTATE
C20/78 GIBSON AVENUE
PADSTOW NSW

Seabug for sale.

(Simon Matthews spotted this famous VW currently listed for sale on Gumtree – Ed.)

Date Listed: 24/09/2015 Listing Type: Private seller Make: Volkswagen Model: Beetle Body Type: Sedan Year: 1964 Kilometres: 20000 Transmission: Manual Drive Train: Rear Wheel Drive Fuel Type: Petrol - Leaded Colour: Red **Price: \$55,000**



Trades and services directory.

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This is a one off modified beetle, Amphibious, drives on road and water. Most of the car is fibreglass, all the glass is 6mm hardened glass, the motor is a 2-litre super mod with holly carb and lots of extras. It has an adjustable Z-drive out board driven from engine, all work done by professionals. This Beetle (Sea Bug) is famous eg; Bass Strait crossing, in the news, documentaries and talk shows in Australia and internationally.

I have lots of video footage available. The Beetle is excellent condition always in a garage and maintained. Check out the Sea Bug videos on YouTube!

Call me for for info

Paul Greene

<http://www.gumtree.com.au/s-ad/concord-west/cars-vans-utes/1964-volkswagen-beetle-ambhigious-modified-sedan/1090245812>

A free plug.

Hi Phil, we spoke last year regarding power steering for my 1984 T3. I have had it fitted and it drives beautifully. I had a tennis elbow problem and was having difficulty driving. [The specialist said sell the Kombi]

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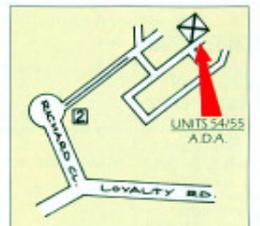
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Neil Duncan



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Or call in at: Unit 20/6 Badgally Road,

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Next Amarok to have lots of Aussie input.

With growing sales of the Amarok propelling Volkswagen's local arm to second in the global Amarok sales stakes, it has been revealed that Australia will play a big role in development of the next-generation model.

Volkswagen Australia's director of commercial vehicles, Carlos Santos was interviewed during a recent Cape York trek to find out more about the next generation of Volkswagen Amarok.

Santos said that Volkswagen Australia's unique position within the commercial vehicles sales race globally means that the company's local arm can influence decisions on the new Amarok.

"We have a lot of [influence within the Volkswagen Group], especially recently with the introduction of the automatic Amarok. Our sales have really increased quite a lot, putting us now as the second largest export market in the world for Amarok, which is quite big."

"They do listen to us quite a lot, which is great. Both in terms of product spec and what we need for the market and, even down to the advertising concepts that they use and share around the world now."

The next-generation Amarok is expected to be unveiled closer to 2020 and, according to Santos, a development team is heading to Australia to discuss our requirements for the next model.



could soon see the Volkswagen Amarok built in the Asia Pacific region. Current Amaroks are built in Argentina.

"It's definitely on their [Volkswagen Group] agenda," revealed Santos. "Not necessarily Thailand, but somewhere in the Asian region, because this area — the Asian Pacific area — is one of the next big... well already is, the next big growth area," he said.

The Thai free trade agreement with Australia, which commenced in 2005, has eliminated almost all tariffs associated with the importation of manufactured vehicles from Thailand.

Trade between Thailand and Australia grosses over AU\$19.4 billion, making it one of the most valuable trade channels into the country. Manufacturing the Amarok in a country like Thailand would reduce the cost of production, the cost of transportation and the cost to the consumer.

When asked whether Amarok buyers in Australia could see a price reduction, Santos suggested it would come in the form of extra specification and features.

"We might work on prices, but I think probably I'd prefer to keep the price where it is — I don't think it's too expensive anyway. You want to try and protect customers that have already bought the car instead of destroying the price point.

"I'd rather add specification and features to get more value in the car, rather than just cut the price."

Santos wasn't concerned about the difference in quality between Volkswagen's current commercial manufacturing zones in South America and South

Africa, suggesting the quality is already there.

"I don't think so, they're [the Volkswagen Group] pretty good at replicating their systems and processes and just dropping it into a new market," he said.

"They've done it in lots of countries in the world, Poland, Slovakia, Argentina, South Africa... places like that, where we source cars already. The quality is already there."



"There's talk of teams that are en-route, more or less, to Australia now to talk about next model and next generation Amarok and looking into Australian conditions and that sort of thing. Definitely Euro 5 and Euro 6 will be one of the main concerns. Especially now that Australia doesn't have a definite timeline for Euro 6 introduction.

"As you know, our models to be sold in Europe from 2017 will have to be Euro 6 compliant. That's going to be a challenge moving forward. In saying that, the South American markets, which are the biggest markets for Amarok are all Euro 4 and Euro 5, so they still will build engines for Euro 5 specifications."

A growing number of competing utes are now being manufactured in Thailand, and lower production costs there

Golf Cabriolet update.

The Volkswagen Golf Cabriolet has been given a mild visual makeover and upgraded mechanicals, and will debut in the flesh at the Frankfurt motor show next month.

On the outside, Volkswagen says that the revised Golf cabrio is “easy to identify by [its] considerably sportier front bumper, the striking side sills and sporty accents on the rear bumper”.

Personalisation choices are boosted thanks six new colours being added to the palette. The updated car can also be specified with six new alloy wheel designs and a different soft-top colour.

On the inside, Volkswagen has spruced up the cabin with the company’s latest steering wheel designs, as well as new trim pieces, and revised cloth and leather seats.

The company’s latest Composition Colour and Composition Media infotainment systems are available on the updated cabrio range too.

While the cabriolet is based on the previous generation Golf 6, the open-top car is now powered by the company’s latest suite of engines, which are compliant with the Euro 6 emissions standard.

European buyers will be able choose from six different engines options: four petrol and two diesel. For spark ignition fans, there’s a 77 kW 1.2-litre turbo, a 92 kW 1.4-litre turbo, a 110 kW 1.4-litre turbo and a 162 kW 2.0-litre turbo shared with the latest Golf GTI.



On the compression ignition side of the ledger, a 2.0-litre turbo-diesel is available in both 81 kW and 110 kW variations.

In Australia, the current version of the Golf cabrio is available solely with the 1.4-litre twin-charger engine paired with a seven-speed dual-clutch transmission. This engine develops 118 kW of power and 240 Nm of torque. This will probably be replaced by the turbo-only 110 kW 1.4 when the updated model reaches Australia next year.

Caddy Alltrack.

The Volkswagen Caddy Alltrack has been unveiled, ahead of its full debut at the 2015 Frankfurt motor show.

Visually, the Caddy Alltrack features black wheel arch extensions, black out side sills, chromed grille, roof rails, fog lights, smoked tail-lights, 17-inch alloy wheels and new front and rear bumpers with bash plate style elements.

On the inside, the Caddy Alltrack features leather on the steering wheel, handbrake and around the gear lever. Oddly there’s no mention of a raised or altered suspension



setup.

The Caddy Alltrack is available in both van and passenger carrying versions. Vehicles equipped with rear seats and windows also include chrome highlights, faux aluminium pedals and special floor mats.

A range of turbocharged petrol and diesel engines are available on the latest Alltrack. For diesel engine buyers there’s a 2.0-litre turbo engine in one of four different states of tune, ranging from 55 kW through to 110 kW of power.

On the spark ignition side of the ledger there’s a 62 kW 1.0-litre, a 1.2-litre and a 92 kW 1.4-litre, as well as a 81 kW version of the 1.4-litre that uses natural gas.

Depending on the engine, five- and six-speed manual transmissions, as well as six- and seven-speed dual-clutch gearboxes, are available. All-wheel drive is also present on the options list.

Hill start assistance is standard on all Caddy Alltrack models, while passenger carrying variants are also equipped with air conditioning, a speed limiter, and a 5.0-inch Composition Colour touchscreen infotainment system.

In Europe, the new Caddy Alltrack replaces the Cross Caddy, which was on the previous-generation Caddy. Sales of the new Caddy Alltrack begin in late 2015 across Europe. No decision on Australian sales has been made as yet.

Tiguan 2 revealed.

The second-generation Volkswagen Tiguan has been unveiled just ahead of the 2015 Frankfurt motor show.

Against the tape measure, the new Tiguan is 4.49 m long, 1.84 m wide and rides on a wheelbase that’s 2.68 m in length. That’s around 61 mm longer and 30 mm wider than the current first-gen Tiguan.

In basic front-wheel drive trim, the new Tiguan stands 1.63 m tall, a reduction of 33 mm. The new SUV has a coefficient of drag of 0.31, and Volkswagen claims that drag losses have been reduced by 40 percent.

Cargo capacity has grown, with the boot to 521 litres (395 L on the current Tiguan). If the second row bench seats are slid forward, boot space can be increased to 617 L. With the second row folded down this increases still further to 1656 L, and the front passenger’s seat can be folded forward to accommodate long loads.

Stylistically, the second-generation Tiguan features sharper lines and creases. Top-spec models will be equipped with dual LED headlights, while, at least in Europe, LED tail-lights will be standard across the range.

Based on the Volkswagen Group's MQB component matrix for transverse engine, front- and all-wheel cars, the Tiguan is said to weigh around 50 kilograms less than before.



Eight powertrain options will be available initially in the new Tiguan. The four TSI turbocharged petrol engines are rated at 92 kW, 110 kW, 132 kW and 162 kW, while the four turbo-diesel options have listed power outputs of 85 kW, 110 kW, 140 kW and 176 kW.

Base model engines are paired exclusively with front-wheel drive, but for the rest of the lineup all-wheel drive is either standard or optional.

The company says that the Haldex-coupled 4Motion Active Control all-wheel drive system can be adjusted by the driver, via a rotary dial, to suit "all possible driving conditions". Volkswagen rates the new Tiguan capable of hauling trailer loads of up to 2500 kilograms.

For those who fancy a little bit of off-road action, the all-wheel drive versions of the new Tiguan have an extra 10 mm of ground clearance. An optional off-road package is said to increase the approach angle from 18.3 degrees to 25.6 degrees. All Tiguan's have a departure and ramp angle of 24.7 degrees.

The new crossover includes pedestrian detection, automated city emergency braking, automatic post-collision braking and lane keeping assist as standard safety features, at least in Europe.

Top-spec Tiguan models will be available with a 31-cm



display in the instrument panel, adaptive cruise control with stop-and-go ability, surround view cameras in off-road mode, lane changing assistance, three-zone climate control with biogenic air filtering, massaging ergonomic seats, a large panoramic sunroof, and hands-free tailgate operation.

Touchscreens in the all-new Tiguan range from 12 to 20-cm units, and can be specified with built-in satellite navigation. They will also support the Apple CarPlay and Android Auto smartphone mirroring standards, as well as smartphone app support through App Connect.

The sporty-looking R-Line package is equipped with 19-inch alloy wheels as standard, while 20-inch rims are optional.

The Tiguan is the second-best-selling VW model in Australia, after the Golf, so the new model will be keenly anticipated here. It will debut next year, so stay tuned for further details.

Tiguan Coupe still possible.

Sources are claiming that the second-generation Volkswagen Tiguan will spawn a third variant, a five-door five-seat "coupe".

The next Tiguan will apparently offered in three distinct body styles. The first of these is a five-seat standard-wheelbase model, which will have a body that's around 30 cm longer than today's car.



Next is the already confirmed seven-seat variant, which will feature a longer body, an extended wheelbase and will be built in Mexico. Lastly, there will be a Tiguan five-door "coupe" that will have seating for five and be based on the standard-wheelbase car.

The launch of the new Tiguan range will be staggered, with the five-seat model variant said to debut late this year as a thinly disguised concept car; it's rumoured that the production version will be unveiled in early 2016. The seven-seat Tiguan will follow in late 2016, while the "coupe" will round out the lineup some time in 2017.

All three versions of the next-generation Tiguan will be based on the Volkswagen Group's MQB component matrix for front- and all-wheel drive transverse engine vehicles, and the Tiguan's

ingredients will be closely related to those used in the current-generation Golf.

The use of MQB should see the five-seat Tiguan tip the scales at around 80 kilograms less than the current, smaller car. Reports indicate that the five-seat Tiguan will have a larger boot, which can carry around 500 litres worth of goods.

It's expected that the new Tiguan will be powered exclusively by turbocharged engines, ranging from 1.4 to 2.0 litres for petrol drinking versions, and 1.6 to 2.0 litres for diesel variants. A plug-in hybrid variant, with around 50 kilometres of EV driving range, is strongly rumoured to debut down the track.



VW-Suzuki deal finally ends.

Some automotive alliances have worked out spectacularly well, such as Renault and Nissan's tie-up, while others (Mercedes-Chrysler) have flamed out. It's safe to say that the Suzuki and Volkswagen pairing falls into the latter category.

Volkswagen and Suzuki entered into a partnership in December 2009, with Volkswagen purchasing a 19.9 percent stake in Suzuki. Volkswagen bought into the alliance to learn about how the Japanese company manages to successfully and profitably build low cost vehicles for developing markets, such as India and Indonesia.

Suzuki's view of the alliance, according to one internal report, was summarised thusly: "Suzuki lacks manpower, and one of its objectives from the partnership was to have VW personnel supplement the manpower lack."

The Japanese company also says that it was promised access to some of Volkswagen's drivetrain technologies, including petrol-electric hybrid units which it hoped to install in either SX4 or Swift.



Early on Volkswagen was keen on restyling and rebadging the Suzuki A-Star for sale in both Europe and India. The documents allege that Volkswagen demanded Suzuki use laser welding instead of spot welding, dragged its heels in providing CAD files, and nixed plans to sell the European model after months of cost analysis.

Meanwhile Suzuki was keen to become an engineering hub for both companies' city cars. That said, the Japanese automaker was always highly suspicious about Volkswagen's long term plans for its alliance partner.

These feelings were fanned by Ferdinand Piech, Volkswagen's then-chairman, who once stated that VW would need to up its stake to 33 percent in order to facilitate technology transfers. Other key figures suggested that a higher financial buy-in by VW was required if Suzuki wanted to realise its ambition of being a small car engineering nexus.

Despite repeated assurances that Volkswagen had no designs on taking over Suzuki, the relationship continued to fray. Things were brought to a head when VW listed Suzuki as an associate and booked the Japanese company's profits on its annual report. Suzuki insiders interpreted this to mean that Volkswagen believed it had a measure of control over its partner.

Around the time of the 2011 Frankfurt motor show, chairman Osamu Suzuki held a press conference demanding an end to the relationship after an engine deal with Fiat brought complaints from Volkswagen, and offering to buy back VW's share of the company. Suzuki claimed that Volkswagen had not delivered on promises to share its technologies and engineering manpower.

The two parties began a mediation process with the International Court of Arbitration, and eventually a decision was handed down last month that sees the two carmakers exit from the arrangement with wins and losses each.

The London-based Court of International Arbitration has ordered Volkswagen to sell its 19.9 per cent stake in Suzuki, purchased in 2009 for about \$2.6 billion.

Details of the required sale have not been released, although it is understood that Suzuki is expecting the stake to be returned either at current market value, or sold to a buyer of its choosing. Volkswagen has reportedly confirmed the appointment of a bank to analyse the order and facilitate a sale.

"We welcome the clarity created by this ruling. The tribunal rejected Suzuki's claims of breach and found that Volkswagen met its contractual obligations under the cooperation agreement," Volkswagen said in a statement.

"Nevertheless, the arbitrators found that termination of the cooperation agreement by Suzuki on reasonable notice was valid, and that Volkswagen must dispose of the shares purchased. This decision is based on the principle that a contract may be terminated upon reasonable notice."

The result is not an outright win for Suzuki, with the Japanese carmaker found to have breached its agreement with Volkswagen. Suzuki could pay damages to Volkswagen, although the details of that situation are expected to be hammered out in future arbitrations.

Volkswagen said that it expects a “positive effect” on earnings and liquidity from the sale of its Suzuki shares.

T6 Multivan PanAmericana.

Volkswagen revealed a new spin on its latest-generation T6 Transporter van last month, dubbed Multivan PanAmericana.

Unveiled in Europe earlier this year, the new ‘T6’ range will again be offered in Transporter, Caravelle and Multivan forms, and it’s that latter variant that forms the basis of this new concept.



Teased ahead of an unveiling at the Frankfurt motor show, the new PanAmericana concept claims to combine the passenger comfort of the Multivan with a dash of unique load-hauling ability.

In this case, unique load-hauling means motorcycles, with the PanAmericana conceived as a means of transporting one’s two-wheeler across the country, from track to track.

To that end, the Multivan PanAmericana is equipped with a powered ramp to get your weighty bike in and out, along with a series of hooks inside to keep it secure during transit.

The PanAmericana will feature large multi-spoke alloy wheels, combined with PanAmericana badging and new red, black and silver highlights inside and out.

Power in the concept is provided by Volkswagen’s EA288 Nutz turbo-diesel engine, producing the same 150kW offered with the top model in the new T6 range. A seven-speed DSG auto sends power to the van’s 4Motion all-wheel-drive system.

Watch for the PanAmericana to debut in the coming hours, ahead of what is reported to be a limited-edition production run.

The PanAmericana will not be coming to Australia. However, as for the regular T6 range (including AWD 4Motion variants), an Australian debut is expected to occur towards the end of this year.

New Passat spotted in Sydney.

The all-new 2016 Volkswagen Passat has been spied on the road in Sydney, just weeks out from its Australian market launch.

The example shown here is badged as a diesel-powered 2.0TDI BlueMotion model and was spotted in Castle Hill, around 20 km from VW’s Chullora headquarters.

Revealed in July last year and launched into European showrooms around four months later, the new-generation Passat has been a long time coming for Australian buyers.

The then-Volkswagen Australia managing director John White said last October that the delay is due largely to a staggered global rollout, driven by the Passat’s move to Volkswagen’s new ‘MQB’ platform.

And, with Australia’s mid-sized car market shrinking over the years – despite a small resurgence year-to-date in 2015 to 48,434 registrations against 44,665 for the same period in 2014 – Volkswagen has prioritised other markets ahead of ours.

“That segment in Australia is not as important a segment as it is in other markets in terms of its size,” White explained last October.

“This is a brand new car, new architecture, and your production curve is [gradual]. I’m comfortable when we’re getting it.”

As an all-new model, the 2016 ‘B8’ Passat sedan is a tiny 2 mm shorter and a slightly more significant 12 mm wider than its predecessor, the current ‘B7’, while a new 2790 mm wheelbase – 79 mm longer than before – means that the passenger space has grown by 33 mm.

A wagon body will also again be offered, and boot space has increased in both, up 21 litres in the sedan to 586 litres, while the wagon’s 650 litres (seats up) represents a 47-litre increase. Lay the rear seats flat and that grows to 1780 litres.



Australian specifications are still to be revealed, but, internationally, the new Passat range can be had with 10 different engines and tunes. On the petrol front, outputs range from 89 kW to 209 kW. For diesel buyers the most powerful engine has 179 kW on offer, but VW’s 2-litre diesels are on sales hold at the moment.

A plug-in hybrid ‘GTE’ model will also be offered, although that variant is not expected to come to Australia.

The new Passat makes its Australian debut this month.

Winter Break at Sawtell.

To Steve Carter, President, Club Veedub Sydney

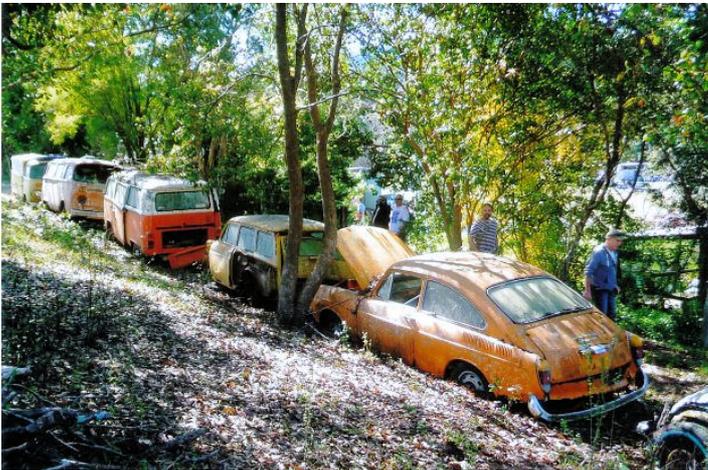
I am writing to first of all 'thank you' and Ray Vanderkly for organising the Winter Break at Sawtell on the weekend of 28th-30th August that my wife and I enjoyed attending. Secondly I want to express the enjoyment that my wife and I had on both days and the feeling of 'friendliness' among the members of the Club Veedub.

Friday night 28th August was a wonderful 'meet and greet' in the Camp Kitchen at the Sawtell Caravan Park. The 'free' prawns and pizza were quickly devoured by the hungry club members (thanks Ray!) and the talk was very loud and friendly. It was a great time for my wife Bev and I to meet people from the club that do not live in our local area.

Unfortunately we do not live in Sydney, so cannot attend all the meetings and functions down there, but we still love being part of Club Veedub.

Saturday morning 29th August saw an early start to journey to the hills beyond Bowraville to Jeff Unwin's property and VW graveyard. It was a lovely drive, but a very depressing place. It was so sad to see so many potential Kombi vans rusting away in a paddock. Wouldn't it be lovely to see them restored and on display at the Valla VW Spectacular in 2016!

Saturday lunch at the Ocean View Hotel in Urunga was 'yummy', and it was another great chance to talk to members of the Kombi Club who attended – Andy and Lorraine Keen, and Nick and Andrew all from Nimbin NSW.



Saturday night was another prawn and pizza feast in the Camp Kitchen at the Sawtell Caravan Park – thanks again Ray Vanderkly for the biggest, freshest prawns in Australia! I met members from Tamworth, Guyra and all over NSW. We certainly are a big club of VW owners.

Sunday morning was a real early start in convoy to the Jetty Park at Coffs Harbour Wharf to be part of the display of the 'History of Transport' that was being showcased in Coffs Harbour on Sunday 30th August 2015. There was a real pirate ship in the harbour, a steam train at the station, a RAAF plane flying overhead, and a large display of historic cars and Volkswagens in the park.



There were markets, camel rides, Harley motorbike rides, music and lots of activities for the children. What a great finish to a wonderful Winter Break.

Thank you to Steve, Ray and everyone involved in



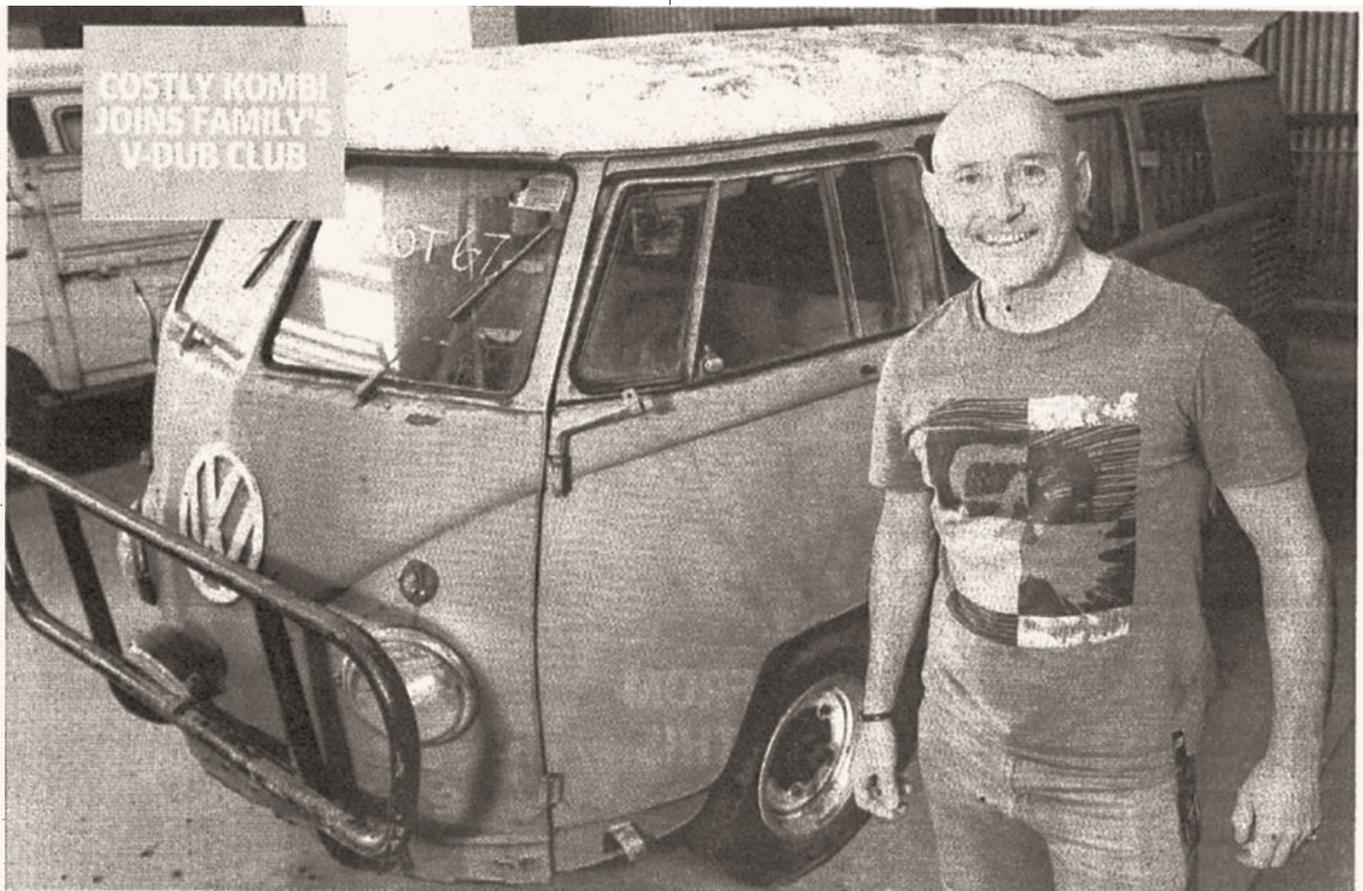
organising the weekend.

David and Bev McMahon,
Old Bar NSW

Adelaide VW auction.

See the attached article here, that appeared in the Adelaide Press after the Auction that was reported in the September 2015 issue of Zeitschrift.

Cheers, Carl Moll



CLASSIC: Proud new owner Pab with his \$42,000 Volkswagen Kombi van.

Picture: STEPHEN LAFFER

MARTINA SIMOS

IT might have a touch of rust and a lack of seating but that didn't stop a Kombi enthusiast forking out more than \$40,000 to add to the family's collection of Volkswagens.

Pab, who did not want to give his surname, said it would be his second attempt at restoring a Kombi and, because it was so much fun last time, he wanted "another crack" at it.

Kombi Volkswagen was sold for \$42,560 yesterday and its new owner described it as a family project that will provide many happy memories for years to come.

And there is no hope of it going on the market once restoration is complete because Pab won't sell it — even if it could fetch between \$80,000 and \$100,000.

"The time they take and the effort I think you have just got

it to do it properly," he said. "As the years go by, they get rarer and rarer. If you forget about the dollar signs, it will be a cherished item for the family for years and years to come.

"Hopefully we will bring it back like new and myself and the family can have a whole lot of fun with it."

The vintage vehicle was part of a collection of 16 Kombi vans and Volkswagen vehicles, which belonged to a former

passed away several months ago. The collection included a 1959 Volkswagen split window Kombi ute, two campervans, Volkswagen Beetles, an old Baja Buggy and a bay window Kombi ute.

Pab's son Samuel, who is in London, and daughter Sarah have a shared love of the Kombi vans. Pab already has a 1974 model that he has restored, while his son owns a 1976 Kombi.

son and myself and we want to bring it back to its original condition," he said.

"I haven't told him about it yet, so I think he is in for a bit of surprise."

Auctioneer Roger Kearns said it has been at least 12 years since the last time Volkswagens had been auctioned on his premises.

"He bought well," Mr Kearns said. "Any Volkswagen is a good investment these



latter is believed to be one of only 20 known to still exist - coachbuilt, atop a VW floorpan and Porsche motor, in Stuttgart.

As per last year's event, 2 trophies were awarded:

'Best Water-cooled', judged by a representative from Lennocks, was won by T. Furci with his blue 1977 Golf 1.

'Best Air-cooled', judged by a representative from Shannons, was won by L. Schwartz with her 1959 blue Kombi Panel-van.

2015 Shannons ACT German Auto Display.

As Sunday the 20th of September dawned, Club members gathered on the shores of Lake Burley Griffin to set up the Club tent and finalise logistics of Club VeeDub Canberra Chapter's biggest event of the year; the Shannons ACT German Auto Display. Our event drew strong media support, including ABC News and Classic Restos, just to name a few.

The first VWs to arrive were a handful of Beetles, Kombis and several Type 3s, followed by the water-cooled fraternity. These arrivals set the pace for the next few hours as air cooled vehicles continued to out-number water cooled cars. Three Club VeeDub cars made the trip from Sydney, with cars from Flat Four Vee Dub Club, Shoalhaven VW Club and several from our friends in Victoria representing out-of-state participants.

The cars were well spread out over the grassed area behind the National Library, with Lake Burley Griffin as a backdrop making a beautiful photo opportunity. 91 Volkswagens were on display, 45 air-cooled and 37 water-cooled, as well as 9 new models from our sponsors Lennocks VW (Phillip ACT), which won the 'Dealership Display of the Day'. We had quite a variety of cars on the day, covering most old and new school VWs.

Joining Volkswagen were Mercedes, BMW (cars and bikes), Porsche and Audi. Two cars attracted a great deal of attention: a 1943 Kubelwagen in excellent original condition arrived from a nearby town, followed by a locally owned 1953 Dannenhauer & Stauss. The

'Best overall in show' went to a Volkswagen, M. Davis with his gold 1973 VW Karmann Ghia.

An event like this couldn't be run without helpers and sponsors. Special thanks to Willie and Bruce for the many hours spent organising the event on behalf of the Volkswagen marque. We also had some great marshals on the day, as well





as helpers in the tent and in the field.

Supporting us once again was Lennocks Motors (VW Phillip), Shannons Insurance, Fyshwick ACT, and of course we have the support of Club VeeDub, Sydney.

Mandy Conway

Canberra Tenpin Bowling.

On Saturday 31 October, the Canberra Chapter went Tenpin Bowling, turning up at the Tuggeranong AMF Bowling Centre and taking three lanes. Whilst none of us will be taking the sport up professionally, we all had a great time and enjoyed the day.

As far as the car attendance went, we had a good mix of new and old dubs, as



pictured. Thanks to everyone who came along, and to Shari for organising the event.

Bruce



Hubertus Workers Oktoberfest 2015.

After a break of a couple of years while the Hubertus Club at Luddenham underwent a change of ownership and a new board, their Oktoberfest was back for 2015.

We were looking forward to great day at the Hubertus club today, but clearly the takeover of the Hubertus Club by the Blacktown Workers Club has so far not delivered. It was clearly a lame attempt at an Oktoberfest event.

I am a member of Blacktown Workers Club and was disappointed with what greeted us at 9:30 am. When I arrived it was clear the security had no idea that we were supposed to be put in a 'reserved area' as a car club, so I was directed to the main carpark on the grass.

I hoped other VW club members would turn up, and shortly afterwards Carlos and his daughter Ihara turned up their red Golf 3 and '65 Beetle, and Phil in his Kombi camper. They made it in to park up in the 'reserved area', which was at the very back of the club. The kids rides and some market stalls were nearby but hardly anyone was wandering up there to look at them. Plus some loud speakers were blaring music at high volume just behind them. Phil and Ihara turned the speakers around so the volume was bearable.

There was only one food marquee set up, Bavarian style, but there was a row of food stalls. I was very disappointed at the food on offer. The Bratwurst and sauerkraut were awful, and the beers on tap were either VB or Cascade Light – not exactly famous German beers. The only area that sold German beer was the sole inside bar, but it had a queue a mile long.

I left after just one hour. The only highlight was that when I returned to my VW there was a group of people



obviously interested in an old Beetle. I learned later that Carlos and Ihara also left before midday, leaving Phil as the only VW there. He departed at 1:30pm, just as Raymond and the girls were arriving.

Three years ago we were given a designated area on the concrete area in front of the clubhouse, and back then the German food offer was substantial. Back then they also had proper German beers on tap, not VB.

If the Blacktown Workers Club plans to offer an Oktoberfest event in the future, can I suggest they have a bit more traditional German food and beer, and better organising.

I sent an email to the Blacktown Workers Club outlining these issues and received the following reply:

“Thank you for your email dated 4 th October in relation to the above. I wish to advise that the contents of your letter have been noted. Yours faithfully, N. Vaughan, Managing Director, Blacktown Workers Club.”

Carl Moll

Bondi Beachfest Kombi Convoy.

In November the Waverley Council, the Bondi Pavilion and 'The Bucket List' bar will be hosting the Bondi Beachfest. A big stage and stands will be erected on the sand, and local bands such as The Whitlams, Kim Churchill and Busby Maroy will be supporting the main act, the legendary US group The Beach Boys.

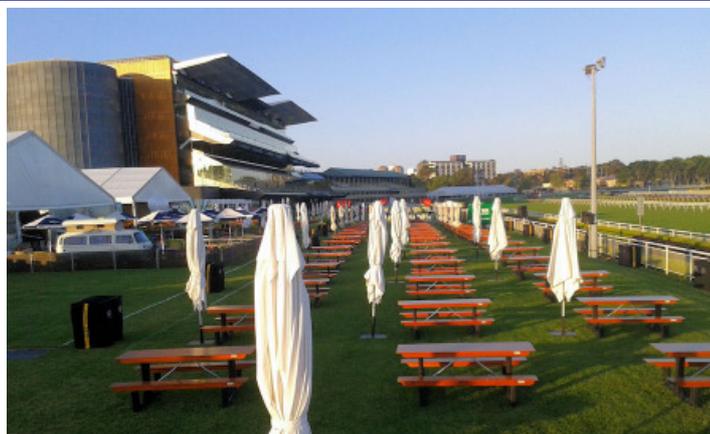
(In fact Mike Love is the only original member appearing – Dennis and Carl Wilson have passed away, and Al Jardine, David Marks, and most importantly, Brian Wilson – the founder and writer of all their songs – will not be appearing. It's really the Mike Love backing band, not the 'Beach Boys' – Ed).

The organisers wanted a Kombi parade and display as part of the festivities. The VW Kombi's high profile in the public's consciousness as a 'fun in the sun surfie-mobile' continues to grow! Organiser Steve Scherri got in touch with our club, and we put some ideas together. The first thing decided was that the Kombi display couldn't possibly take place on the actual day the Beach Boys would perform – Bondi Beach would be utter bedlam. So Steve decided to have the Kombis in place a month before – on Saturday 10th October.

They specifically wanted a Kombi convoy across the Harbour Bridge to Bondi, before parking together in front of the Bondi Pavillion for a couple of hours. We warned them that such a convoy would inevitably break up because of traffic lights and busy streets, but they were insistent and Steve decided to start at St Leonards Park, right beside North Sydney Oval. All Kombi owners coming along would receive tickets to the November show, plus the chance to buy more at a discount, and display parking of the best 10 Kombis on the concert date.

We published the flyer in Zeitschrift, and also on the aussieveedubbers and Kombi Club forums. As the day approached, Steve wanted to know – how many Kombis would be coming along? Naturally we had no idea at all, but we hoped for at least 20! 30 would be even better.

On Thursday 1st October Steve invited me to the Bucket List Bar in the Bondi Pavilion for an evening promotional photo shoot for the Wentworth Courier newspaper. I parked my Kombi on the promenade in the afternoon light and it was duly photographed with Steve and some barstaff models. I was also interviewed by the Courier,



and a small item duly appeared the following week (most of what I said about Kombis was left out!)

Soon after, another pre-event promo was an all-day Kombi showing at Randwick Racecourse on Saturday 3rd. I was invited to park my Kombi in the Bondi Beachfest promotional marquee (in a secure location), where it could be viewed by the punters all day and be the background for innumerable selfies.

The big day dawned at last, and I drove the Kombi to Miller St North Sydney, arriving about 9:30am. I spotted Joe walking up Miller St as I pulled up – he had parked his Kombi in the nearby bowling club carpark but it was now full. Steve had specified the small Fig Tree Lane (beside North Sydney Oval) as the actual meeting place, with the intention of parking on the grass of St Leonards Park.

But there was spanner in the works – the park was full of kids and parents playing athletics and cricket. There was nowhere to park! I drove in, turned around and came out again. Luckily Joe and I were the first to arrive, so we had a quick meeting. The park was unusable; Fig Tree Lane could only hold four cars max, Joe's bowling club carpark was already full, and all streets were full too. What to do, with 20-30 Kombis expected at arrive?



Around the corner on Ridge St, near the bowling club entry, was a War Memorial set on a large grassy area to the south of North Sydney Oval. In front was a No Standing Area and paved curbing. By driving up the curb we could park (temporarily) on the grass. I drove my Kombi there, mounted the gutter and parked where all those coming down Ridge St could see.

Steve stayed at Fig Tree Lane and directed the Kombis to me as they arrived. Most had no trouble climbing the gutter



and parking beside me; only a few low custom Kombis had to park on the street in front, in the N Standing Zone.

By about 10:15 we had about 20 Kombis gathered together - all parked illegally! We were scheduled to start the cruise at 10:30, and sure enough a North Sydney Council Ranger soon strolled up and asked what we were doing and whether we had a permit (!) We quickly told him Steve (still around the corner) was the organiser, and we would soon depart. Fortunately he was good natured, and we phoned Steve to say we were marshalling and leaving directly.

The Kombis started up, and carefully drove back off the grass and gutter and back onto Ridge St. John's Kombi was up the front at the lights at Miller St, and we were in a long line behind. We turned left onto Miller St, then quickly left again into the much quieter McLaren St. We had enough Kombis to fill the length of this street, so we stopped for a couple of



minutes for some quick photos.

Now the convoy to Bondi began, but as we had warned, it was soon fragmented by traffic lights and some Kombis going a different way. First we right onto Walker St and to the lights at Berry St. Normally you turn left here to swing around onto Arthur St and onto the Warringah Expressway, but the convoy went straight ahead in several lumps as the lights broke up the line. Joe went left, but at the Pacific Hwy lights I saw Wayne turn right, about six Kombis in front, and soon the lights turned red in front of me. I was second-last, with only one more Kombi behind me.

I also turned right, then right again at Miller St. I could see Kombis up ahead, and we climbed up the hill past North Sydney Oval again, this time going the other way. Right at Falcon St, then right onto the expressway. By this stage I had two Kombis in front of me but had lost the one behind!



We cruised towards the bridge, the lanes merging and splitting in spaghetti fashion as we approached. Careful not to take the wrong lane into the harbour tunnel! With cars cutting front, I was alone as I drove over the bridge but could see a couple of Kombis a few hundred metres ahead. Luckily I had borrowed an eTag to pay the toll; I don't know what everyone else had done. We swung left onto the Cahill Expressway and through the Domain tunnel to the Eastern Distributor under Woolloomooloo. We kept left, and exited at Moore Park Rd just near the Sydney Football Stadium. I was still with two Kombis in front.

This took us to Centennial Park Square, and onto Oxford St past the water reservoir and onto Syd Einfeld Drive (that bypasses Bondi Junction). From there it was straight ahead onto Bondi Rd, a hurried left lane change as the road swung left, then six consecutive red lights before the beach came into view around onto Campbell Parade. One more red light, then right at the roundabout onto the promenade and a





The weather was great, fine and sunny, and it was great to stand in the sun chatting with all the passers-by. I gave away lots of club membership forms and old magazines. Lots of older couples told us that 'they used to own one of these,' while the younger people wanted to know where to buy one!

There were plenty of places to buy a coffee, a cold drink or a snack, and we passed a very pleasant morning. I didn't see any TV film crews (as had been promised), but there were lots of people taking photos of our Kombis.

I was very happy when Melanie Jade, a model from Wanderlust Bikinis, wandered past and agreed to a photo in front of my Kombi. She looked sensational in her white bikini with my white Kombi, and I was lucky enough to get her card. Jeff was grinning as much as me and said it was lucky my daughter Lily wasn't with me this time (!)



Steve and his team went around to every Kombi owner through the morning, thanking them for participating and giving out tickets to the Beach Boys. He was blown away by the turnout and the fantastic reception. He also said, several times, what a friendly bunch of people VW Kombi owners are. For sure!

Joe was ready to leave early as soon as he had his tickets, but the nature of the marshalling meant we had to leave in a certain sequence. Still, I was almost the last one to leave after a fantastic morning with the Kombis at the beach. Thank you to Steve and the team at The Bucket List for organising the day – it was pleasure to be a part of it.

Now we'll see you Kombi guys again at the Beach Boys concert later this month!

Phil Matthews



NSW Classic Vehicle Log Book trial.

Transport for NSW and Roads and Maritime Services have developed a Classic Vehicle Log Book trial for NSW-registered historic cars. Similar schemes are being trialled in other states. A classic vehicle is 30 years of age or older.

The log book trial will allow classic vehicles to be used for 60 days of general use (ie maintenance and personal use) each year, outside of club organised events. Each day's use must be recorded in a log book issued at a registry or service centre.

The log book trial will operate for two years, with an evaluation to be completed during this period as part of Roads and Maritime's review of the overall Conditional (Historic) Registration Scheme.

Staged implementation.

The log book trial has two stages:

- Stage 1 - From **1 October 2015**, vehicles that are in, or eligible to be in, the existing **Historic Vehicle Scheme** can be part of the log book trial. The registered operator must be a member of Club Veedub Sydney or another Roads and Maritime recognised historic vehicle club that is participating in the log book trial.
- Stage 2 - In **early 2016**, a **Modified Classic Vehicle Scheme** will be introduced. These vehicles will be eligible for conditional registration and can be included in the log book trial. For more details, see [What is the proposed Modified Classic Vehicle Scheme?](#)

Questions and answers.

• Is Club Veedub Sydney involved?

Club Veedub Sydney is an existing recognised club under the Historic Vehicle Scheme, and has agreed to participate in the log book trial.

• I have a conditionally registered historic vehicle and I am a member of Club Veedub Sydney. How do I get involved?

Members of participating recognised clubs may opt-in to the log book trial from **1 October 2015**. To opt in, the registered vehicle operator or their representative must attend a [registry or service centre](#) and present:

- Proof of identity such as a NSW driver licence
- The current Certificate of Conditional Registration (if available)
- The current Certificate of Approved Operations (if available)
- A completed [Change of Records](#) to have the vehicle's conditions updated.

The following condition will be added to the vehicle's existing conditions:

- Classic Log Book – May be used for 60 days per year subject to log book conditions.

Operators of existing conditionally registered historic vehicles will be issued:

- Certificate of Conditional Registration
- Certificate of Approved Operations, with the updated conditions
- Classic Vehicle Log Book Trial form.

There is no cost to existing members that choose to opt into the log book trial.

• If I decide to opt-in, when will the 60 days commence?

You can use the log book once it is issued. The log book will be aligned with the annual term of the conditionally registered vehicle. The allocation of days will apply as shown in this table:

Remaining registration	Allocated log book days
Up to three months	15
Over three and up to six months	30
Over six and up to nine months	45
Over nine months	60

• I have an unregistered/fully registered historic Volkswagen and I want to apply for conditional registration.

You will first need to join Club Veedub Sydney, or another [recognised historic vehicle club](#).

If you want to opt-in to the log book trial for historic vehicles, you will need to join a recognised historic vehicle club that is participating in the log book trial.

If you are converting from full registration to conditional registration, you must surrender the full registration and number plates. You may be eligible for a refund of the unused portion of the vehicle tax or registration charge. Please note that a cancellation fee applies. You may

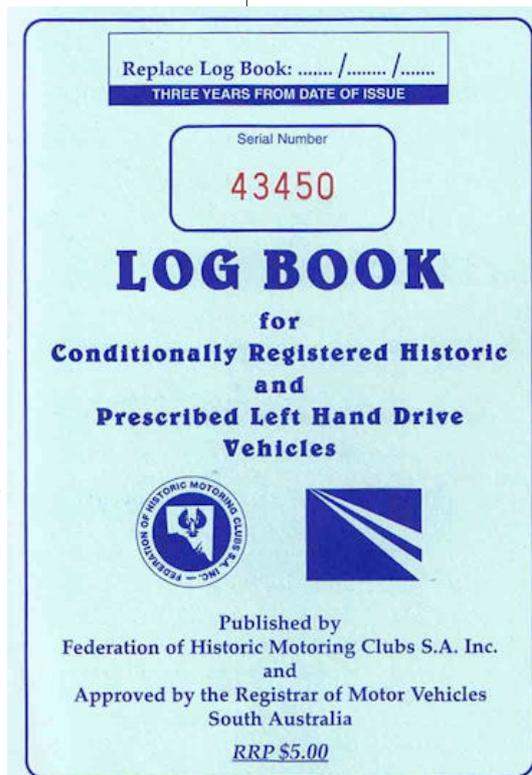
also have the full registration number plates reserved at the registry or service centre or issued to a different vehicle for a fee.

Distinctive historic vehicle number plates are issued with the conditional registration for a fee.

You may also be eligible for a Compulsory Third Party (CTP) insurance premium refund. Please contact your CTP insurer for more information.

• What is the proposed Modified Classic Vehicle Scheme?

Early in 2016, Stage 2 will see the development of a Modified Classic Vehicle Scheme. This scheme will provide the opportunity for modified classic vehicles which are 30 years of age or older to also be conditionally registered.





• **Are there any changes to the vehicle standards for eligibility in the Historic Vehicle Scheme?**

There are no changes to vehicle standards. Clubs should continue to accept vehicles under the current arrangements (ie stock standard, period modifications only)

• **I am a member of a NSW recognised club but my vehicle is registered in another Australian jurisdiction. Can I opt-in too?**

No. The trial only applies to club members who have a vehicle registered in the NSW conditional registration scheme.

• **Is there a cost to opt-in to the log book trial?**

There is no cost to opt-in to the log book trial.

The Modified Classic Vehicle Scheme is anticipated to operate in a similar way to the Historic Vehicle Scheme. Things like forming a club, joining a club and applying for conditional registration will be similar. Clubs may also choose to participate in the log book trial for classic vehicles.

Existing recognised historic vehicle clubs may also choose to become a club under the Modified Classic Vehicle Scheme.

Some matters currently being worked through with enthusiasts, industry and government stakeholders include the vehicle standards and CTP insurance classification. Modified vehicles require a different process to determine their suitability for safe use and it is important that clubs have this capability.

For further information about the Historic and Classic Vehicle Log Book Trial, please call the NSW Contact Centre on 13 77 88.

• **How can I confirm that Club Veedub Sydney is listed as a log book trial participant?**

By checking the Roads and Maritime [Recognised Historic Vehicle Club list](#)

• **How can Roads and Maritime be sure that only recognised clubs' Responsible Person have notified their participation in the log book trial?**

Roads and Maritime has the details of recognised clubs' Responsible Persons. Notification to participate will only be accepted from the Responsible Person.

• **Can recognised clubs withdraw their participation in the log book trial?**

Yes. This means that from the date the club is removed from the participation list, no further club members may opt-in. However, log books already issued to club members continue to be valid.

• **We are a recognised club. Do we have a role in the management of log books?**

Roads and Maritime does not require recognised clubs to manage any aspect of log books. However, clubs may choose to introduce their own arrangements under their respective club rules.

• **Will there be an increase in the cost of Compulsory Third Party (CTP) insurance or conditional registration fees for vehicles in the Historic Vehicle Scheme?**

There are no increased costs for conditional registration or CTP insurance during the period of the log book trial. A review will be conducted on many aspects of the trial and costs will be included. A decision as to whether an increase in costs will apply to those that opt-in to the trial will be made subject to the outcome of the review.

• **I am a member of more than one recognised club. Am I entitled to more than one log book?**

No. Only one log book will be issued per historic vehicle.

• **I have more than one historic vehicle conditionally registered under the Historic Vehicle Scheme. Am I entitled to more than one log book?**

Yes. You are eligible to apply for a log book for each vehicle you have registered under the Historic Vehicle Scheme as long as the respective recognised club is participating in the log book trial.

• **Where can I get more information on Club Veedub Sydney's current Historic Registration Scheme?**

Read all the information on the Club website at <http://www.clubvw.org.au/historicregistration> then contact the Club Historic Registrar, John Ladamatos, on 0449 236 076.



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MAKE OF VEHICLE

However if you're short like me, you will need a step ladder to raise the pop top roof! A few of these buses crossed the Tasman Sea to New Zealand, and some made it north to Queensland, but most of them are found in the Southern States.

The Dormobile cabinetry, like many conversions of the 1970s, suffered from water damage, as it consisted of plastic woodgrain laminate-faced chipboard. This wasn't helped by the positioning of the sink and water source – behind the driver's seat – which made washing up difficult at times. Even the most careful washer-upper had trouble keeping the cabinets dry. The solution is – wash your dishes outside the

van, unless it's raining of course.

Some of the surviving Cusack family tell us that it was quite common to see a long queue of VW vans, all waiting at the factory parking lot, for their time to be re-fitted. They hated having to cut holes in perfectly good van roofs, but were justifiably proud of the beautiful craftsmanship in the end result that rolled out the floor. They said that the cabinet

The Story of the Kombi Dormobile in Australia.

It was the Canberra-based Cusack family, owners of the VW dealership for the ACT, who obtained a licence from Dormobile UK in 1971. They began operations converting vans of various makes in 1971. The VW Transporter (panel van) was the most popular conversion, but not the only vehicle type converted here by them.

Note: If you want to read a detailed account of Greg Cusack's business empire look up last year's June 2014 issue of 'Zeitschrift'.

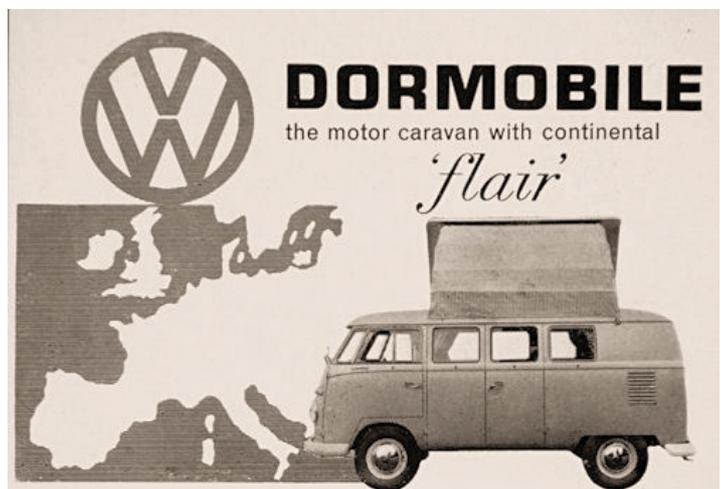
The 'Dormobile' company began making camper conversions of the local Bedford van, and also its competitors the Ford Thames 400E, Commer FC and Morris CA, in the 1950s. The Bedford and later Ford Transit were Dormobile's biggest sellers, but by the mid-'60s they also began making conversions of the VW Transporter.

Like the German Westfalia, these split-window T1 conversions were never sold in Australia, although some local companies began their own conversions. Sopru in Adelaide began converting the new T2 Kombi in 1969, and by 1971 they had the contract to officially convert the vans for sale as new vehicles through VW dealers, with a factory warranty supplied by VW's Australian owner, LNC Industries.

Greg Cusack was the ACT distributor for VWs as well as the local dealer, so his Dormobile conversions were also 'official' conversions with a factory VW warranty.

The vans were a hit from very early days, and the local VW Dormobile conversions came with useful options – like front-mounted spare tyres (mounted not on a 'roo bar' but a smaller bumper-mounted bracket) and Donaldson brand air-cleaners (presumably for Australia's dusty conditions).

I'm sure we all know that the Dormobile was one of the popular camper conversions for T2 buses, with the side hinged pop top, masses of headroom, even the most claustrophobic camper would be happy with this one.



Its gay, spacious interior, smooth, clean lines and brilliant engineering give the new Volkswagen-Dormobile a typically continental *joie de vivre* unmatched by any other motor caravan. Its reliable and long-lived air-cooled engine, all-synchromesh gearbox and all-independent suspension will take you anywhere, comfortably and safely.

Inside, patent 'Dormatic' seats instantly convert to full-length beds, re-designed units in new finishes cater for cooking, washing, eating and just relaxing in maximum comfort, whilst the 4-berth model provides two extra folding berths under the new big, light, fibreglass elevating roof with its gaily striped stormproof awning and large windows. This year, go continental with the Martin Walter masterpiece of international designing. There's a whole range of colour schemes to choose from.

For holidays and week-ends in Britain, too . . . for everyday domestic runs and personal transport . . . the Volkswagen-Dormobile gives you extra handiness, extra space for luggage and goods, and amazing economy into the bargain.

De Luxe 4-berth model with elevating roof—£925 (no P.T.)
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fitters were very quick, and each van was processed with amazing speed. Presumably the cabinetry was pre-assembled and simply slotted into place.

Craig Allen who has been doing a lot of research on Dormobiles in Canberra tells me that he spoke to an elderly member of the Cusack family who told him that apparently they had all the buses lined up, then out came the jigsaw to cut a hole in the roof, then the cabinet makers moved in and assembled the cupboards inside. If anyone reading this article and has some old period photos of the operations, please email them to me: vwkombi73@bigpond.com.

Judging by the quality and options available, many of the parts were shipped from the UK factory – the bunks, for example, are identical to the UK ones. Similarly the cabinets were of a similar design, although I think the laminates were sourced locally. The pop-top vinyl bellows seem to be a single colour only – a lemony-yellow. I would be keen to find out if that is the same case with other countries. The press stud vinyl rivets were stamped with a local company's name, indicating they were sourced locally. The fibreglass roofs were positioned further forward than previously available overseas versions – to make cooking in the van more practical. It also allowed for the fitting of a steel frame roof rack at the rear of the van and so you don't hear that 'wind noise' at the front.



I can only assume that the interior fabrics were made locally and the owners were given a choice of colours because I'm yet to see another van with the same fabric material as my UK-built Dormobile.

Operations continued in no 8 Wiluna st Fyshwick until the late 1970s, when VW stopped importing/assembling vans in Australia. The factory continued for a few more years, offering conversion on other makes, but obviously the peak had passed by then. Eventually the company was wound up – as was the Cusacks VW empire – and nothing remains of the company records today. Even the UK parent company went bust in the 1990s. Greg Cusack (snr) died back in the early 1980s and his son Greg (jnr) has only fading memories of the factory as it operated back then. It was after all, just a part of the Cusack family's vast furniture, property and motoring empire.

If you own a Dormobile which was fitted in Fyshwick, check under the rear seat or in the 'food' cupboard, there

should be a handwritten number identifying the production number. For example, Greg Allen who as I mentioned above lives in Canberra owns a 1976 Dormobile. He has the production number: 76/707. When I looked under the rear seat of my Dormobile I found a hand written number with red texta colour: K26R048 ! not sure what that indicates.

One more thing before I wrap up this article: If you're looking for a really good and mechanically sound Dormobile, I'm selling my 1973 bus 'Jenny', so if you're seriously interested, give me a call on 0449 291 642

Joe Buttigieg

Old Bar 2015.

The Old Bar Beach Festival was very well attended this year, no doubt the superb beautiful weather conditions played a big part in the scheme of things. I left home early Friday morning at 7.30am and on the way I paid a call to the 'Ice Cream Shack' at Tea Gardens, they make a wonderful cappuccino coffee with pancakes topped with ice cream and maple syrup. I arrived at my old friend Joe Attard's place in Old Bar around 1.00pm.

Not much happening in town on Friday afternoon, they were setting the craft stalls and the entertainment area for Saturday. This year they had Beetles with other classic cars on the Saturday morning show. In the afternoon around 4.00pm we drove our Kombis to the highway and back, just a short trip, last year the run was to the town of Taree and back, this year they decided to cut it short, probably because of the traffic congestion that we cause with our vehicles.

Sunday morning was the big day for the Kombi display on the football field and this year they had about 253 and that's about 24 more than last year. Tony Bezzina was there as usual with his orange Bus and the 'cow' was there too which used to belong to Martin our ex treasurer, the girl who owns it now is very happy with it, she lives in Newcastle.

I left just after midday, called in at the ice cream Shack again for coffee and pancakes, they were very busy on Sunday, couldn't park my Kombi in front of the shack. On the way out I filled up with 98 octane at the new petrol station 'Pumamax' it was the cheapest fuel in that area 141.9 cents. I had a good run all the way home and arrived at 5.30pm in plenty of time to watch the Grand Final.

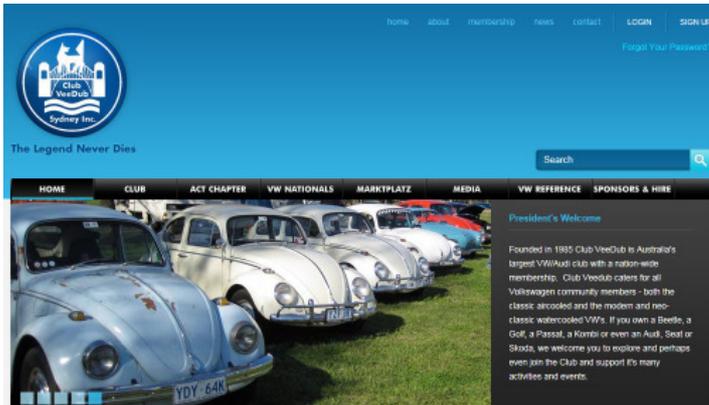
Joe Buttigieg



From our website 6.

Here are yet more examples of real messages left on our Club website by members of the public. All of these messages were posted in early 2013. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly Bob, Aaron or Raymond. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



9/3/13 Good morning I have bought a birch green 1967? VW with 1300 deluxe badge But non white walled tyres Boot lid is old style not press button Interior has the white and black speckle And black rear storage I am interested in joining the club and wonder if someone can help identify whether it IS a 1300 deluxe What was the code for the dot above the armor lite glass symbol - did the year commence from the A ? Best Damon Thomas

10/3/13 I was wondering if an auto gearbox out of a 97 golf ADZ will fit into 95 golf ADY? The 2 l box is stuffed but can get the one off the 1.8 (might have got engine numbers around the wrong way)?Thank you Julie

14/3/13 my name is Jason. I am seeking a part for a 2004 beetle. It is a moulded aluminium look dash cover for the centre through the audio and air con controls. I have been in contact with a company called carshine and they tell me the product is not available. Just wondering if you might know of any contacts that may have this product as we are in desperate need of it. Thank you

14/3/13 Hi, I have just finished restoring a Zender Golf 1. I'd like to find a POC within the ACT chapter to discuss membership, and to see if it is alright to display at this weekend's wheels display with the other VWs. Thanks Martin

14/3/13 Hi There, I got a membership reminder today by email. I have renewed it already and I presume I can just ignore the email Jan.

15/3/13 Hi, I'm a new member. How do I post classifieds ads? What are the rules around classifieds? Michael

16/3/13 Hi Could you please pass this message on to Dave Carter. If he went to Killara High School in the 70's I'd love to

hear from him. Cheers Peter

18/3/13 I have a vw beetle 1963 model. I was enquiring if I would be able to sell it on your site. Could you please let me know how I do this thanks Anna

20/3/13 I have a 1959, 4- cycl/ VW 5 seat convertible, drives, currently unregistered, with 36094 on the clock. I am wanting to make sure I get the right price for it and i wondering if you know where the best place to advertise this beautiful car. If you any advise i would appreciate it greatly. Toni

22/3/13 I was wondering if you could put it out there to members if anybody would be interested in NSW number plates 'VW1957'? Jenine

4/4/13 HI, I have a 69 beetle and am wondering if anyone could tell me the dimensions of the original radio that would have been installed. I am trying to source an original radio to put back in but needed to double check the sizes. Hopefully someone here can help! Thanks, Elyssa

6/4/13 How would I provide information to your membership about our tour service using 60's and 70's VW verts? Stan (the Bugster Experience <http://thebugsterexperience.com>)

8/4/13 I have just imported a 1988 VW Golf GTI Cabriolet into Australia. For the rego, the engineer ripped out the back seat (I have all the parts), to give it a 2-seater rego. I'm looking for a good VW mechanic in Sydney (I am in the North Shore) to put everything back! I'm also looking for a way to fit compliant seatbelts and anchor points sympathetically, without ruining the vehicle. Would you have any suggestions? I am also thinking of joining the Club VeeDub - looks great! Many thanks Kerry

9/4/13 Hello. I'm a member of the Split Screen Van Club in the UK. My son lives in Coogee Bay and is getting married in Sydney, Bilgola, 21 Dec 2013. He is trying to arrange a split screen van to hire for the main wedding vehicle. Do you know any Sydney bus owners who are willing to be hired for weddings please? Many thanks, Celia

9/4/13 G'day, MOTOR is making a directory that publishes the contact details of all the car clubs relevant to our magazine's audience. We're aiming to give readers the resources to seek an environment or community relevant to their vehicle, or particular interests as an enthusiast. We would like to have your club/forum included in the directory, but we may be missing certain information. Please review your club's details and email us back as soon as possible with any contact details that are missing, or any information that is incorrect. Club name: Club VeeDubfacebook tag (facebook/): Website: <http://www.clubvw.org.au/> Email: Phone number: Send your reply to motor@acpmagazines.com.au Cheers, Louis MOTOR magazine

9/4/13 Hi, just wondering if anyone with a split screen kombi would be interested in helping us out in march next year with a wedding. Paid of course. Regards, Dean.

10/4/13 can you please let me know if there is a Darwin VW club if so please for a email, we are having a car show at the library and would love them to come. thanks Lyn

10/4/13 Hi, My name is Stephen Short and I'm the Vehicle Coordinator for a New ABC TV Movie "Carlotta" We are shooting a Street scene during May in the Balmain area set in 1959/1960 and one of the vehicles they would like to have in the scene is a mid to late 50s Beetle. So I was wondering if anyone in your club has an original looking and colour of the era Beetle that would be willing to hire it to us on the day. It will be in the background of the scene and payment would be \$300.00. If anyone is interested please contact me for more details. Thanks. Stephen Short Vehicle Coordinator "CARLOTTA" Glitter Productions Pty Ltd. ABN: 23 162 693 245Shed 6, Canal Rd Film Centre, 1 Canal Rd Leichhardt NSW 2040.

10/4/13 Hi, i was reading through your VW history page when I realised that my late grandfather, Doug Jacobi, was one of the first Australians to receive a commendation day award I was just wondering if there is any known archive that you may know of where I would be able to get a copy of this as my grandmother knows nothing about it. I realise that you are a club but i figured that one of your club historians may have some idea. Any advice or answers would be greatly appreciated. Cheers, Matt

10/4/13 I run VIP Car Care mobile detailing in Castle Hill and surrounding areas. I was wondering if your or members would be interested in the services I can provide? Thanks Brett Carrington VIP car care Castle Hill

13/4/13 Hi guys, just wondering how to join the club. I am a member of our local collectors club and was wondering if members of Club VW would consider a visit (in the near future) to our annual Collectors Rally/Swap Meet on the third weekend in September. Marcia

15/4/13 I'm after a price guide for a 1955 Karmann cabriolet lhd in restored condition please. regards Gav

18/4/13 I am hoping to hire out a kombi van for my wedding and someone suggested we contact the kombi clubs as sometimes there are people who will hire there car out for a couple of hours to gain a little \$!! Just thought I would ask?? If you could please email me back with suggestions it would be most appreciated!!! I live in Newcastle nsw!!!! Thank you Kristy

21/4/13 Good morning I have a VW State of the art ice cream coffee van And I would like to come to your event as a trader I just recently did the all-German car day in Tempe regard. Garry 0428 633 792

1/5/13 I have a 1972 beetle for sale, is there anyone who would like to purchase it. It is in good condition and has regular service. Erika

1/5/13 Hello I'm trying to find a MK2 Golf Country that may be for sale. Is there somebody in the club who knows a

lot of the 'watercooled' folk? Thanks in advance. - Jace

4/5/13 I am looking for a good VW mechanic close to the Hills district as my daughter's car is garaged at Baulkham Hills. Thank you. Julie

5/5/13 I have a Black Rear Window Weathershield for a 1600 TS Fastback to sell for \$50. Condition is Perfect. David

6/5/13 Is it possible to be an associate overseas member without paying the full price of regular membership . I reside in Halifax, Canada and I am interested in joining. Joseph

8/5/13 I own a 72 Type 1, currently under restoration and repair after an accident 18 months ago. I plan to have it back on the road near October. Can I attend your Social Meeting this coming Wednesday 16/5/13 at this time I will pay for my membership, or do you prefer I pay on line. If so will I be financial to attend this next Social meting. Regards Michael

10/5/13 Hi how much to join the club can paper work be done on line Thanks Rob

11/5/13 I from viña del mar, Chile, i have a VW Westfalia model Berlín of 1979 for sale. Are original and vera best condition. Asís to my email, regards Hugo

12/5/13 My mother-law has a 1967 vw original one owner she cannot drive anymore and is interested in selling. If any of your members are interested please contact me. Thanks Allan

14/5/13 Hi, I have just moved from the UK to Sydney. I imported my VW Golf GT TDI 1.9 MK4 130BHP from the UK. I am considering selling the car and just enquiring whether bringing the car to the fair on 26 May would be of any interest to your members. Also I woud be grateful if you could recommend reliable mechanics to service the car. regards Bharat

20/5/13 Hi, We are getting married in Wollongong next year and would like to use a VW Beetle as one of our wedding cars. Can you please let me know if you have any members based in Wollongong that would be interested in helping us out. Preferably looking for a white one, thanks Tina

22/5/13 Hello, Our team has been invited to the Premiere of Fast and Furious 6 out at Blacktown Drive In next Friday 31st May. I was wondering if any of your members would be up for some sort of contra deal for us to use a couple of Kombi vans to attend and get your sponsors branding in front of the crowd out there? The event is sponsored by Empire, Top Gear, Zoo and Street Machine magazines so will be attended by their consumers as well as car enthusiasts and entertainment industry types. What do you think? Niece

28/5/13 I'm looking for parts (front turn signal) for a Passat with VIN WVWZZZ31ZRE012157. All the online vendors list Passat Type 32 and higher, but not 31Z. Could you help me reconcile? I believe parts for 3A2 and 35I will fit, but I'm not sure. Thank you. Yosta



Spare parts to carry with you.

During our AGM in July of this year, I was approached by Mandy Conway from Club VeeDub Canberra and was asked if I was able to put together a list of spares to be carried when doing a road trip, as she has been asked by a number of younger members about what to carry. I thought this has been covered quite extensively, but it won't cause any harm to give people a reminder about the need to carry spares with them, particularly with the weather warming up and people bringing their vintage VW's (or any vintage car for that matter) out of hibernation to take their pride and joy out on the open road.

I'll break the list of spares and tools to carry into two categories. Category One for daily divers or going on the odd Club Event and Category Two for the more adventurous drivers wanting to go on a road trip, even if it is an overnight trip to driving across this great country of ours.

CATEGORY ONE

The basic essential spares and tools to carry with you at all times are:

Spare Parts

- * Set of spark plugs
- * Ignition leads
- * Fan belt
- * Ignition points
- * Condenser
- * Rotor
- * Rotor cap
- * Coil (6V or 12V) depending on your electrical system
- * Fuel pump
- * Fuses (16A and 8A)

Tools

- * Open end/Ring spanners (ranging from about 7mm to 21mm)
- * 3/8" drive sockets and ratchets (ranging from about 7mm to 21mm)
- * Flat blade and Phillips screw drivers (both long and short)
- * Pliers (long nose, combination, side cutters) and vice grips.

- * Feeler gauges
- * Torch
- * Wire bush
- * Emery paper
- * Scotchbrite
- * Tyre pressure gauge
- * Small roll of wire
- * Zip ties
- * Roll of electrical tape
- * Ball pein hammer
- * Soft face hammer
- * Ground sheet
- * Overalls
- * Car maintenance manual
- * Reflective/High visibility vest



On my big trip to Tasmania last year, I had a fuel pump fail on me just south of Campbelltown, where I managed to limp into Goulburn. Having a spare one in the front, I was able to get back on the road within 30 minutes and continue on my trip.

You could have this happen to you on King Georges Rd or Parramatta Rd in peak hour traffic at a set of lights and the only advice you'd get from motorists is to get your car out of the way accompanied by expletives and hand gestures followed by honking. Let's face it, even if you broke down next to a VW dealer, they're not going to have the spares you need, and more than likely the "Technicians" today most probably wouldn't know where to begin with the engine, as there's no diagnostic hook-up point to connect to so they can carry out their troubleshooting.

For the more adventurous, I would suggest a few extra spares to carry with you, particularly if you're going to more remote areas.

CATEGORY TWO

The extra spares I would suggest to carry with you would be:

Spare Parts

- * Voltage regulator (6V or 12V) depending on your electrical system
- * Carburettor kit
- * Light globes (6V or 12V) depending on your electrical system
- * Valve cover gaskets
- * Fuel hose
- * Container of engine oil



car may have. It's better to find these "bugs" near home and get them fixed, than finding these "bugs" when you're out on the open road 30km or so since the last town you passed and out of mobile phone coverage. I've heard of a couple of stories where people have just had their car restored and taken it out on a trip, only to have the electricals fail because their generator strap wasn't tightened properly, and let go at the most inconvenient time. The other scenario is rushing to finish your car before setting out and not tightening wheel nuts which in itself is dangerous at speed when they let go. Aren't all breakdowns inconvenient, no matter the time?



What I have written above is not exhaustive, but should cover most foreseeable things that could go wrong on the road. Just as important as having the spare parts and tools, is the ability to be able to carry out the repairs yourself. You don't have to be a qualified mechanic to do the jobs, but it will help if you can fix the problems yourself, because there won't be too many qualified mechanics around when you will really need one. Even if you have someone with you that can lend a helping hand will be of great value.

Happy driving.

Norm Elias

- * Brake fluid
- * Pushrods
- * Electrical wire
- * Wire insulator strippers
- * Cable connectors
- * Hose clamps

Tools

- * Portable jump starter
- * Small trolley jack
- * 5-10 litre fuel jerry can (to fill when service stations are few and far between)
- * Tyre puncture repair kit
- * JB Weld/Devcon or equivalent in the event a spark plug blows out of the head or the like.

Push rods you ask? Having broken one on my first major trip (number 4 inlet pushrod unbeknown to me at the time), there was a great deal of power loss (laugh as you may at a 1200 having power to lose in the first place). At first I thought it was either an ignition lead or spark plug. It wasn't until I arrived back in Sydney after having the problem near Mount Gambier in South Australia, that I realised I had a broken pushrod when I began to pull the engine down, as I only had a maximum of about 60-70psi compression in the cylinders. A pushrod can be easily changed if need be on the side of the road without removing the engine or better still in the comfort of a garage if you are allowed to use one.

Another suggestion before heading out on to the big open road, especially if your car is not a daily driver is to take your car on lots of small drives a few weeks before you set out to find any "bugs" your



Basic Jugs 2.

(see also Basic Jugs 1, August 2015 - Ed.)

If you've never installed nor removed piston rings, buy yourself a piston ring tool like the one in the photo. Harbor Freight sells them. (The tool in the picture is about forty years old. It still looks new because I generally use my hands.)



Small pistons, you can use your bare hands to install/remove the rings... if you know how and are only doing one engine at a time. If you do a lot of engines you generally use a tool. Some piston rings have over-lapping ends, others are tapered and you may be forced to use a tool since your thumbnails can't get a grip on the oddly shaped gap. When the oil scrapers are steel, as they are on this particular set of jugs, you use your hands regardless. Steel oil-scraper rings are very flexible and must come off before the corrugated band can be removed (and are installed after it is in place). The compression rings are cast iron and are quite brittle. Using the tool can save you some grief.

Provide yourself with pencil, paper and four baggies; sandwich bags will work fine. Then round up the most accurate scale you can find. You'll also need a coffee can filled with enough mineral spirits to submerge a piston, some means of removing metal from the piston and about half a sheet of #600 wet & dry sandpaper. If you have a handy method of holding the piston you can use a rotary file for the coarse removal but you'll need flapper wheels or some other abrasive removal method for the fine work. You're also going to need a small, fine-grained whetstone; the sort of thing you'd use to sharpen a pen knife. A 3x loupe or reading glass will come in handy. Finally, you need a set feeler gauges. But just round up the last three; we probably won't get to use them during this session.

Plus paper towels, wash-bottle of lacquer thinner, good lighting, cuppa hot coffee... the Usual Stuff.

(Note: They rings must fit their groove, in that you don't want a 1mm ring in a 2mm groove. They should rotate easily. If they don't, try soaking them in solvent. Often times cosmoline or other preservative will harden between the ring the land, locking the ring in place. Ring/groove clearance varies from slightly over a thou to as much as four thou, depending on the application. For a low rpm engine such as the one described here, so long as the ring rotates freely in its groove, it should work okay.

While that may sound a bit casual to some, optimum ring clearance is usually obtained by lapping over-size rings for a precise clearance to forged racing pistons. While the time and expense may be justified for a racing engine such close tolerance in this particular area can be a detriment to the durability of a low-rpm engine.)

Make yourself four small paper tags about the size of a double-wide postage stamp. Number the tags 1 through 4. Put one in each of your bags. Start with your #1 piston and remove the top ring. That is, find the ring-gap, push the other side of the ring fully into its groove so that the gap is exposed on this side and grab a hold of it with your piston ring tool. Gentle squeeze whilst pushing toward the piston to clear the ring from its groove, then lift it straight up and off the piston. Relax your hand and there's the compression ring laying in the tool.

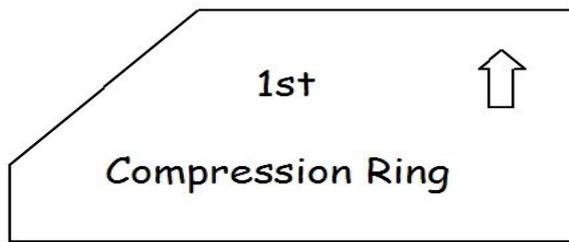
DON'T MOVE IT. We want to keep it right-side up. Some rings are marked 'TOP' to give you the hint. (This set was.) Others have a dot or something to indicate this side up. And some don't have a damn thing to go by. Which is why I don't want you to alter the orientation of the ring.

You know you're looking at the top of the thing because you've just removed it. Right now we don't know if it was installed correctly or not but we'll give them the benefit of the doubt. Inspect the ring near the gap. Ideally, there will be some kind of marking to indicate the top-side. If yes, then drop on down to the next step. If not, wipe the oil off the ring near the gap and use your pencil to make your own mark.

Now we know Which Way is Up, putting us ahead of at least 50% of the population :-)

NEXT STEP... is to examine the cross-section of the ring. Compression rings can take any shape and often do. Look for a step or angle on the inner edge of the upper ring. If you see something like that I want you to make a sketch of it. Doesn't have to be artsy-fartsy just a simple drawing showing the shape of the compression ring relative to its orientation.





(We already know which way is up, right? So that's at the top of your drawing, meaning don't do a Dali on me and draw the damn thing upside down with a purple horse in the background.) But keep it neat. Put the date on it, the engine's serial number if it's got one, and your name. Your printed name. This becomes part of the engine's documentation package.

Once you know you can identify the compression ring, put it in the baggy with the #1 sticker and remove the second ring. Go through the same inspection, marking and identification process. Only difference here is that the Second Ring usually has an angle, groove or step on the outer face (and usually on the lower side, but not always.)

The bottom ring is the oil control ring and can take a wild variety of forms. Most recently, Mahle has been using a pair of thin oil-scraper rings separated by a corrugated steel band with color-coded ends. The oil scrapers can usually be installed any which way; most don't have a preferred up or down so just remove them, then the corrugated band, and bag them.

With just three rings, you're getting off easy :-). Some pistons have as many as six(!)

Finally, push out the wrist pin and add it to the contents of the baggy. Wrist pins are usually identical in weight to better than a tenth of a gram.

Follow the procedure above for the remaining three pistons. Then carefully clean all four bare pistons in mineral spirits, and blow them dry.

WHAT DOES IT WEIGH?

Got your scale? Okay, zero it then weigh each of the piston pins to confirm they all weigh the same. If your set of pins isn't identical in weight they you'll have to make them so before going on. But 999 times out of 1000 they're either identical or with 0.1 g, which is small enough to ignore. If yours are not then drop me a line and I'll lead you through the balance procedure.

With a clean pallet and clean piston, determine their weight. Write it on the top of the piston. After doing all four, re-set your zero and weigh them again, this time to confirm the first measurement. If the second weighing differs from the first, figure out what you're doing wrong, correct it, erase the figures you've recorded and start over.

You should get something like this:

#1 = 386.4
 #2 = 391.0
 #3 = 389.1
 #4 = 388.2

Subtract the smallest from the largest: $391.0 - 386.4 = 4.6$ grams, less than a teaspoon of sugar. Small enough to have the shade-tree types doing hand-stands. But if you're a serious builder of good engines, it's at least 4.5 grams too much.

With static mass-balancing the idea is to reduce the weight of the heavier parts to match the weight of the lightest part. That means you only have to balance three pistons, not four.

Start with the heaviest piston and remove metal from the edges of the skirt and from the balancing pads inside the skirt. Use a rotary file or a coarse flapper wheel. When you get to within 1 gram of your goal, switch to a fine flapper wheel. When you get to within a couple of tenths of your goal, wash the piston in white mineral spirits, blow it dry and confirm its weight. Remove the final fractions of a gram by hand using #600 wet & dry sand paper, smoothing the areas where you've already removed metal.



In the final stages, each time you weigh the piston you must make sure it is clean. The residue of metal you're removed will try to cling to the piston. It will get into the ring grooves and wrist-pin trunnions. And when it does, its weight will still be there.

Balance all three of your heavy pistons. Try to hold to zero, plus or minus 0.1 gram.

After balancing, clean the pistons again, re-insert their wrist pins and put them back into their original bags.



About the third or ninth engine you'll start thinking there's gotta be a better way to do this balancing shit. And there is, if you have a small lathe, meaning something with at least a 3" swing. What you do is rig a collar of soft copper to accept whatever size of piston you're balancing then modify a boring bar to reach up under the piston's skirt and remove metal from the balancing pads. Chuck the piston in the collar, zero the clock on your carriage (so you can determine your depth by thousandths of an inch), and start cutting. Ruining a few junked pistons will have told you how much weight you are removing for each 1/1000". To balance your jugs all you gotta do is watch the clock.

All sorts of people are going to tell you that balancing is a waste of time. These are usually the same folks trying to sell you over-priced un-balanced dune-buggy engines; the ones that rust-out before they wear out :-)

Some people want to balance their rods and pistons but don't have a precision scale. A few have tried the simple balance-beam scale depicted in the 'Idiot's Guide' only to discover there's a bit more to it. Well... you can build yourself an accurate beam-balance but you have to be a pretty good meteorologist to get repeatable results. So instead of shooting for the moon and missing why don't you try to shooting for a goal you can achieve? Such as using one of those inexpensive gram-scales that are only accurate down to 2.0 grams. Okay, that's twenty times worse than 0.1 gram but you'll still end up with a better engine. Here; lemme show you why:

Weighing the same pistons above on a common postal scale having a resolution of two grams, I got the following:

- #1 = 388
- #2 = 392
- #3 = 390
- #4 = 388

At the very least you will be able to reduce your imbalance to the resolution of the scale, or 2.0 grams. The resulting engine won't be perfect but it will be one hell of a lot better than one which hasn't been balanced.

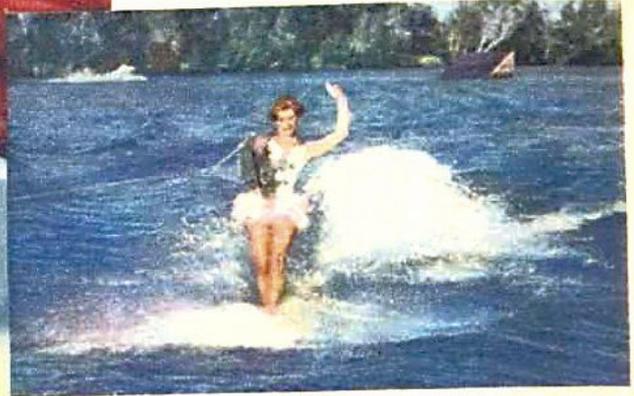
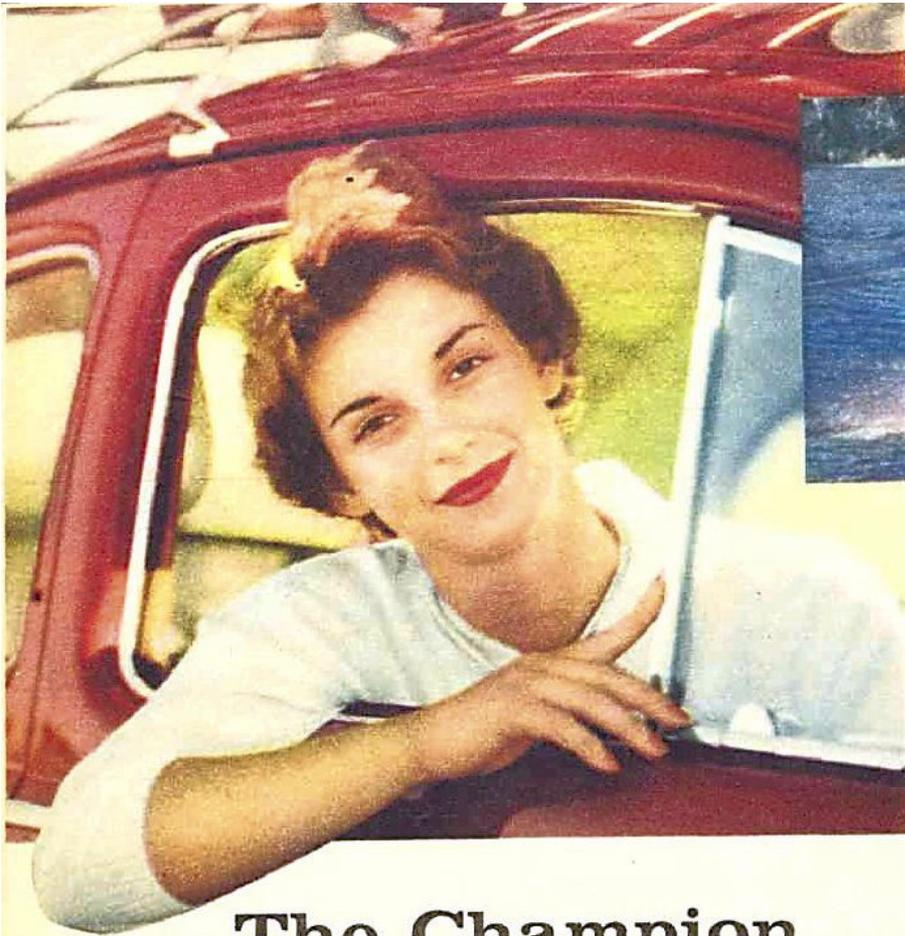


Finally, there's the guys who are afraid to modify anything. In that case, just weigh the damn pistons and think about it for a while. The VW engine is a 'boxer' design -- the crank-throws are paired. When cylinder #4 is at TDC it's opposed twin, cylinder #2, is also at TDC (although on a different cycle). Clearly then you do not want to pair your heaviest piston opposite your lightest. If you installed work-number-1 in the #4 cylinder then you want to install the next heaviest piston in cylinder #2. That would be the work-number-3 piston (389.0 grams). So without doing anything at all you've managed to reduce the maximum imbalance for that PAIR from 4.6 grams to just 3.0 grams. The other pair comes out even better: just 1.8 grams between them. Here again, it isn't perfect but it is better than trusting to luck.

Bob Hoover

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Like to slice along at 50 mph on a pair of slender water skis? That's the exhilarating pastime of pretty 20-years-old Brisbane stenographer, Beverley Baumann, who recently won the Australian Women's Water Ski-ing Championship for the third successive year. Beverley is a champion because she loves her sport. In the same way, she's an excellent driver — because she loves the car she drives — a Volkswagen. Like most champions, Beverley must travel a lot. "Distance loses its meaning in the VW," says Beverley. "It gobbles up the miles as if it could go on forever. It's really great fun to drive anywhere; reliable, and comfy, too. And wherever I go, VW Service takes care of the car. Sometimes I think the VW was designed just for me, but I suppose every owner gets that feeling!"

The Champion chooses Volkswagen

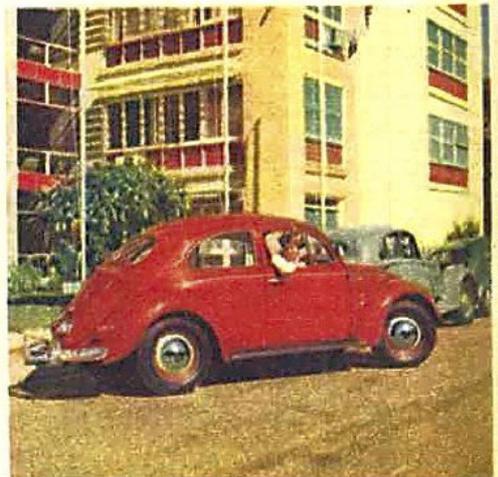
"Sometimes I think the VW was designed just for me," says Beverley Baumann, Australia's Women's Water Ski-ing Champion.



"I always seem to have a truckload of things to carry on weekend water ski-ing trips," says Beverley. "But the VW's front and rear luggage spaces swallow it all comfortably. With four friends and luggage aboard, the VW is like a featherbed on our rough country roads. Keeps out the dust, too."



Beverley gives weekend ski-ing exhibitions at Surfers Paradise Gardens, thinks nothing of driving to ski carnivals at Goondiwindi, 250 miles away, or Charleville, 650 miles. "It's a matter of confidence," she claims. "I'd drive the VW to Tibet tomorrow . . . if there was a spot there to ski!"



At ease in the comfort and quality of VW's interior, with every driving control beautifully to hand, Beverley confidently manoeuvres in busy Surfers' Paradise traffic. "When it comes to tight parking," says the champion, "the VW oozes into spaces almost by itself. I just help a little!"



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