

Zeitschrift



Merry Christmas to all our Club members!

December 2015

IN THIS BUMPER CHRISTMAS ISSUE:

The Toy Department

Lily's Christmas Crossword

Beach Boys Kombi Day

Snowy Mountains 1000

Joe's Kombi Fundraiser

Pie In The Sky Cruise

Boris' Picnic Day

Plus lots more...



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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Chair:	Bruce Walker	chair@canberra.clubvw.org.au
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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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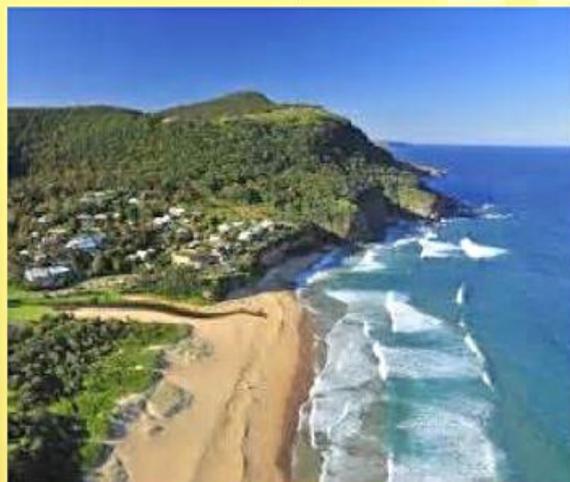
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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*

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.

ANNUAL SYDNEY SUPER SWAP



SUNDAY 21ST FEBRUARY 2016
from 6am

Hawkesbury Showground

**Car Parts & Collectables • Veteran & Vintage Cars
Sports & Classic Cars • Hot Rods & Customs • Street Machines
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Sunday Outdoor Swap Sites \$20
(includes 1 adult. Each additional adult \$5)

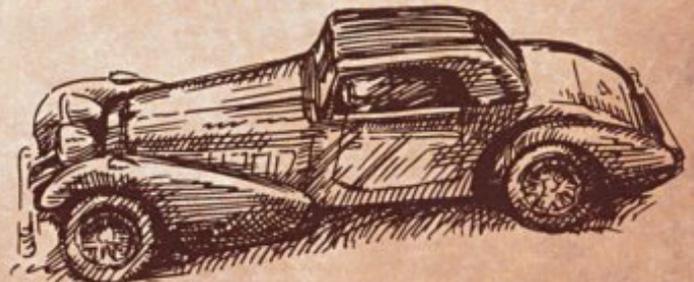
Lookers \$5

Weekend Swap Site Pass (1 adult)
Set up from 2pm to 7pm Sat. \$35
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Information Ph: 0410 447 927



Organised by the Rotary Club of Richmond
PO Box 199 Richmond NSW 2753
All catering by Five Dock Rotary Club (no other food or drinks to be sold)

THIRLMERE FESTIVAL OF STEAM

Sunday 6th March 2016

The 2015 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2016 at Thirlmere, NSW, on **Sunday 6th March 2016**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles to enter the parade and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerfestivalofsteam.com.au

Von dem Herrn Präsident.

Hi all, well Christmas is almost here, I hope you have been nice and not naughty.

The only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting. It's on Thursday the 17th of December at the Greyhound club. Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles and snacks provided. See you there!

We've had quite a number of very successful events in the past months, so read all the reports in this bumper issue Phil and Lily have put together. The always a crowd favourite Boris' Picnic Day was at Dolls Point and it was blessed with good weather and was very well attended, so thanks to all those who helped run the day.

Our members Jeff and Susan got together and organised the run to Pie in the Sky. The day was great success with about 25 cars attending. Well done and now after its second I hope it can be an annual event. Other events include the Kombi Beach Boys day, and quite a lot of 'show' days at various other venues. Kombis really seem to be the flavour of the month for school and charity fete organisers.

There are many great events coming up next year, including the VW 10th Anniversary VW Summer Cruise on Sunday 17th January and then on Saturday 30th the annual VW Pizza and Pasta Night.

Merry Christmas!
See you soon,

Steve Carter



Kanberra Kapitel report.

How quickly has Christmas arrived in 2015? I am sure everyone is in the spirit and that you are counting the days to holidays and time to have a break.

In November the Canberrans attended the Marques In The Park event, we have a brief report and a few pictures for you in this issue. Thank you to everyone who turned up, and to Willie for getting there early to nab us one of the better spots. I hope everyone enjoyed the day.

In December we traditionally have a Xmas event, but these haven't been as popular in the last couple of years, so we are working on a different idea as you read this. We will be in touch to the locals via email regarding a Xmas event, which will be a simple trip. Keep your eyes on the email for this.

We will leave January event-free so that everyone can get back into the routine of things. Please note that we also won't have a December meeting, so the next meeting will be late January. In February we will be doing a local trip. It's still being planned, but it will probably be a bite to eat at Gundaroo and our chapter AGM....more to come on this.

March will see our Wheels carshow, as well as possibly the VW Drive For The Community.

I'd like to thank all the locals for your help, it was a busy year but well worth the work. Merry Christmas to all, and we'll catch up with 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.**

December.

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 nibbles and snacks provided. 8:00pm start.

January 2016.

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

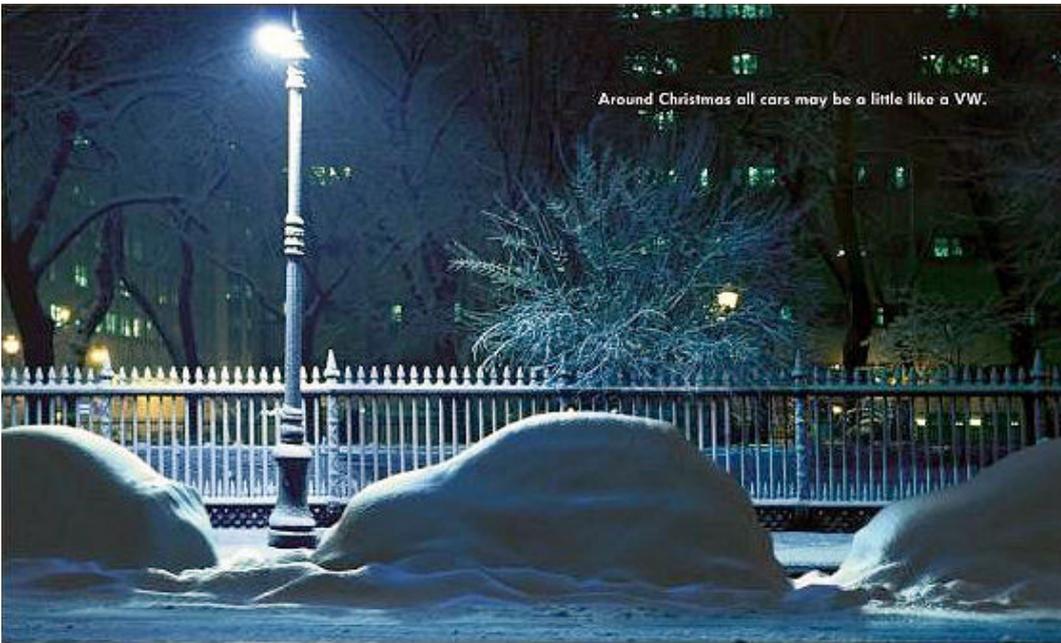
Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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



Merry Christmas!



Sunday 6th:- Thirlmere Festival of Steam 2016 at Thirlmere, NSW. Steam train rides, Trainworks railway museum, model railways, bands, dancers, food and drink stalls, market stalls, traders, kids' rides, classic car display. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads 9UBD 288 D6), at 7:30am for a 7:45 departure.** Arrive by 9:30am. Street parade (2 VWs max) at 1pm.

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

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.

Sunday 21st:- Sydney Super Swapmeet, at Hawkesbury Showground, Racecourse Rd Richmond (UBD 85 J10). From 6am! Car parts and collectables, vintage and veteran cars, sports and classic cars, hot rods and customs. \$20 for swappers, \$5 for lookers. Weekend pass \$35 with Saturday set-up. Food and drink available. Organised by the Rotary Club of Richmond.

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.

Saturday 12th:- Tea Gardens Hawks Nest Motorfest, held at Myall Park Sports Oval, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special display area for VWs. Monster raffle. \$10 per vehicle, all profits to the local community. Be there before 9:45am, trophy presentation at 1pm.

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.

April.

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).

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.

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:- 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. \$16000 Please call Anna Ursino on (02) 4023 1789 (BH) or (Mob) 0410 499973, or email anna1.ursino@gmail.com

For Sale:- 1972 Beetle - 1600 engine, 15 millionth anniversary model, number 934 is regretfully being sold. I am the third owner of the car and hold the original sale/log book, all original badges are on the car. I bought Herbie 11 years ago with every intention of restoring the car and had installed new fuel lines, installed new headlining and re-carpeted the rear of the car. Unfortunately due to the costs of planning for a family I have to list Herbie for sale. The car is currently unregistered

(since August 2014) and requires the generator to be upgraded/replaced to be back in working order. When running the car is reliable as well as fun to drive. Herbie will require a tow to his new home. There is some scratches and the damage on the front left wheel guard panel was due to the car being scrapped against a fence when reversing out of the driveway. There is some rust in the usual locations for rust to form on a beetle but the car is mostly garaged. Herbie has been moved out of the garage for photos and to make it easier for his new owner to come and take him away to his new home. There has been no accidents that I am aware of that this car has been in. I live in Sydney but Herbie is currently at my parents place on the Central Coast so anyone interested in viewing the car, this will have to take place on the weekend. The price is negotiable but please serious offers only. Asking Price 5,500 ONO. Contact Ashleen Ford on 0404 974246, 0410 665418 or email ashleen.ford@hotmail.com

For Sale:- I have a beloved **1969 semi auto VW Beetle** that's going to waste in my shed. I was planning to restore it again but I don't think I've driven it for at least 10 years. It needs a little work but it does kick over. Has a push button start due to the ignition key not working properly. I want to sell it to a VW enthusiast who wants a great project but also a Classic VW. Very rare. I would like at least \$3500 for it as I have done some work to it myself. Can you please help me, Lucy Blue needs to be loved! Contact Ms Lisa Krause on 0414 803390 or (02) 6622 3796 (AH), or email lisa@lisasart.net

For Sale:- Founded in 2007, Discom Automotive specializes in the distribution of **auto parts** such as steering gears for Volkswagen Sedan (BUG) and Kombi (TYPE 2), among others. With the support of our industrial arm, auto parts fabricator US Automotivo, we guarantee our customers original products, with excellent quality at competitive prices. In order to create new alliances I took the liberty of

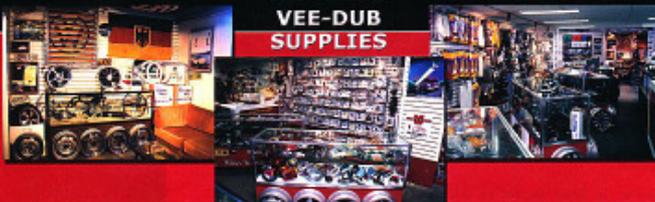


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sending this email with a brief presentation of some of our products. We stand by for the contact of your sales or supplies department for a more objective presentation, and maybe send a sample as a seal of approval, to thereby become your suppliers. Contact Antonio Neto (Discom Automotive) on (Brazil) 005511976516598 or email antonio.neto@discomautomotive.com

For Sale:- VW 1600 Automatic Type 3 Square Back for sale \$8500. I am the third owner, previously owned by a Qantas mechanic who bought the car from the VW showrooms owner in Sydney in 1973. Daily driver for last year, always garaged, paintwork mint. Regularly serviced by VW specialist mechanic. This car has been maintained, not restored. Asking Price \$8500 Contact Jack Lewis on 0431 131550 or email jpfl@me.com

For Sale:- Hi there, I am hoping you could help me? I have a lovely **69 Beetle** and unfortunately I need to sell it asap due to unforeseen circumstances. If you are interested please email me back as I'm living in the UK at the moment and I can give you more information and pictures Kind regards, Mr Colm O'Flynn anotherflynn@gmail.com

Wanted:- Dear Sir / Madam, I am writing as I am looking for a **1956 VW Beetle**. The reason I want a '56 is because it

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would be in memory of someone close to me who is no longer with us. I you may be able to help me in some way. Kind Regards, Daniel. Phone (Business Hours) 0402 113349 or email polak85@live.com

For Sale:- Have **1969 /70 VW Beetle** semi auto, front end damage, for sale front guards and bonnet. Contact Mr Peter Cavey on 0404 809187 or email pepiplace31761@gmail.com

2nd Month 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

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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

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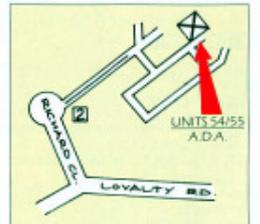
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The Alltrack also boasts a host of family friendly conveniences such as LED reading lights, rear air vents, extendable luggage partition net and cover, remote rear seat release and rear underfloor storage.

There are two option packages available. At \$2500, the Sport Luxury pack adds 18-inch Canyon wheels with 225mm tyres (standard 17s wear 205mm), paddleshifters, rear and rear-side privacy glass and an electric panoramic sunroof. At \$1300, a Driver Assistance pack brings adaptive cruise control, front assist with

City Emergency Braking, park assist and a suite of active and passive safety systems called the Proactive Occupant Protection System.

The Alltrack is available in six colours, including Pure White, Tornado Red, Reflex Silver, Limestone Grey, Night Blue and Deep Black. All versions get Black Vienna leather appointed trim.

The upmarket positioning sees the jacked-up Golf wagon command a handsome premium over less-logical rivals than Skoda's Scout, which includes the segment-larger Subaru Outback and a long list of small high-spec all-wheel-drive SUVs (such as Mazda's CX-3 AWD 2.0 Akari, at \$35,290).

That said, the Alltrack undercuts natural German nemeses such as the Audi Q3 TFSI Sport quattro (\$52,300), BMW X1 2.0 xDrive 28i (\$59,900) and Mercedes-Benz GLA250 (\$58,600).

See and test-drive the Golf Alltrack at your Volkswagen dealer now.

Recommended Retail Prices (plus On-road Costs):

Golf Alltrack 4Motion 6-speed DSG	\$37,990
Sport Luxury Pack	\$2500
Driver Assistance Pack	\$1300

Golf Alltrack launched.

The Volkswagen Golf Alltrack has launched in Australia, priced from \$37,990 plus on-road costs.

Introducing a new off-road-friendly, shrunken-SUV flavour to the popular Golf range, the Alltrack undercuts its most logical rival, Skoda's Octavia Scout 132TSI (\$38,590) with which the crossover Volkswagen shares much of its mechanical DNA, including powertrain and underpinnings.

This plastic-clad, high-riding, all-wheel-drive version represents a \$10K premium over the entry Golf 1.4-litre 92TSI Trendline Wagon.

The Alltrack sees the debut of a 1.8-litre single-turbo petrol four developing 132 kW and 240 Nm of torque. It's matched exclusively to a six-speed dual-clutch automatic transmission. Both have already debuted in Skoda's Octavia Scout and various Audi models.

The 4Motion variable all-wheel-drive system predominantly sends drive to the front the wheels, though up to 50 per cent of torque can be sent to the rear wheels via a Haldex 5 hydraulic clutch system.

Off-road capability is supplemented with XDS electronic differential lock functionality, which apportions torque to individual wheels when required via selective wheel braking. The Alltrack comes with a dedicated Offroad drive mode calibration, which includes hill descent functionality. The ride height has been increased by 20mm for greater ground clearance.

Standard features include 17-inch wheels, leather-appointed seats, dual-zone climate control, front and rear parking sensors, a reverse-view camera, static cornering lights, and infotainment encompassing a 6.5-inch touchscreen display, the Discover Media sat-nav system, and App-



New Passat 8 launched.

The all-new eighth-generation Volkswagen Passat sedan and wagon have finally arrived in Australia, with the company hopeful of increasing its share of the stagnant mid-sized passenger car market.

The German answer to the Mazda 6, Ford Mondeo, Hyundai Sonata and Subaru Liberty has been given a wholesale makeover for its 'B8' generation, being essentially new from the ground up.

The Passat is the longest-selling VW passenger car on the Australian market, being first introduced in 1974 as VW's first modern water-cooled range and a replacement for the ancient Type 3. The Passat immediately became the best-selling VW locally, outselling the Superbug and 1300 Beetle combined. It won the Wheels Car of the Year award in 1974. Sales ended here in 1981 so we missed the B2 models, but the Passat was reintroduced with the B3 in 1992 and the B4 in



140kW between 3500 and 4000rpm and 400Nm between 1750 and 3000rpm, matched to a six-speed DSG.

All versions get nine airbags and a Euro NCAP five-star rating.

There's also a series of options packages you can buy: the Driver Assistance Package that adds all the Comfortline's safety gear and the Driving Profile Selector to the 132TSI for \$1800; the Luxury Package that adds LED headlights, a sunroof, Park Assist and more to the Comfortline and Highline for \$3500; and the R-Line that adds bigger wheels, sharper steering, a subtle body kit, lowered suspension

and more to the Comfortline (\$3000) and Highline (\$2500).

Under the skin, the stretched MQB architecture (including platform, steering, suspension and multimedia) saves weight (it's the first Passat made with aluminium in part) and saves money.

The new Passat is 4767mm long (about 130mm shorter than a Commodore), while the wheelbase is 80mm longer, the overhangs are shorter, the body is 34mm lower and 12mm wider.

1995. The Passat has been a staple of the local range ever since, through the B5 (1998), B6 (2006) and B7 (2011).

Under the body of the latest Passat sits the front-wheel-drive 'MQB' architecture found on the Golf, new Tiguan and the Skoda Octavia, among many, many others. The car is slightly shorter than its predecessor, but longer in the wheelbase and lower overall.

Once again, sedan and (\$2000 more expensive) wagon body styles will be offered, with the latter expected to make up about 60 per cent of sales. Single petrol and diesel four-cylinder turbocharged engines feature, while all versions are equipped with a substantial list of features.

The Passat is now \$4000 cheaper at entry level, with the 132TSI sedan kicking off at \$34,990 plus on-road costs. Standard equipment is good, including 17-inch alloy wheels, sat-nav, a 6.5-inch touchscreen with Apple CarPlay and Android Auto, three-zone climate control and daytime running lights.

The mid-spec 132TSI Comfortline sedan kicks off at \$39,990 and adds a larger 8.0-inch Discover Pro touchscreen, leather seats, autonomous brakes that work below 65 km/h, lane assist, blind-spot alert, rear cross-traffic warning and adaptive cruise control.

Both of these versions come with the 1.8-litre single-turbo 132TSI petrol engine that makes 132 kW of power between 5100 and 6200rpm and 250 Nm of torque from 1250rpm out to 5000rpm. Standard is a seven-speed DSG dual-clutch automatic gearbox.

Topping the range is the \$45,990 (for the sedan) 140TDI Highline diesel, which adds chrome styling bits, nicer LED tail-lights, 18-inch alloy wheels, nicer Nappa leather seats with heating, and a multicolour instrument display, and a Driver Profile Selection.

Powering this version is a Euro 6 2.0-litre TDI diesel engine (not affected by 'dieseltgate') producing a healthy



Luggage space is outstanding in the sedan and SUV-bashing in the wagon. The sedan offers 586 litres of space in its deep and long boot, while you can flip down the rear seats via levers near the lip to yield 1152L.

The wagon offers 650L with the seats in use, but flip them down via levers in the rear and you get 1780L of space, which is more than any price-matching SUV, though a little short of the cavernous Mondeo wagon. Impressively, all Passats come with full-size alloy spare wheels.

All Volkswagen Passats have three-year warranties, and capped-price servicing with 12-month/15,000km intervals.

2016 Volkswagen Passat pricing (plus on-road costs):

132TSI sedan -	\$34,990
132TSI Comfortline sedan -	\$39,990
140TDI Highline sedan -	\$45,990
132TSI wagon -	\$36,990
132TSI Comfortline wagon -	\$41,990
140TDI Highline wagon -	\$47,990

Options:

Metallic/Pearl paint -	\$700
Driver Assistant Package (on base car) -	\$1800
Luxury Package on Highline -	\$3500
R-Line Package (132TSI Comfortline) -	\$3000
R-Line Package (140TDI Highline) -	\$2500



Touareg Element released.

The feature-packed Volkswagen Touareg Element has also been released in Australia.

The Touareg Element is based on the entry-level 150TDI version of Volkswagen's premium large SUV. It is priced at \$69,990 plus on-road costs, making it \$2000 more expensive than the 150TDI, though it gains a host of additional features to more than offset the difference.



Standard on the Touareg Element are 18-inch Yukon alloy wheels, a proximity key with push-button start, electric tailgate, heated steering wheel with paddleshifters, speed-sensitive power steering, extra-dark tinted privacy windows, cargo cover, and an alarm with motion sensor and tow-away protection.

The Volkswagen Touareg Element is otherwise identical to the 150TDI, sharing its 150 kW/450 Nm 3.0-litre V6 diesel engine, eight-speed automatic transmission and 4Motion all-wheel-drive system.

The Element is upholstered with Black Vienna leather and is available in six exterior paint colours: Pure White, Light Silver metallic, Tungsten Silver metallic, Canyon Grey metallic, Moonlight Blue pearl effect and Deep Black pearl effect.

The new variant is available to order now alongside the rest of Volkswagen's MY16 Touareg line-up, joining the 150TDI, the V6 TDI and the V8 TDI R-Line.

Recommended Retail Price (plus On-road costs):

Touareg Element 150TDI \$69,990

Mattias Muller is new VW CEO.

Following the recent VW diesel NOX scandal and the resignation of VW boss Martin Winterkorn, Matthias Muller has been appointed the new CEO of the Volkswagen Group. He has headed VW-owned sports car maker Porsche for the last five years.

At his first press conference as Volkswagen CEO, Muller said "Personally I will do all I can to win back the trust of our customers, our colleagues, our partners, our investors and the public at large.

"We accept our responsibilities.

"It is crucial that something like this never happens again at Volkswagen. Therefore we will introduce even stricter governance and compliance standards. I insist on that."

Like his predecessor, Martin Winterkorn, Muller is a long time servant of the Volkswagen Group. After an internship with Audi in the late 1970s, Muller joined the luxury car maker full time in 1984.

By the end of the 1990s, he progressed to be in charge of product management at Audi, Seat and Lamborghini. After former CEO Martin Winterkorn ascended to the throne, he became head of product management for entire Volkswagen Group in 2007.

In 2010, Muller was appointed CEO of Porsche, a role he'll keep until the sports car maker finds a new person to lead it.

In a notice announcing his appointment, Volkswagen stated: "He is what the company needs now. Matthias Muller is exactly the right man at the right time to make a fresh start and to drive clarification of the current crisis that has hit our company with decisiveness and to draw the right conclusions. We expressly value his critical and constructive approach."

In November Martin Winterkorn, who had been Volkswagen CEO since 2007, stepped down, accepting responsibility for, but admitting no prior knowledge of, the emissions testing defeat device that has been installed on 11 million Volkswagen Group vehicles with EA189 turbo-diesel engines.



Volkswagen admitted its wrongdoing to the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

The EPA and CARB were tipped off to the existence of the defeat device when researchers at West Virginia University discovered a massive discrepancy between the lab results and real world figures for two US-market turbo-diesel Volkswagen vehicles, a Passat and a Jetta.

Deputy chairman of Volkswagen's supervisory board, Berthold Huber, added, "The test manipulations are a moral and political disaster for Volkswagen. The unlawful behaviour of engineers and technicians involved in engine development shocked Volkswagen just as much as it shocked the public. We can only apologise and ask our customers, the public, the authorities and our investors to give us a chance to make amends."

Volkswagen confirmed that it had engaged the services of an American law firm to investigate and "fully clarify" the situation. The firm, reported to be Kirkland & Ellis, who defended BP after the 2010 Deepwater Horizon explosion and oil spill, will likely also help Volkswagen negotiate settlements with governments and consumers.

Australian TDI sales halted.

Meanwhile, Volkswagen Group Australia has suspended the sale of all 1.6- and 2.0-litre diesel vehicles in Australia fitted with EA189 diesel engines affected by defeat device engine code that allows it to cheat US emissions testing procedures.



The suspension of sales comes after the Australian branch of the Volkswagen Group met with government authorities last month to discuss how the issue affects customers locally.

A statement from Volkswagen Group Australia reads: "Volkswagen Group Australia (VGA) met with the relevant government authorities yesterday to advise them of its strategy in Australia to address concerns that have been raised around the world regarding the diesel emissions issue.

"In its first step, effective immediately VGA has temporarily suspended the sale of affected vehicles fitted with 1.6 or 2.0-litre EA189 diesel engines. The suspension will remain until the emission issues are addressed in those vehicles.

"VGA will make further announcements next week."

As you know, the 'DieselGate' saga came about after it was discovered that a suite of Euro-5 diesel engines produced by the Volkswagen Group (with codename EA189) features coding within the vehicle's computer that allows it to cheat emissions testing.

The cars' computer can detect a test cycle being undertaken, and then make adjustments to engine outputs to reduce emission levels so it passes the test.

The announcement by Volkswagen Australia comes after it was revealed that the defeat device code is fitted to almost 11 million Volkswagen Group vehicles worldwide, including vehicles from the Volkswagen, Audi, Skoda and Seat brands.

Australian on-line TDI checker.

Volkswagen Group Australia has announced availability of an online tool that will allow owners of Volkswagen and Skoda models to check if their vehicle is powered by the EA189 diesel engine installed with software

designed to cheat emissions tests.

The release of the online tool, available at the consumer websites for each brand, follows the launch earlier this week of an identical service in overseas markets.

Using the tool, owners can enter the Vehicle Identification Number (VIN) for their Volkswagen or Skoda, which will then confirm their status. Customers can also, however, contact the help lines for Volkswagen and Skoda by phone if they would prefer.

Although the system will allow owners to know if their vehicle is affected, an actual technical solution remains unavailable for the time-being.

For now, the Volkswagen group has confirmed only that it intends to recall millions of affected models around the world.

Speaking with press and employees in Germany, new Volkswagen Group CEO Matthias Mueller said that "in many instances a software update will be sufficient", but that in other cases, "hardware modifications" may also be required.

It remains unclear at this stage if models treated to a software update to meet emissions regulations will suffer any power and performance impact in the process, but that appears likely.

Mueller stressed that affected models have never posed any practical danger to occupants. "At no time was the safety of our customers compromised," he said.

The new CEO, who moved into the top spot from Porsche after the resignation of former Volkswagen Group chief Martin Winterkorn, said the company must now push to rebuild its integrity, "not just on paper, but any time, anywhere".

"We will make every effort to make very sure that the rules are respected by everyone.

"This Group and its brands stand for sustainability, for responsibility, for credibility. At the moment, much of that seems to have been deeply shaken. But: together with you, I am determined to prove that our values remain our guide. And that Volkswagen, that each one of us, deserves the trust of people everywhere."

In a statement, outgoing Volkswagen Group Australia managing director John White said VW's local arm is taking the issue "extremely seriously".

"Volkswagen Group Australia takes this issue extremely seriously and is continuing to gather all the facts



from our head office to support any rectification plans in Australia," White said.

"We understand the disappointment and frustration felt by our customers, dealers and partners in Australia and apologise for any inconvenience this may cause.

"We are doing everything possible to fix the problem and will be making further announcements in the near future.

"It is important for customers to note that all affected vehicles remain technically safe and driveable and that we will contact them in time to advise what the next steps are." Number of vehicles sold by VEA in Australia affected by the diesel emissions issue, per brand:

Volkswagen Passenger Cars - 61,189

Golf (2009-2013)
Polo (2009-2014)
Jetta (2010-2015)
Passat CC (2008-2012)
Volkswagen CC (2011-2015)
Passat (2008-2015)
Eos (2008-2014)
Tiguan (2008-2015)

Volkswagen Commercial Vehicles - 17,256

Caddy (2010-2015)
Amarok (2011-2012)

New diesel Volkswagen Golf 7, Touareg, Amarok (post-2012), Transporter and Crafter models are currently listed as "not affected". All petrol models are likewise listed as "not affected"

To check the status of your vehicle, visit www.volkswagendieselfinfo.com.au and www.volkswagen-commercial.com.au

Volkswagen customers can also contact the customer call centre on **1800 607 822**.

Petrol VWs recalled.

When it rains it pours. To cap a bad month for VW locally, a number of petrol-powered vehicles in the Volkswagen Golf and Audi A3 ranges have been recalled, over concerns for a potential fuel pump failure.

Announced separately by the local Volkswagen Group Australia and Audi Australia companies, this new recall is focused on concerns that the petrol fuel pump in "certain vehicles" across the petrol Golf and A3 lines could fail.

Both vehicles are built on the Volkswagen Group's



MQB platform, utilising a common array of powertrains and components.

If a failure with the fuel pump occurs, the vehicle will no longer be driveable and could cause a hazard to the driver and other road users.

Both companies have initiated written contact with affected owners to arrange inspection and repairs., so if your VW is affected you should have already heard from VW Australia. An Audi Australia spokesperson has confirmed that required works will take around 1.5 hours.

VW mid-engine sports axed.

Volkswagen will not offer a small sports car to rival the likes of the Toyota 86, Subaru BRZ and Mazda MX-5.

VW had played on the idea of a two-seat mid-engined sports car in the past, and indeed developed a concept model, the Volkswagen BlueSport concept, in 2009. It was seen as a modern-day interpretation of the VW-Porsche 914, which was made from 1969 to 1976.



The BlueSport show car has likely long-since been forgotten by the majority of people, but it's still in the minds of Volkswagen executives such as the company's head of development, Heinz-Jakob Neusser.

"You know that I have a Porsche history," Neusser said at the 2015 Frankfurt motor show, clearly suggesting he would like to see a sports car in the same vein as the BlueSport make it to market.

He went on to refer directly to that car when asked about the potential for a budget-friendly sports car from the brand.

"We have one done, and it looks really good, pretty good. It runs well. It's a mid-car engine inside. But to be honest it's not so easy to be transferred in to a positive business case because the segment, the roadster segment, is not growing all over the world," he said.

"And there are some strong players already inside this business. And when we come with a VW, additionally to that, it's not so easy for us to establish such a car into the market," he said, clearly insinuating that the Mazda MX-5 - the world's best-selling sports car - is a difficult nemesis.

However, such a car is possible, it seems, with Neusser suggesting that the BlueSport was envisaged to be built off the



modular MQB platform.

Neusser said the brand is still focusing on performance models - though the form they take will likely be derivatives of existing vehicles.

"We think it's also possible to have what our core competency fields of cars, very emotional derivatives.

"If you look to the Golf R for example, and we have here at the exhibition the Clubsport version of the Golf - this will come next year, spring next year on the market. And we do also a very sharp version of this - you will see it also next year," he said.

The Golf R400, which Neusser has previously confirmed will make it to production with a heavily worked 2.0-litre four-cylinder engine producing as much as 294 kW and 450 Nm.

As for the GTI Clubsport - which has so far only been confirmed as a three-door model - it's unclear if Australia will see that model. The local Golf GTI range has been simplified to be five-door only.

Neusser claimed the GTI Clubsport offers more than enough sporting intent, if not the sport rag-top body.

"I personally was with this car on the Nurburgring Nordschleife, and I can tell you, you get a lot of fun. You're missing nothing.

"So this is easier for us to enter with such a car into the market and to establish these positive sports models," he said.

That said, Neusser suggested other sporty models are on their way.

"I think you will see soon other things also from Volkswagen - but to talk about this is too early," he said.

Future VW cabins to be button-less.

The future of the car interior is at the precipice of going button-less, according to Volkswagen's head of development, Heinz-Jacob Neusser.

Speaking at the recent 2015 Frankfurt motor show, Neusser suggested VW is on the verge of removing buttons from its production cars, with a focus to making interiors more intuitive.

According to Neusser, that doesn't mean everything being controlled via a touchscreen interface. He said there are three main ways that Volkswagen drivers will interact with their cars in the future: touch, voice and gesture.

"It's done this way so that you can use it in the single best way, intuitively," Neusser said. "That means there are certain functions that can, very intuitively, easily be controlled by gesture. Opening, closing, wiping and so on, that's the easiest way to do it. But it's not the best way [for everything]. If you look, for example, to navigation positioning or something like this, it's best to have it with voice control.

"There are some certain other things where you can do it in the best way by pushing your fingers on the screen and moving around. So we will have touch, voice control and gesture control combined together and used for each individual control in the most intuitive way.

"But to do everything with voice control is too complex because it takes you too much time," he said.

"The idea is to get the system so used that you get the minimum driver distraction, that's the problem. And what is quite clear, is the vision is to have a switchless car."

Volkswagen showed its intent with the Golf R Touch, a concept car shown at the Consumer Electronics Show in Las Vegas earlier this year.

That car featured a main 33-cm (2560×1700) touchscreen for media and navigation, with a slider bar slotted below that large screen and a secondary 20-cm (800×480) touchscreen for climate, ventilation and audio management.

The Golf R Touch also has a gesture sensor mounted in the head-lining in front of the sunroof. That sensor is designed to allow both the driver and front passenger the ability to control certain functions with the wave, twist or turn of a hand. The controls include changing the track that is playing, volume and sunroof control.

It is no surprise, then, that almost all of the standard Golf's physical switches and dials in that concept, including the electric window switches, were replaced by touch-sensitive elements.

Neusser said the company sees a future where their cars "don't have any switches or actuators, or reduced extremely" - but he said there is still some call for certain elements to be controlled by knobs or dials.

"For example when I go with a Tiguan off-road, I need this control that it's quite clear to do when you are going from on-road to off-road, I handle it one time. That's easy, this is a typical function and this is representative feature for a four-wheel drive system. But all the other things we can introduce into software."

Neusser said the response to the Golf R Touch at both the Las Vegas and Shanghai CES fairs was positive, on the whole, though he did point out that the "people who are moving to these shows... are really experienced and focused on these systems".



The Toy Department.

As we approach the end of another year, it is this time that we await some anticipated new die-cast model releases.

This month we feature the soon to be released Greenlight Vee-dub Series 2 edition of Beetles and Kombis. This release will feature a nice orange/white T2 Kombi with roof rack, and also the rare (never seen one in real life) 1978 champagne edition Microbus.

The series also includes some nice split window beetles including years 1940, 1946, & 1951.

Another limited edition series will include some VW surf shack themed models.

By now most of you should have seen the



SERIES 2



28820A - 1940 VW Beetle Split Window Pearl Grey



28820B - 1946 VW Beetle Split Window with Open 'Convertible' Top Dark Blue



28820C - 1951 VW Beetle Split Window Bordeaux Red



28820D - 1970 VW Type 2 Campmobile Everglade Beige



28820E - 1974 VW Type 2 with Roof Rack Bright Orange with Pastel White Top



28820F - 1978 VW Type 2 Champagne Edition II Special Champagne II Edition II Fore and Aft



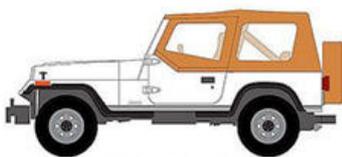
1952 Volkswagen Split Window Beetle



1968 Volkswagen T2 North Shore Surf Shack - Custom



1969 Chevrolet® Camaro® SS™



1987 Jeep® Wrangler YJ



Volkswagen Samba Bus with Surf Boards

collector's edition of the Westfalia Campmobile in brown and matt-black. They are available in very limited quantities here in Australia, or if you want avoid the hunt and just have to have it delivered they are available on line for respectable \$5.99 US (plus postage).

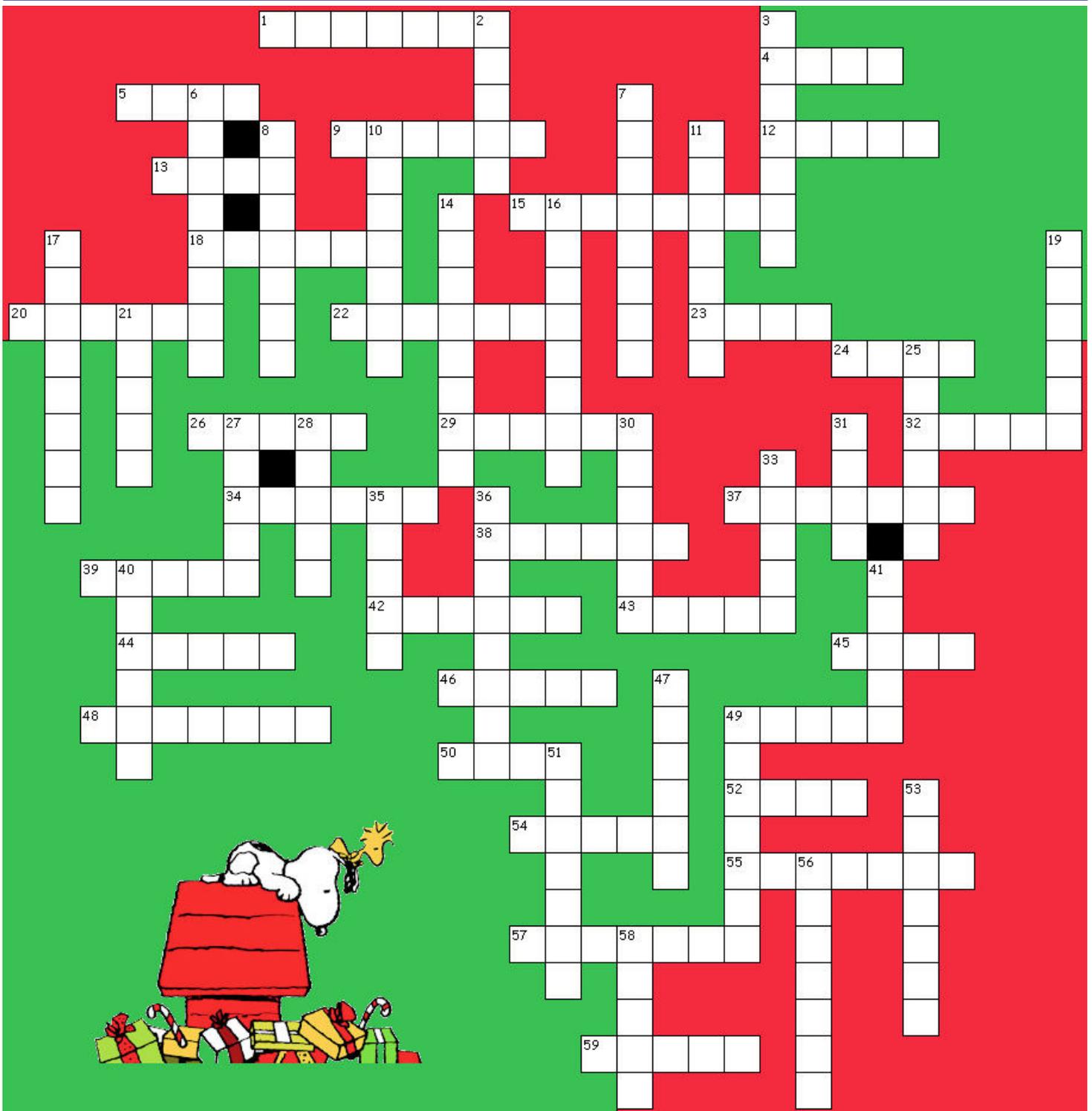
Have a look at the Greenlight website: www.greenlighttoys.com/MotorWorld.html

You can also browse the Australian distributor of Greenlight models, Diecast Distributors Australia at www.ddaus.com.au/store/

Happy collecting!

Tony Bezzina





Lily's Christmas Calculator Crossword!

Hi everyone!!! See if you can finish my special Christmas Calculator Crossword.

Look at the clues – try to guess the answer. Not sure? Then you'll need to grab your calculator! Do the maths puzzle for that question, then turn the calculator UPSIDE DOWN to read the answer!

I hope everyone has a fantastic Christmas!

Lily
☺

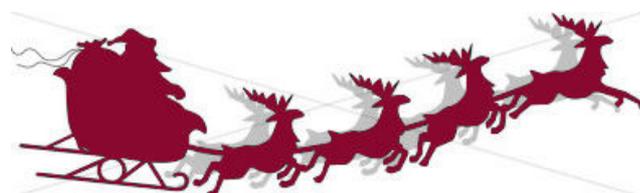
Across:

- 1 Biplane pilots need them but Golf Cabrio drivers don't
(9770 x 550) + 3106
- 4 You find this in your crankcase if you don't change your oil regularly
8 x 8 x 50
- 5 They come in a box of twelve
809 x 7
- 9 To compel by moral, legal or physical force
(9013 + 9076) x 20
- 12 A good colour for Toyotas but not for VWs
6023 + 12046 + 18069
- 13 One of the best sound systems for your VW
10524 / 3

- 15 A good word for most of Syria at the moment
(2511 + 3071) x 6637
- 18 One of my favourite flowers!
(730 x 730) - 1183
- 20 The go-to place for all your questions and answers
(686 x 548) + 78
- 22 New learner drivers often make these
(2230 x 2230) + 35108
- 23 You like these if you support Parramatta (boo!)
22932 / 4
- 24 What you hear when a crowd is standing next to the awesome VW Car of the Day
36 x 50 x 3
- 26 My Dad used to go to the Valhalla Cinema here
234 x 164
- 29 Some of us will be reading these over Christmas
(6703 x 80) + 1578
- 32 You might make them when you look at a cool new VW you can't afford
331 x 165
- 34 A kind of Maserati that isn't a VW (unlike the Bora)
6 x 3299 x 9
- 37 What looking at complicated VW wiring diagrams do to your brain
1676 x 401 x 8
- 38 The Tin car overtaken by the VW Beetle in 1972
(1201 x 260) - 43
- 39 Old Kombis struggle with these
19238 + 9619 + 28857
- 42 The name for a very very big number, 1 followed by one hundred zeros
1477 x 2 x 239
- 43 You should make sure your VW's ones are in good nick
209 x 4 x 4 x 4 x 4
- 44 Your VW will be noisy if your muffler is like this
(10 + 11) x 1667
- 45 What a car will do in wet sloppy mud
(Square root of 30913600) + 48
- 46 You will be if you eat lots and lots of Big Macs
244 x 29 x 5
- 48 I will be eating lots of these over Christmas!
(3750 x 1419) - 3543
- 49 Your car polish should give this to your paintwork
7868 + 15736 + 31472
- 50 You can use this to make a Beetle, or a Kombi
49 x 26 / 2000
- 52 Four-winged, striped buzzy insects that make something yummy
34 x 157
- 54 One of my cousins who lives in Bargo
5 x 18 x 353
- 55 What handwriting should be, most of the time
(673 x 5527) + 61966
- 57 What a priest does to Joe's (former) Kombi
1197 x 4474
- 59 Martha looks taller when she wears these
(11466 + 17201) x 2
- 6 Dad says they are right-hand off-breaks bowled with a leg-break action
376 cubed + 18630
- 7 What you could put into your VW engine
((24.95 x 0.62) + 14200) / 20
- 8 Some guys might end up like this over Christmas
203 x 3031 x 9
- 10 Where you would go for some of world's best ballet
1021 x 1021 + 3267
- 11 Your VW driving to school on a wet rainy day
47 x 25 x 4549
- 14 Dad says you need these to have a proper Oktoberfest
8361 x 10407 / 1500
- 16 You have to break these to make a yummy breakfast
26317 x 2939
- 17 You would be if you walked around in bare feet
(382 x 381 x 380) + 67085
- 19 If your headlights don't work you should check them
1747 x 28 x 11
- 21 Some people eat them but I prefer chicken and turkey
5384 + 11668 + 17954
- 25 Your tyre if you run over a big nail
729 x 729 + 4073
- 27 A 'V' over a 'W' inside a circle is one of my favourite ones of these
151821 / 3
- 28 What a Morris Minor does on a very hot day
9518 + 19036 + 28554
- 30 Santa drives one instead of a VW
3691 x 125
- 31 In the country you can switch your headlights
(square root of 591361) x 6
- 33 They live under newspapers in the railway tunnels
977 x 52
- 35 He and Belinda have a litte boy called Dylan
213 x 213 + 768
- 36 To join Club VW you must own a Volkswagen to be
(9759 x 3875) + 48
- 40 You would probably find an eskimo inside one
3943 x 127
- 41 People who don't clean up their tables at Maccas
290375 / 5
- 47 I hope Souths don't have too many of these next year
791 x 677
- 49 What my cousins do with their chocolates at Christmas
(175 x 175 x 175) + 19431
- 51 The place to pour the Castrol into your VW
529243 + 1852354 + 1323113
- 53 Having to sit in an old VW on a 40-degree day
7394 x 611
- 56 I can't help it when Kira tells me a joke
134 x 1433 x 28
- 58 I will need to go shopping for these after Christmas
(square root of 10609) x 515

Down:

- 2 What David Warner does when he is batting
5 x 5 x 2243
- 3 Doing VW stuff is one of the very best





Joe's Kombi fundraiser.

The night out at Campbelltown Catholic Club was a great success on Friday the 16th of October.

The function was organised by the Macarthur Disability Services to raise money for people with disabilities who needed special equipment to assist them in their daily chores. You might remember one of their people visited our monthly meeting a few months ago, asking for Kombis to help them out.

I left home at 4pm to give myself plenty of time to arrive at Campbelltown Catholic Club by 5.30pm. It was a very hot afternoon, so I decided to take the M7 for a quick trip of 34km. Just my luck, there was an accident on the M7



and the left lane was blocked somewhere near Horsley Drive and traffic was crawling all the way from the turnoff at the M4.

It took me 45 minutes from the M4 to Horsley Drive, but once we got past the accident I made it to the club just on 5.30pm. Once I was there, they were waiting for me and opened up the concertina doors. I drove in the Kombi and placed it near the entrance of the hall where people could come and have their photos taken with the Kombi.

The majority of the people were dressed up in hippy style clothes as you can see from the photos. It was a fun night, they played music from the hippy era and I chatted with a lot of the guests who came over to have their photo taken.

I left about 8.45pm while most of the 'Hippies' were still sober! I didn't want to take the risk of seeing alcohol splashed all over the Kombi.

Joe Buttigieg

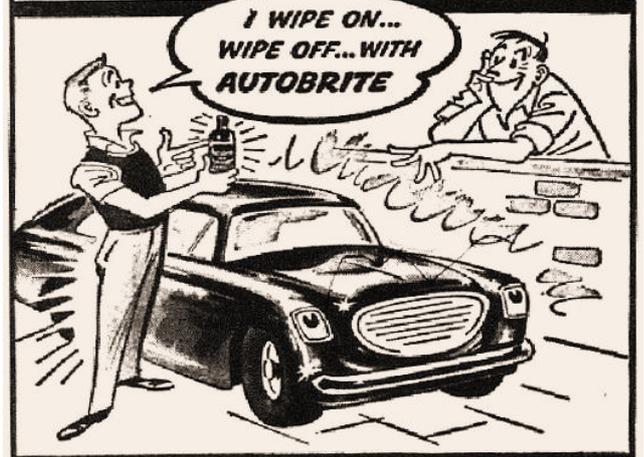
MG Concours day.

I recently went to the MG Concours Day, held at Silverwater park on Sunday 18th October. It was organised by the MG Car Club of NSW. Wayne, Laurie and Gwen, Peter and I all went along in our VWs.

There was a special category for 'Non-MG'. Wayne won First place; Laurie was second and I got third!

Jeff Swords





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also won Best Paint with his blue Kombi. I got nothing.

Jeff Swords



Rotaries and Fast Fours Day.

I recently went to the Rotary and Fours Meet at Prospect Reservoir, behind Wet n Wild at Blacktown, on Saturday 31st October. It was organised by Rotary RX Nation Facebook group.

Wayne, Laurie and Gwen and Peter also came along in their VWs. Wayne won the award for Best Piston Engine, and





Jeff and Susan's Pie In the Sky Cruise.

The first run for November was the second annual Pie In The Sky Run to the pie shop at Cowan on the 8th Nov. Susan kindly helped Jeff with organising it.

We met at Swane's Nursery at Dural. They have a large carpark close to the coffee shop, so we were able to park and have a cuppa and watch the VWs turn up. It was a really good turn-up, with around 20 VWs taking part.

After coffees, we saddled up and headed out of Swanes and up to Galston township. We followed the twisty road down into the gorge and up the other side. The VWs were able to mostly stick together, with Jeff leading and his folks acting as runners and shepherds in their own car. Jeff pulled over just past Berowra to let the convoy clump back together.



In no time we arrived at the Pie In the Sky pie shop. Susan passed out lucky door prize tickets and voting slips for the two trophy categories. There were plenty of Ulysses bikers coming and going, but we got a large table together in the picnic area.

The Best Air-Cooled VW went to a beautiful red Type 3 1600TS fastback, while Lily won Best Water-Cooled VW in her Bora – which she will be old enough to learn to drive in a couple of years (!)

Susan did a wonderful job with the luck door prize raffle, with some fantastic VW goodies to give away. Thank you Susan!

Everyone had a fantastic, relaxing day after a nice day-out driving their VWs. And that's what it's all about!



The Beach Boys. Saturday 14 Nov.

I'm sure you remember the report on October's Bondi Beachfest Kombi Convoy, from North Sydney to Bondi Beach, that we printed in last month's magazine. You remember, the one with lovely Wanderlust Bikini girl Melanie Jade on the cover! That was a fantastic day, but was just a preview for the ACTUAL day of the Bondi Beachfest, which was Saturday 14th November.

While all participants in October's convoy got free tickets to the Beach Boys, just ten selected VW Kombis were able to display in November, due to space constraints. Organiser Steve Scherri asked us to be at Bondi at 10am, and while I got held up in traffic through Randwick and Waverley, I was heading down Bondi Rd towards the beach just ten minutes after that. John's two-tone maroon Kombi was just in front of me, and we arrived together.

We had been asked to turn into Queen Elizabeth Drive, the crowded boardwalk just above the beachfront, and the security guards directed us in. By this time two more Kombis were behind me. The whole south end of the beach and grassy park was barricaded off, with a giant stage and concert arena for the show later. There was a Kombi in front of the pavilion, but when we finally joined them we learned this was NOT the Kombi display. We would have to exit and go back around via Campbell Parade.

As we pootled back along Campbell Parade, a group of security people in fluoro vests flagged us into a small semi-circular area on the beach park, just off the main street. We had to carefully climb the gutter, then manoeuvre around to



reverse park into position. It took a little while and some minor head scratching, but soon 7 or 8 Kombis were in position, Eddie's Kombi next to mine.

The day was very grey, with some occasional showers and misty rain. However our spot was fantastic, right on the main street of Bondi Beach with a huge amount of people walking by. We were also right across the road from the shopping strip, so there was no shortage of places to grab a coffee and a bite to eat.

We took it in turns throughout the day to mind our Kombis while others went for a walk. I went to Hungry Jacks, then had a stroll along the beach and had a look at the concert stage setup. The weather closed in several times and we had to huddle inside our Kombis until the showers passed. The crowds of people got thicker as the afternoon went on, and the time of the show approached.

The Whitlams were the preview act, starting at about 6pm. Some of the Kombi owners locked up and went down to





Bruce Johnston joined in 1965 when Brian decided to stop live performing and concentrate on song writing, recording and production.

Their catalogue spans five decades and includes many songs that sit in many music lovers top 100 songs of all time including: Surfin' USA, Fun Fun Fun, 409, Surfer Girl, Little Deuce Coupe, I Get Around, Dance Dance Dance, Help Me Rhonda, California Girls, Barbara Ann, Sloop John B, Wouldn't It Be Nice, God Only Knows, Good Vibrations, Heroes and Villains, Do It Again, I Can Hear Music, Cottonfields, Break Away, and Kokomo. Brian's brilliant album of 1966, Pet Sounds, is often regarded as one of the greatest of all time and the Beatles'

the show, but I elected to stay with the cars for the moment. Tim Freedman has a distinctive voice and you probably remember their biggest hit, 'No Aphrodisiac Like Loneliness'. But they are a bit whiny for my tastes and after a while all their dreary introspective songs start to sound the same.

By 7:30pm it was almost dark and the rain was more frequent, and the number of Kombi passers-by were thinning out – they were not stopping to chat and look anyway, just hustling past under umbrellas on their way to the show. I locked up, and headed into the show area via the short queue. A fine evening would have seen blankets and picnics on the grass, but tonight it was standing only in the mud under umbrellas and plastic ponchos.

I love the Beach Boys! They are my all-time favourite band and I have every one of their 30+ albums. They were formed in Hawthorne, California by a teenage Brian Wilson and his younger brothers Carl and Dennis in 1961. They were joined by their cousin Mike Love, and neighbour David Marks. After two years and four albums, David left and was replaced by school friend Al Jardine. This line-up created one of the most enduring sounds of the pop music era – releasing songs that are still regarded as pop masterpieces. Brian was a big fan of the '50s vocal group The Four Freshman, and he blended their five-part vocal harmony sound with the driving beat of Chuck Berry. Brian wrote all their hits, Mike some of the lyrics, while all the boys took turns on vocals. From their first single; Surfin' in 1961 - the Beach Boys had a unique sound; part Chuck Berry, part do-wop and part early rock and roll – that defined the US pop charts in the 1960s and 1970s.

inspiration for Sgt Pepper.

The Beach Boys have sold over 100 million albums, received 32 American Platinum and Gold awards and were inducted into the Rock and Roll Hall of Fame in 1988. In 2001 the band received a Lifetime Achievement Grammy award.

Sadly Dennis drowned in 1983, and Carl died of lung cancer in 1998, but the surviving members got together again in 2012 for their 50th Anniversary tour – I saw them at Acer Arena that year and they were fantastic. Since then, however, the touring band now only includes original singers Mike Love and Bruce Johnston. Brian no longer wishes to work



with Mike after years of conflict, and now has his own successful touring show and production unit in the USA. Al and David often play with Brian, and David also joined Mike Love's touring group for some US gigs last year.

So the 'Beach Boys' we saw is really just the Mike Love band (he sings only – he can't play an instrument!), with Bruce Johnston on keyboards and vocals. They are joined by John Cowsills on percussion and vocals, and Jeff Foskett plays guitar and does Brian's high vocal parts. Brian Eichenburger plays bass, Tim Bonhomme plays keyboards and Scott Toten does lead guitar and pulls everything together.

I was able to put my dislike of Mike Love aside, and his claiming credit for the Beach Boys and all of Brian's wonderful songs, and just enjoy the show. Despite the drizzle, it was fantastic to loudly sing along every word of every song! Mike is 74 and his voice is pale and hoarse nowadays, so to me it really sounded like another band covering Beach Boys songs – albeit very well.

The show finished around 10pm, but it was another hour before the police and security people would let the Kombis leave, due to crowd safety concerns. Thank you Eddie for the pizzas while we were waiting!

Thank you to Steve and everyone at the Bondi Beachfest for inviting the VW Kombis along, and making us part of the festivities. Who knows, the Beachfest could be on again in 2016.

Phil Matthews

VW display at St Joseph's. Sunday 15 Nov.

I recently went to the school fete and VW show day, held at St Joseph's school at Hunters Hill on Sunday 18th October. It was organised by the St Joseph's College P&F.

Joe and Phil and I all went along in our VWs – me in my Superbug and Joe and Phil in their Kombis. The school wanted some VWs to display as part of their annual Spring



Fair. Joe has just sold his Kombi, so this would probably be the last time we see it.

St Joseph's is a very big and expensive private school and their facilities are fantastic. We walked through their main building, which had a marble staircase. There was a big range of food and drink from the food stalls.

We got lots of interested people looking at our VWs all day, and asking us questions.

Jeff Swords





I was lucky enough to be standing near the Entry Gates and see the array of cars that came through. I have to say it was hard not to drool! Seriously the cars were beautiful and in mint condition. There were quite a few different type of cars ranging from VW Beetles, VW Type 2 Kombis, Karmann Ghias, VW Golfs, VW Type 3s and a few others that were blasts from the past.

Meeting some of the drivers that come through the gates not much had to be said... the cars said it all! Their condition certainly reflected how much 'they love their VWs'.

There were lots of passers-by walking along the bayside, so crowds were high all day. The guys and girls running the BBQ did a

fantastic job with the sausage rolls.

Boris' Picnic Day. Sunday 22 Nov.

It was a fantastic turnout at 'Boris's Picnic day' on Sun 22nd Nov. Despite the weather being a little overcast the cars were a plenty - 90 cars all up. It was good to see new VW enthusiasts' faces and the VW regulars enjoying the event.



Great to see the VW passion/obsession is alive and kicking... Volkswagen - keep a great thing going!

Conie Heliotis



VW display at Trinity Grammar. Sunday 28 Nov.

I also went to the school fete and VW show day, held at Trinity Grammar School at Summer Hill on Sunday 18th October. Our club was invited, but also my boss sends his son there and he kept asking me about having some VWs on display.

Wayne brought his blue Kombi; Laurie and Gwen brought their Kombi and so did Phil with his Kombi. I brought my Superbug, and Peter brought his blue Beetle. Rick arrived later in his T3 camper. There were some other makes there too like MGs, Corvettes and some micro cars. One guy even brought a Trabant, which is a distant cousin of the Volkswagen.



Trinity Grammar is another big and expensive private school and their facilities are fantastic, maybe even better than St Josephs. They had lots of different food stalls, gift and craft stalls and coffee vendors. We had a good spot right on the main oval.

It was a very enjoyable day.

Jeff Swords

wentworthcourier.com.au

NEWS 17

BONDI BEACH

Good vibrations roll in

Sean Thompson

SOME of Sydney's best VW Kombis will be on display at Bondi Pavilion on Saturday, to launch the inaugural Beachfest.

The Kombi Konvoy will roll into town as a warm-up to the beachside music festival featuring headliners The Beach Boys on November 14.

Club VW editor Phil Matthews said a range of classic and custom Kombis would be on display.

"We're expecting some custom and modified ones, but also the rare models with split-screen windshields and maybe even a few VW Beetles," he said.

"When most people think of surfing and The Beach Boys, they picture a Kombi loaded up with surfboards. The cruise is a nice way to get people together and celebrate the festival."



Emma Ytander and Laura Del Busto with Bondi Beachfest promoter Steve Scherri at Bondi. Picture: DANNY AARONS

Other highlights at the festival launch include live music and judging of the top-10 Kombis on display.

Beachfest promoter Steve Scherri said everyone was getting excited about the festival.

"This is the most iconic beach in Australia, so it makes sense to have The Beach Boys come and perform here," he said.

"There is plenty happening on the day, starting with a surfing event hosted by the Bondi Boardriders, a skateboard exhibition and Surf Life Saving Australia parade."

Australian acts The Whitlams, Busby Marou and Kim Churchill are also set to perform at the festival.

For more details: bondibeachfest.com.au.



that I work with ran his immaculate Datsun 1600 powered by a 350 kW Nissan Silvia SR20 engine. He was about 1.5 seconds quicker than me and took the class win. I came second. I finished at about 50th out of 135 cars, which gives you an idea of how many quick cars are out there.

In case you are wondering, the fastest cars overall were a very modified Nissan GTR (16.725 sec @ 328.3 km.h); Toyota Celica (17.215) and Nissan Skyline (17.222). A Porsche 997 Turbo was eighth overall (19.061), driven by Sally-Anne Hains who also drove the Audi RS6 (19th overall).

Can't wait till next year.

Steve Carter

The VW Group times:

Sally-Anne Hains	Audi RS6	0:20.5470
Sebastian Najder	Volkswagen Golf R	0:21.7327
Stephen Muller	Volkswagen Golf R	0:22.1637
Steve Carter	Volkswagen Beetle	0:22.3247
Grant Hayes	Audi S4	0:23.1235
Marco Mak	Audi S3	0:24.0880

Snowy Mountains 1000. Saturday 28 Nov.

I recently went down to Cooma and ran my Beetle at the annual Snowy Mountains 1000. It's a bit like a drag race but only a single car at a time, and at over 1000 metres on Cooma airport runway, it's much longer than a traditional ¼ mile - which is only 402.336 metres.

There was an amazing variety of cars running, lots of V8s, rotaries and fast fours and exotics, even an electric Radical race car. There was a strong contingent of VWs. Wayne Penrose came down and ran his beautiful Karmann Ghia for the first time, and was awarded a trophy for fastest normally aspirated 4 cylinder.

This year I did few things to my car to make it run faster and I managed to go a bit quicker. Last year my best time was 22.513 seconds @ 226 km/h (see the Dec 2014 issue). This year I did 22.3247 @ 236.7 km/h. I had 4 runs, two of which I accidentally went from 2nd gear to fifth gear, and one where my coolant overflow sprayed onto my ignition coils. There was one OK run where I got my best time which wasn't a very good run as it was late in the day and I had a lot of wheel spin off the line. So the car is going great, but the driver needs more time doing angry gear changes.

This year I had a bit of completion in my class. A guy





Kevin Atkinson	Volkswagen Golf R	0:24.4159
Kristopher Muller	Volkswagen Golf Pirelli	0:25.3367
Toby Findlay	Audi S5	0:25.9065
Mathew Cameron	Skoda Fabia rs	0:26.1783
Wayne Penrose	VW Karmann Ghia	0:26.3953
Madeline Molnar	Volkswagen Polo GTI	0:27.3311
Glenn Torrens	Volkswagen Beetle	0:27.9867
Darren Ranson	Volkswagen Golf 1.4	0:28.2414
Michael Molnar	Volkswagen Golf R32	0:28.3278

ACT Marques In The Park 2015.

Marques In The Park is a large car show held in Canberra each November. All local car clubs are invited and there is always an interesting array of vehicles, both old and new. 2015 was no different with many clubs on display and



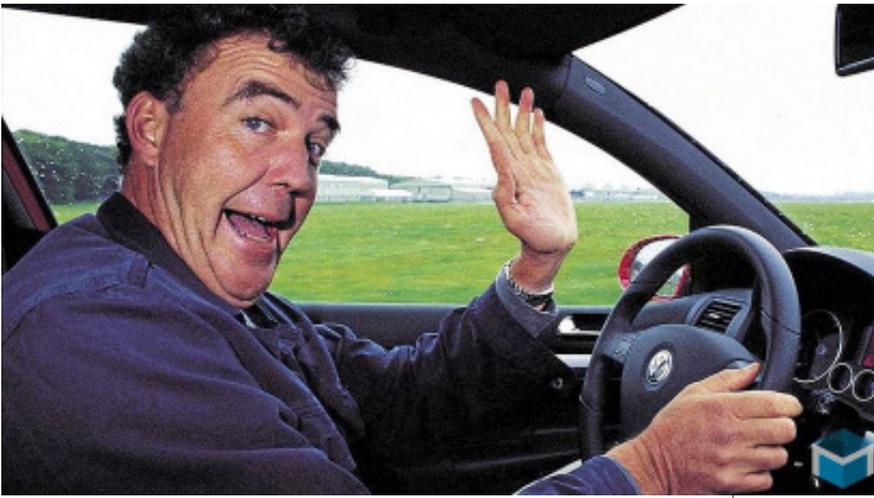
some very interesting rides.

The Canberra Chapter again had a good showing and fielded a lot of questions from the public.

Many thanks to all that attended, I hope you enjoyed the day.

Bruce





Stop tut-tutting and chuckle at VW instead.

Jeremy Clarkson's UK Sunday Times, 27 September 2015

So Volkswagen has been caught with its trousers down in America and now everyone is running about saying the mighty German giant will be driven into the wilderness by fines, lawsuits and decimated sales.

And, of course, if VW were to go out of business the fallout would be immense because it owns Audi, Bugatti, Bentley, Lamborghini, Porsche, Seat and Skoda, as well as Scania and MAN trucks, and Ducati motorcycles. So they'd also go to the wall. And without the profits from these engineering powerhouses Germany would no longer be in a position to bail out the Greeks or house half of Syria. Which would cause global economic collapse, a humanitarian catastrophe and many plagues.

VW, then, is all set to become the new benchmark pariah. Robert Maxwell with windscreen wipers. North Korea with a tax disc. And that's odd because, as far as I can tell, what it has actually done isn't all that bad.

The story begins deep in the swivel-eyed mind of the world's eco-mentalists, who spent years telling us that if we wanted to save the planet, we must all buy diesel cars. And then, when half of us had done just that, they changed tack and said: "Noooo. Diesel cars are the new peril. They produce a blend of nitrogen and oxygen that we shall call NOX because that sounds sinister, and this will kill all our babies and puppy dogs by teatime tomorrow."



And, of course, various soft-in-the-head governments around the world took note of this nonsense and promptly introduced new regulations on how much NOX a car could produce.

These new rules meant car firms had to spend a fortune designing a whole new range of diesel systems that run on a mix of diesel and concentrated urine. But VW went further and fitted its engines with a clever bit of software that exaggerated their economy and cleanliness when they were being tested.

This sounds a bit naughty, but let's consider for a moment who suffers. Volkswagen's customers? Crikey, no. The car they bought was better to drive than it would have been had it been re-

engineered to comply with the rules. It had a nicer engine that didn't need a tankful of urine to operate properly.

So what about your baby and your puppy dog? Well, beardies at Greenpeace have calculated that by ignoring the rules VW has murdered 1,700 people. But that's rubbish because about 60% of man-made NOX emissions do not come from road transport, and of the 40% that do, the vast majority are from lorries and buses. So in the big scheme of things, your neighbour's Golf diesel makes no discernible difference.



Jeremy Clarkson
@JeremyClarkson



I'm very happy with my new car.

4:09 AM - 26 Sep 2015

2,465 6,917

Put simply, then, Volkswagen looked at a set of arbitrary figures that had been dreamt up by a bunch of ill-informed, woolly-headed government officials and chose to ignore them. We are not talking about thalidomide here. Or Bhopal. It's just a bit of good-natured rule-bending, and we all do that. We claim the VAT back on stuff that isn't technically a business expense. We park on double yellow lines when we pop into a shop. We write CVs that aren't completely



 **Jeremy Clarkson** 
@JeremyClarkson

 Follow

This is why I bought it. Couldn't give a stuff about how much nitrogen it's producing.

4:12 AM - 26 Sep 2015

  1,634  5,352

accurate. We have spouses who take our speeding points. We trick automated supermarket checkout machines into thinking a bottle of champagne is a pack of biscuits, and our children make false IDs so they can go clubbing on a Friday night.

In my shorthand exam at journalism college I needed to achieve 110 words a minute, which I could have done by hard work and practice. But instead I used a discreet tape recorder with a half-speed playback facility. And my 1970s haircut to hide the earpiece cable.

And it's not just individuals either. A few years ago a large European car company had a problem. It had spent billions on developing a new model that it guessed would not pass strict EU drive-by noise regulation tests. So it came up with a cunning plan.

On the day of the test, engineers drove the car up to the required speed and then, as they approached the government inspector with his clipboard and his decibel-ometer, they simply slipped the car into neutral, turned the engine off and coasted. The car passed, went on sale and you probably bought one. I know I did.

There's more. An Italian company fitted the exhaust pipes in its new model with valves that remained closed when the car was being tested by pesky officials but would open up, as if by magic, in the real world.

And ultimately, who cares? Because contrary to what the BBC or The Guardian or the Pope would have you believe, it's not a matter of life and death. It's all just a silly game.

The eco-mentalists disagree, of course. They keep telling us that people made a decision to buy a Volkswagen purely and only because of its impressive-sounding NOX emission figures. But this is rubbish. I bought a Volkswagen in the summer and what comes out of its poo shoot interests me not one bit. I care about safety, value, performance and build quality. But how much nitrogen is coming out of the tailpipe?



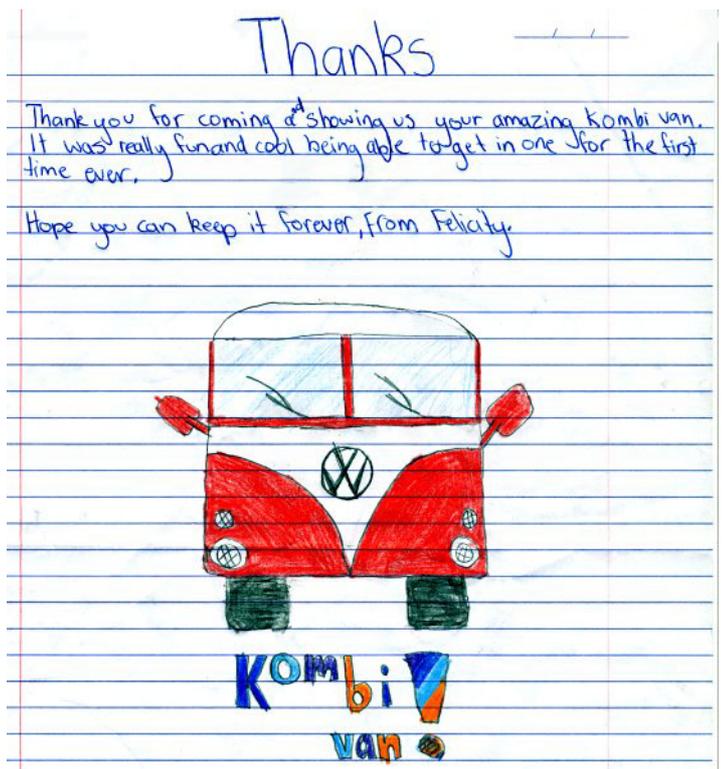
Like every other level-headed soul in the entire world, I couldn't give a stuff.

I therefore don't want to see VW driven into oblivion over a bit of well-intentioned and harmless cheating. But there's a danger that this will happen unless what's left of the senior management stop wringing their hands and sweating in press conferences and go on the attack.

VW used to have the best advertising in the world. It managed to make the world forget the company was started by Hitler and run originally by the KdF section of the Nazi party, and it needs to pull off the same trick now. We need to see Golfs with ship's funnels belching smoke. Or a lemon with a caption saying "Liar". Maybe it could use music from the band Busted. But, whatever, the company needs to win its way back into our hearts through our funny bones.

Because look at it this way, Volkswagen. We know the whole saga is a joke and we are going to laugh at you. So get in early and laugh at yourself before we have the chance.

Jeremy Clarkson





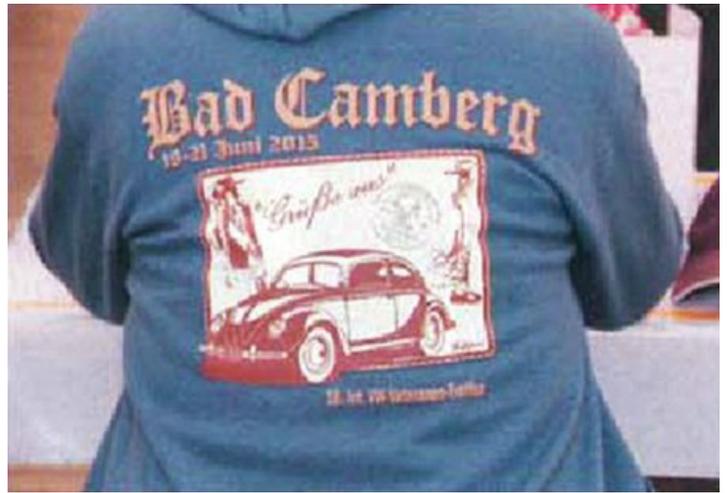
VW veterans meeting, Bad Camberg 2015.

*Gute Fahrt magazine, September 2015
(Translated by SDL FreeTranslation.com)*

A pilgrimage to the legendary VW veterans meeting in Bad Camberg is only every four years. In June 2015 it was again the destination for classic VW car enthusiasts from all over the world.

In the Middle Ages Bad Camberg flourished in trade and industry, and gave the architecture of the Taunus town its special charm that survives today. The mineral spring upper soda was mentioned for the first time in 1731, and Bad Camberg's delicious premium water enjoys nationwide in the gastronomy an excellent reputation. Also the Kneippheilbad, which is counted among the oldest in the country.

The chronicle of the spa town in the Limburg-Weilburg area has been supplemented since 1979 as a car show attraction: VW dealer and vintage car lover Heinz Willi Lottermann organised at that time his first veterans meet for particularly elderly Volkswagens. Who would suspect 36 years ago that delivering such a veritable cult would soon grow to regularly attract VW enthusiasts from 20 nations on five continents. From far away the arriving fans do not have to



strain on fees, as one meets only every four years - this increases the excitement and increases the longing.

In addition the number of participants is for reasons of capacity is limited to 300 vehicles. Original VW Beetles are permitted up to model year 1957; VW Buses may however also a little disciple. Contemporary accessories are allowed.



Willi Lottermann's heritage will be maintained to the same rules by the current operators. Because after Heinz Willi's death in the year 2000, his brother Michael and his wife Biggi and Markus Lottermann, son of the founder, continue to organise the traditional event with enthusiasm. Also many members of the family, as friends of the municipality of Bad Camberg and many shopkeepers are pulling in the same direction. The whole city seems like a trip





back in time to the past.

Also a feature of this tenth classic VW show, from 19th to 21st June was the noise, cradled by the flair of the 1950s. Prepared lovingly, Beetles with split ('pretzel') and oval window lined up like pearls on a chain. These were joined by Hebmüller cabriolets, others from Karmann and as well as even more rare pieces of jewellery from the years of the war. The oldest Beetle on site was a posh restored model of 1941, once owned by the Berlin operetta composer Paul Lincke and preserved in Prague today. Considerably further in-travelled was Alexander Gromow from Brazil. He has been a fan of VW since the early 1990s. He organized on social networks in parallel a worldwide Kafer-Day to coincide with the jubilee of Bad Camberg.

While the air-cooled VW is a common language shared by their fans, their owners spoke in German, English, French and Dutch, and loud American. They were quick to remember: on the large square in the heart of this small town of Bad Camberg, friends and acquaintances in Germany and abroad met again - and after years of not seeing, accordingly great was the hello. The Lottermann family organisers highlight that family aspect: "Unfortunately we cannot increase the show in the middle of the town, but on the other hand, the atmosphere here - it is like a family." These VW friends meet regularly every two years: in Germany large Beetles meetings take place alternately in Hessisch Oldendorf and also in Bad Camberg.

There were already many participants on Friday, despite the sometimes mixed weather. As soon as entering the place began the technical discussions on the latest VW restoration projects, missing or happily found parts or the new solutions to the seemingly insoluble problems. Who knew that was already directly in the conversation. Those who are



still not known, are at least known here.

One big attraction is the Babylonian market of very old VW parts for the Beetles. Sellers lay out their ancient treasures and the clutter of different languages and exchanging of money in the festival marquees was the order of the day. English was the agreed language across all borders in the VW community, especially American voices. The old parts stands attracts large numbers of visitors, and in particular because of the rarity of these old original VW parts. Nobody expected bargains at such a meeting, but coveted pieces go to their owners at impressive prices.

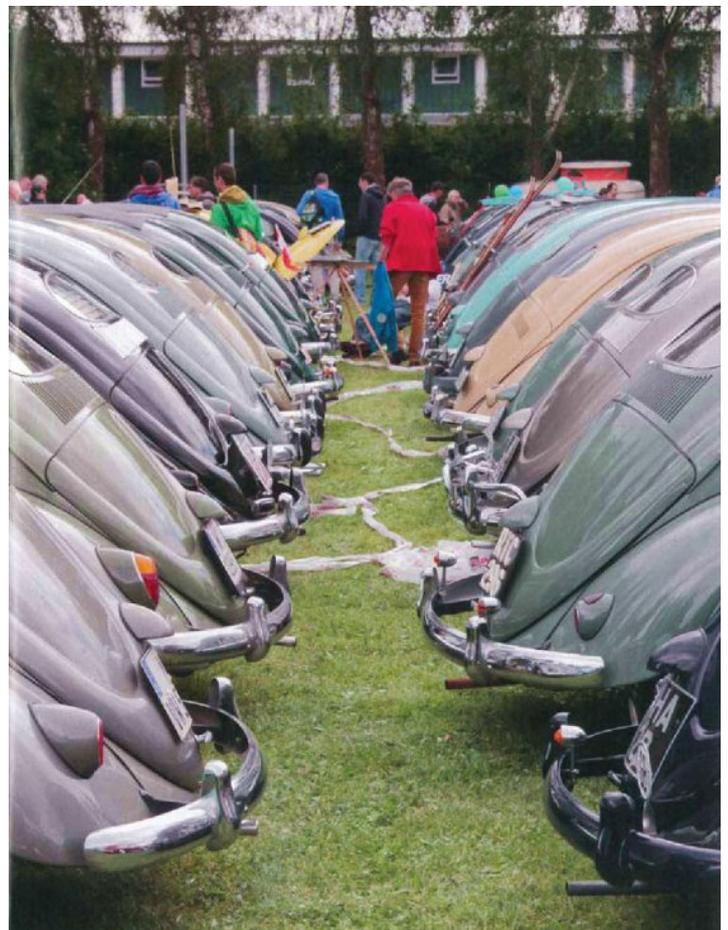
The meeting is obviously one for the original air-cooled Beetles, or these with some period modifications of the time. Some modern-style crawling, lowered and performance enhanced Beetles and buses are not permitted on the large lawn, as these are restricted by the organiser Michael Lottermann.

"We place particular emphasis on the original, and not more than with the original parts modified Beetle," he explained. They were also interested in how enthusiastically received and went in the large VW-family.

But not only the proverbial petrol talks were part of the event. Lottermann also brought guests to his homeland with a guided tour of the old town only on foot, and the bypass exit at a later closer. Further high point as the conversation with the VW-Designer Gunhild Liljequist or the presentation of previous "Pete Rmax Müller Memorial Race" rounded off the three-day veterans meeting.

Not without due regard to adopt and to promise: In four years we see us again!

Text and Photos: Alexander Koch, Heinz Peter Keller, Marlin Sanloro



From our website 7.

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?



28/5/13 I have a 1969 super bug for sale restored Pottsville NSW Ian

1/6/13 Hi I am having trouble with my engine number, i cannot find what year it was made. the number is SB11552 it is in a VW beetle

2/6/13 Hi there, I'm thinking about moving to Australia but want to import my 1977 Kombi and 2001 Mexican Beetle running on LPG. Do you know of any Mexi's in Aus and is there any info you could give me please? Best wishes, Vikki

3/6/13 Hi Club Veedub. Just wondering if you would be able to tell me what date German auto display will be on this year. I'm assuming the weekend of September 21-22, but just not sure. I'm wanting to organise something for September 14th but I don't want to miss this event so just checking. Patrick

12/6/13 Hi, I have a RHD 1967 Kombi which was imported from Australia in 2006 - I have owned it since 2007. I have been trying to find out the history of the bus but I am not having a great deal of luck. I know she was built in Australia (as a CKD) & has the 2 rows of vents above the swage line on either side. She had Aussie plates on when I bought her MKQ 114 & I know she belonged to a TV/Radio Station called RTN Channel 8 which was based in Lismore NSW. I would love to be able to get hold of the details such as what original colour she was & how she was kitted out when working at the TV/Radio station. Pictures from her days at RTN Channel 8 would be brilliant but I have exhausted every route I know to take but have got absolutely nothing. If you can help in any way or offer some advice I would be most grateful. Regards Mick

13/6/13 Hi, I was looking to hire a VW for my wedding, and was just wondering if you could point me in the right direction of someone that could help me out. The wedding is in Manly, NSW so something close to there would be ideal. Thanks, James

14/6/13 Hi just wondering if you can purchase photos from the Nationals, there is an awesome photo of my hubby's Karmann, which I would like to purchase for his B Day, as he has recently sold it :(Tania

15/6/13 Hi - I have recently moved to NSW and am restoring a 66 Kombi and was looking to become involved in the club. Are you able to provide me with some information on how I become a member please? Trent

15/6/13 Hi At the Nationals, I was talking to Norm about his up coming fish and chip run. He advised that we had to call him and book it we were going on the run, however I have looked on the upcoming events section of your website and there are no contact details for Norm. Could you please advise me his email address, or you could advise him my emails address so I can book in for the event. Thanks Maria

16/6/13 Hello I'd just like to enquire whether your club is going to be at the Oktoberfest in Fairfield NSW this year. I am interested in entering mine & my wife's Caddys in that show. Could you please let me have some details. Thank you Anthony

19/6/13 I'm trying to chase down my old Volkswagen beetle to see if the person that now owns it wants to sell it. It was registered in the ACT but is now registered in NSW with license plate number AZ3-3GZ if you know who owns it could you please pass on this message and ask them to contact me if possible. Even if it's just to let me know they aren't going to sell it but it's going well. Car is a 1967 British Racing green Ragtop Beetle Regards, Andre

27/6/13 Hello. I love this site. I've been trying to find some information on the history of my bus and this is a great start. That said, I'd like to find out his past owners and where he lived - ie/ just the gender/age/length of ownership. Do you know of any easy way to do this or will I just need to contact each state's Transport office? Cheers Angela

3/7/13 Hi... I live in Canada. My Engine first 3-Digit is BHP, is there an equivalent? Parts Supplier sites are asking for Engine Codes and BHP is not listed... Thanks in advance.

11/7/13 I am a member (Canberra Chapter) and am wondering if the Club or any members have considered entering the "Peking to Paris" rally? One was held this year and the next one is to be held in 2016. It takes 45 days driving and looks to be excellent. I intend entering and wonder if any other members would also be interested. If anyone else is interested perhaps they could contact me by email and we can take it from there. At the moment I am overseas and will be returning to Oz in early August. Regards Peter

12/7/13 Hi, is there any vw event I can go to between July 23-31 or any showroom of air-cooled vws I can go to? Maria

14/7/13 I have to sell my 1994 vw transporter. If you look on the trading post or gumtree, you will see what it looks like etc. If you no of anyone in the club looking for this sought of van, please phone me. Rodney

14/7/13 Hello! I have just sold my 1969 VW Beetle and have kept the number plates. They are heritage plates (VW-690) and I was thinking about selling them. Can you suggest any places to sell them? Brooke

16/7/13 Hi, Im looking for a service recommendation Tiguan 2.0 TDI, I am in North Sydney. Thanks Mike

18/7/13 I have one of only 2 known low light container van restored and for sale with qld reg, she has compliance plate for 7 full leather seats insulated, ply lined british racing green. This is a real holy grail of Kombis ex military mobile command unit, would like to post for sale, can you help, looking for good home 45k Jeremy

18/7/13 I have a 1976 Beetle complete but partially dismantled for restoration. I think it is a 1600cc. It needs to go to somebody that is interested. Anybody in your club want it for \$500? Always been garaged but it has a little body rust. Can send pix if required. David

19/7/13 Hello, I was given your contact details because I am looking for an old VW Kombi as our wedding car in Feb 2014 & apparently some of your members rent theirs out? The wedding is in Richmond, NSW but we are based in Bondi. Do you know of any members in these areas that rent out their van for such an occasion? If so I would love to speak to someone about this. Kind Regards Charlene & Steve

22/7/13 Looking for a steering wheel for vee dub 1976 pop top Rae

23/7/13 G'day, can you recommend a company in the Bankstown area that is able to do top quality welding of rust repairs to a 1959 Beetle. Any help will be greatly appreciated. Thanks Peter

27/7/13 My name is Matthew J Keen, I write for www.1967beetle.com, we are writing an article on the differences of beetles produced across the world in 1967. We are learning new differences between the Euro and US models ever day but know very little about the Australian model for that year. Would you be able to assist in an article with a full 67 model specific spec for us to feature in our article? We are a growing community, so far we have one Australian 67 on our site but would like more info on the clayton factory. Pictures would be amazing of new factory beetles and factory. Kind regards Matthew

28/7/13 Please advise correct colour for 1976 Kombi Campers wheels, many thanks David

24/8/13 I have a 1970 vdub 1500 I don't exactly know what model it is....it has the side windows intact but has a soft top that fits onto it. I am looking to sell it as I did buy it for restoration but other commitments have taken a front seat to this project. I could send some photos of it, if you could put

me in contact with someone who was interested. Windscreen is broken, and back window of soft top went brittle and cracked. Has new clutch and blinker system. Needs some tender loving care and time which I don't have at the moment. Cheers Jann

24/8/13 hi iam looking for a club I can find out heaps of info building a manx b/buggy I have the body and thats all.. can your club help me out? Cheers Steve

25/8/13 RE:VW 49hp. 4cyl.diesel, #06813373d. I need to find a thermosat in Canada. Henry

29/8/13 Dear Club veedub sydney my name is benny, i am member of vw club bandung (VCB) Indonesia. my club having a thought to travel cross around australia driving vw bus. we might bring our own vw dropped in darwin, we would to have some advice and help from club veedub sydney. thank you very much Benny

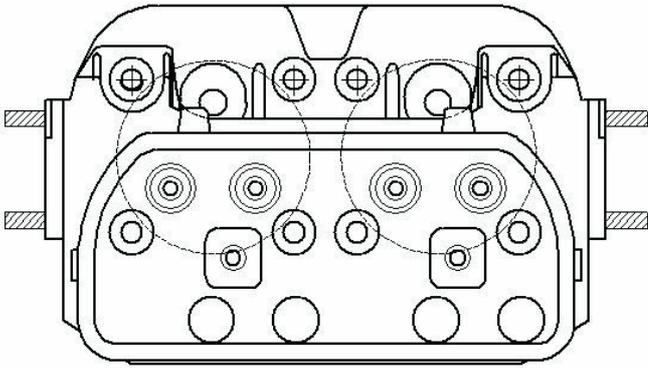
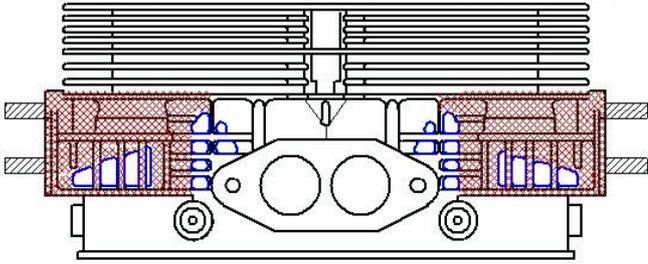
This sign actually works!

Last year I placed this sign on the wire fence at work, in the front corner of the site where I always park my VW (the Bora mostly, but sometimes the Kombi).

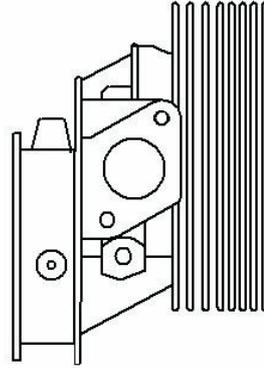


And lo and behold – the sign works!





HEADGEO.DC
RSH-04 / 01



without any unshrouding or smoothing. Up to you; you're the Mechanic-in-Charge.

I always clean up the heads. Force of habit as much as better performance. The big advantage to this type of work is that the improvement ends up being built right into the engine. Like bigger displacement, better breathing isn't something you have to add on or periodically replace.

Besides unshrouding the valves there's a few sharp edges in the chambers that need to be smoothed. Ever seen air-flow through polarized filters? Comparing the air negotiating a sharp corner to one that has been properly radiused is a real eye-opener when you can see the improvement in the flow. Here again, let Bill's book be your guide. Lotsa good pictures.

Most of the head-work requiring a die grinder is simple smoothing. The head is a casting; the ports have rough surfaces, reflecting the surface of the cores, a lot rougher than the fins and other surfaces which reflect the permanent metal moulds used to cast VW heads. (I'll mention those other surfaces in a minute.)

Heads 101.

(NOTE: This was written in 2003. Use it only for background information. In later posts I'll show the methods & procedures I'm presently using, tell you why some things worked better than others.)

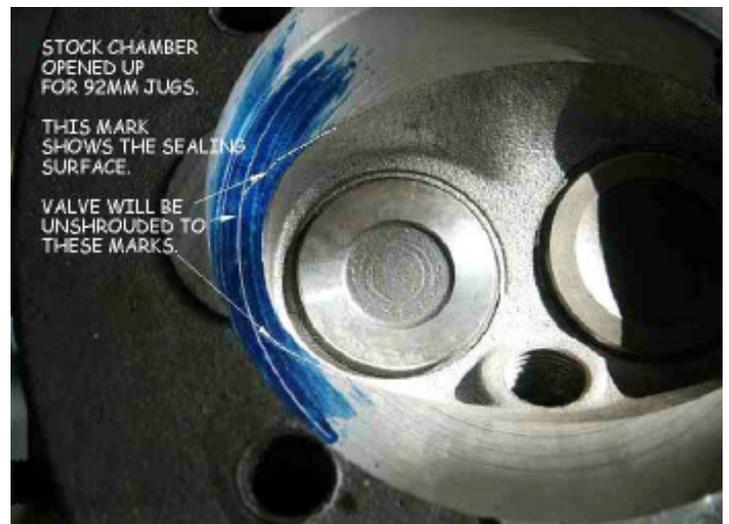
A Die Grinder is big. Two-handed sort of tool. Home machinists usually have one from Sears, Sioux or Black & Decker. The barrel of the high rpm motor is of a standard diameter so you can use a die grinder holder on your lathe; Po' Boy Tool Post Grinder.

Real die grinders are used by Tool & Die makers to literally sculpt steel. Big die grinders, usually pneumatically powered, sometimes so large they're suspended on a counterpoise. Use one of these, solid carbide burr, you gotta dress for the occasion.

Building a big-bore VW for use in an airplane, there isn't a lot of head work; nothing like what you put into a racing engine. At propeller speeds the flow-rate of even the largest big-bore stroker is small in comparison to something designed to turn seven grand at cruise and peak-out around nine. Still, there is some work to do. Opening up the chambers to accept larger jugs leaves a wide ledge at each end of the valve recess. A flow bench will show that the heads breathe better if the ledge is set back so as to unshroud the valve. Bill Fisher covered this in his 1970-era 'How to Hotrod Volkswagen Engines,' which remains in print and is still valid for such things as head work. When you get a copy of Bill's book be sure to study the flow-rate charts. Then sit down and calculate the flow rate for your engine, assuming 100% volumetric efficiency at your designed cruising rpm.

Be prepared to be underwhelmed :-)

Now go back and look at the charts. Notice that your rpm indicates stock single-port heads will do pretty well



We usta think we got more flow if the passages had a mirror finish. Turns out, according to Pratt-Whitney and NASA, there's no improvement after the surface texture hits about #600. (I didn't believe them, of course. But the flow bench did :-)

Why this is true has to do with the fact that fuel/air mixture is not a perfect gas. Flow bench runs straight air unless you dope it with a suspended colloid such as smoke.

Point here is that all you need to do to see a good increase in your in-flow (and thus in your VE) is to get the ports dead smooth. Don't worry about a polished finish.

The way to do that is to start with a flapper wheel or sanding drum in your die grinder and knock down all the casting imperfections. Your hand is your best gauge here. As-

cast, the ports feel like rough concrete. Your job is to make them feel like smoothly sanded wood.

Once you've gotten rid of all the peaks and ground out any inclusions and smoothed the trench, you simply shift to a finer abrasive and remove the marks of your first effort. Then do it again. And again.

By the time you've gone down about three graduations in your abrasives (which are also covered in Bill's book), the surfaces will be uniformly smooth and have an even, frosted appearance that offers just the slightest hint of tooth to the touch. Go over everything about three times at that level then shift to your finishing grade, whatever it happens to be. But be warned: Each time you graduate to a smaller size it will take about twice as long to remove the marks from the previous grit. If you've got a die grinder and a box of Cratex hobsbs expect to spend about four hours per head.



I didn't have all that stuff when I was a kid. I did my first heads using a quarter-inch drill motor. Worked okay but I think I spent about thirty hours doing a pair of heads; no big deal when you're a kid, right? :-). Nowadays, if I didn't have a die grinder I'd probably shoot myself rather than stand at the bench for thirty hours.

Which brings us to the point of all this.

Some time ago a fellow wrote to ask if he could do a set of heads using a Dremel tool. I told him I didn't know. Recently, two other fellows asked the same question and I felt that justified looking into it.

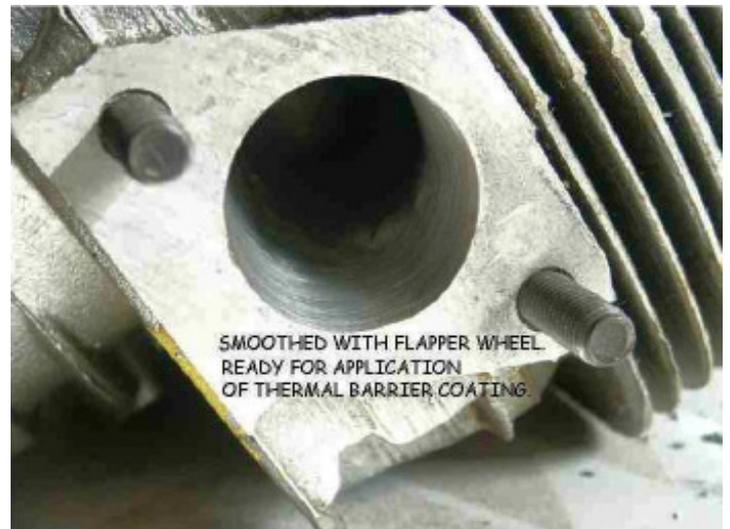
The answer is a qualified 'yes.' It takes quite a bit of time but I found I could unshroud the valves and clean up the sharp edges under the exhaust valve using a hobby-type tool,



an inexpensive thing I picked up at Harbor Freight. And you can smooth at least part of the ports. But the tool was too fat to get right into the ports, and it didn't come with hobsbs that were long enough to reach. So yes, you can do most of the job, and you should see some improvement in your flow, but not as much as when they were properly smoothed for their full length.

As for the fins, I'm sure I've covered this before but I want to keep all of this together, so here it comes again.

You have to remove all of the flash between the fins. I use a pneumatic riffler for this but a sabre saw or even a hand saw will work for most of the fins. Up around the exhaust valves you must ensure several very critical passageways are not blocked. I've posted a drawing of the heads and the passageways are clearly shown but you can see them for yourself the first time you examine a head. Keep in mind that the exhaust stack and the exhaust valve guide are principle sources of heat in this area. The head is designed to have the air flow down thru the head; this is reflected by the drafting ratio in the mould. Air expands as it absorbs heat so the exhaust-side of any cooling air channel tends to have greater volume than the intake-side. Don't upset that ratio or you'll see a pressure drop, meaning the air is not picking up as much heat as before. The pressure differential in all cases should be between six and nine inches of water and this is something you should focus your attention on during your test flights. An airspeed indicator rigged with the pressure port to the upper plenum and the static port to the exhaust area, usually the space forward of the firewall, should show a pressure differential of about 90 miles per hour from inlet to outlet. Or you can rig a barometer or even an altimeter to indicate the pressure differential.



Cooling air pressure differential is not something you want to leave to chance. The Volkswagen engine was designed to use a blower having an output proportional to the speed of the engine. To properly cool the engine using ram-air you must pay the keenest attention to a host of 'unimportant' details. Not only must the upper plenum provide sufficient pressure, your lower shrouding should provide sufficient containment to force maximum rate of flow through the hottest parts of the head. You can instrument these areas with inexpensive thermistors wired to a single gauge and read via a rotary switch or whatever; something sturdy but temporary.

Adjustments to the system take the form of changing

the inlet and exhaust area. I consider the late John Thorpe to be the best authority I've read on cooling horizontally opposed aircraft engines. He wrote a series of articles for 'Sport Aviation' or its precursor. See if you can track down his articles. If you can't, perhaps someone can paraphrase them or extract just the equations and post them to the archive.

Once you've cleaned up your fins, seal up the chambers, ports and valve gallery then blast the shit out of the fins with coarse abrasive media at low pressure. What you want to achieve is a rough surface. In fact, blasting the cast fins with coarse media will result in a significant increase in the surface area of the fins.

But don't blast anywhere that will eventually be inside the engine. Abrasive media has a habit of embedding itself in non-ferrous metals, coming loose as the metal goes through heat cycles. Bottom line is that if you don't want abrasive in your bearings, don't allow it to get on the engine to begin with. Real shops use non-abrasive media for cleaning heads and the like. Walnut shells [which is what I use] or plastic beads. Frangible media such as glass beads comes under the same ban as abrasives.

So why is it okay to use abrasive rules for porting & polishing but using abrasive media is evil? Mostly because the ports and chambers are pretty small compared to the valve gallery, but more so because of the nature of the media. Blasted media tends to embed itself whereas the media on a sanding wheel does not. [A 30x glass and a good light will let you answer this question for yourself.]

Finally, one of the most difficult lessons to learn with Thermal Barrier Coatings is that the surface must have a roughness equal to #80. The best way I found to achieve this on aluminium is with plain old fashioned silica sand. And yes, it breaks the rules big-time.

(NOTE: Starting in 2005 I began using aluminium oxide abrasive rather than sand. It is more dangerous to the engine but less so to the person doing the blasting.)

To coat the tops of the pistons I was able to mask them off pretty well. After blasting I ran them through the ultrasonic cleaner then a zero-tolerance degreaser and finally into the spray booth for spraying with the TBC. They get cured in a 350 degree (F) oven and are allowed to cool in the oven for 24 hours or until hell freezes over, which is how long it seems when you're dancing around waiting to see if you've just bugged up \$200 worth of pistons. Which I did, more than once, except they were gimmes; only pistons from out of the junk box. And you can remove a bad coating by blasting... but don't expect it to come out evenly. Blasting off the bad coating then taking a clean-up cut of about .0015 works. Indeed, you end up with a mirror bright beauty... which you must then carry over to the blasting cabinet and hose to a dull, frosted surface. Life is strange in the engine room :-)

The beautifully smoothed heads got the same treatment. I use solid copper head gaskets on heads that have been bored for larger jugs and you don't want the TBC to be UNDER the gasket, which means masking it off. If you can. I tried several methods. I wasn't entirely satisfied with any of them. Masking tape didn't work; after being stripped away (TBC dried but not baked) there was enough

residue from the adhesive to contaminate the TBC. I ended up making aluminium rings about five thou wider than the copper gaskets and swaging them into place as a mask. The second time I did it I remembered to provide some means of pry them out of the chambers without scratching the TBC :-)

The piston tops, combustion chambers and exhaust stacks received the basic Thermal Barrier Coating. Because of its hyper-eutectic nature, baking at 350F cascades a melting process that results in ceramic-metallic alloy bonded to the aluminium substrate. Because of its ceramic nature, the surface pretty much ignores heat.

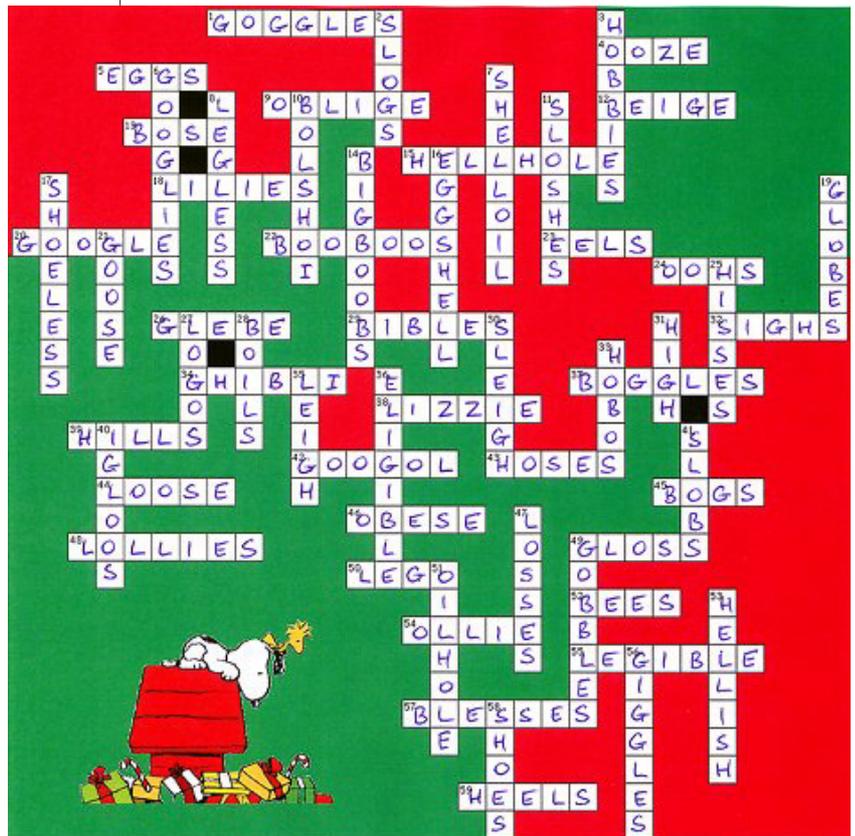
How does it work on a full-size engine? I don't know. But soon will.

The reason I mentioned it here is because of the violation of the 'no abrasives' rule. Silica is definitely an abrasive. But if there were any abrasive residues left on the surface, they are now encapsulated in a cer-met alloy that you literally cannot chip with a ball peen hammer. (I've spent three years convincing myself this stuff is worth the effort. I really wanted that shit to fail... save me all the trouble early on. I still don't know. But I'm starting to lean toward 'Hopeful' on the self-delusion meter :-)

What's all this for? The main goal is to extend the life of the valves through better management of their heat load. I might see some improvement in power output because of a slightly higher BMEP. Or I might not. The folks who make the coatings don't have a lot of data on air-cooled engines and liquid cooled's don't even come close to the problems we have.

Bob Hoover

Lily's Xmas Crossword answer.



This Christmas, Road Safety Starts With You



here's what happened last Christmas

115 DEAD — 2982 INJURED

don't let it happen again!

These are the grim facts! Over the holiday period last Christmas — New Year, in the 13 days from December 21 to January 2, no less than 115 people died in accidents on Australian roads.

Another 2982 were injured, many of whom were maimed for life.

They died or suffered as passengers, drivers, pedestrians and riders. They were often friends or relatives. They were men and women of all ages, and children.

The average number of road deaths throughout the year is 7 per day. However, over the Christmas period the daily fatality rate increases by at least one-third to more than 9 per day. Roads at Christmas time can be highly dangerous. There's only one way to make them safer. Take your personal share of responsibility for safety on the road.

Whether you are driving, riding or walking observe the rules by safe and courteous road behaviour at all times.

Safe driving hints for Christmas motoring

- Watch your speed. Excessive speed is the No. 1 killer on the roads.
- Keep your mind on your driving. Inattention is the No. 2 road killer.
- Don't count on the other driver. You can't always be sure he'll do the right thing. Remember, road safety starts with you.
- Fit and wear approved seat belts.

an appeal for more responsible
driving from the

AUSTRALIAN ROAD SAFETY COUNCIL



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