

Zeitschrift



Yodelling champ Johanna Hemara with Joe's Kombi..

February 2012

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Joe's New Year trip
VW Summer Cruise
Gosford VW dealers
Carburettor selection

Canberra Summernats
Pizza and Pasta night
Dubstitute, Melbourne
Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2011-12.

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	president@clubvw.org.au	
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	vicepresident@clubvw.org.au	
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Please have respect for the committee members and their families
and only phone at reasonable hours.

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
Parramatta NSW 2124		Grassmere NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to instead receive *Zeitschrift* by email as a full-colour PDF - please email the Secretary if you are interested in this option.

We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month; late submissions will be held over.

Opinions expressed in *Zeitschrift* are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Recent back issues are available from the Secretary, or as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. See www.clubvw.org.au for old issues.

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

We thank our VW Nationals sponsors: 24 years.

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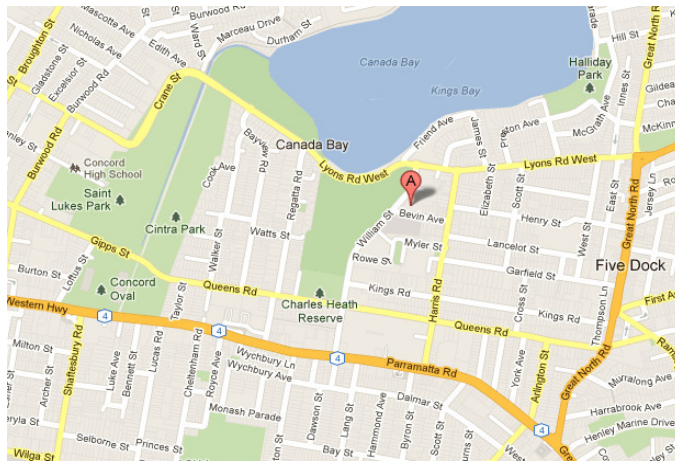
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Bug-A-Bug	Les Barlin VW Automotive
BWA Auto	Vollkommen Art
Camden GTI Performance	VW Classic Sutherland
Canberra VW Centre	VWMA

1st annual all-German Show'n'Shine



Sunday 19th February
Canada Bay Club
4 William St, Five Dock
10:00 AM - 3:00 PM

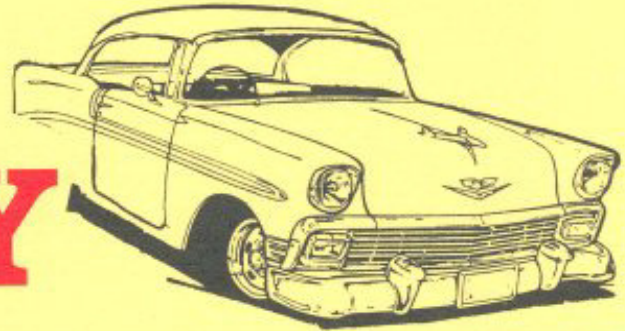
All German vehicles welcome – Volkswagen, Audi, BMW, Porsche, Mercedes etc. Original classics and late model.

There is no entry fee. The club has excellent facilities for morning tea and lunch. Organised by the Mercedes Benz Club of NSW.

Contact Vince Thompson (MBC Prez) on 0411 773 440 for more information.



ANNUAL
SYDNEY
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SWAP



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2012
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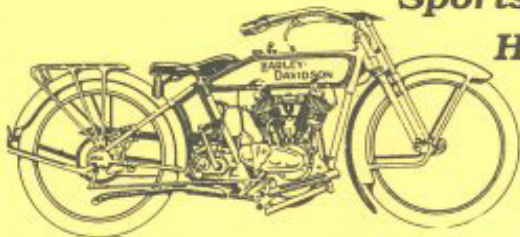
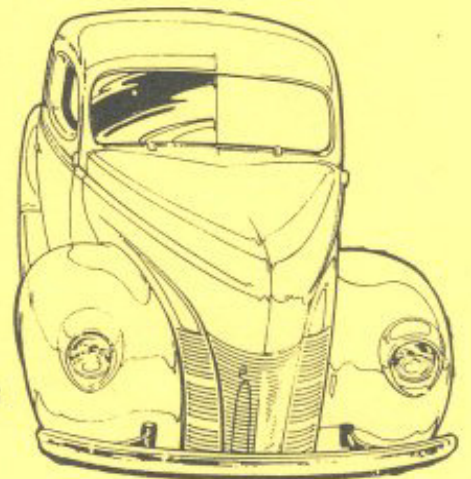
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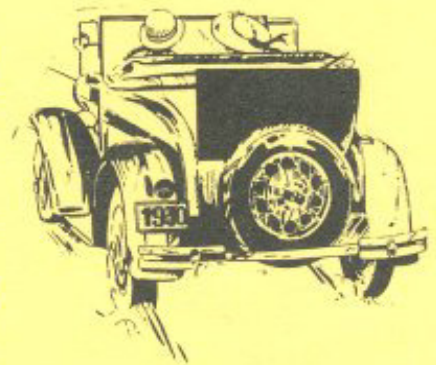


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EUROAUTOMOTIVE



THIRLMERE FESTIVAL OF STEAM

Sunday 4th March 2012

The 2012 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 speciality 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 2012 at Thirlmere, NSW, on **Sunday 4th March 2012.**

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 kmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerefestivalofsteam.com.au



The Volkswagen event 25 years in the making.

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Volkswagen enthusiasts from all over Australia come together with the support of Volkswagen Australia to create the biggest and the best Volkswagen Club car show.

It's the same passion for the drive that drives us.

Bring the family and join us in celebrating

the 25th Anniversary of the Club Vee Dub Sydney VW Nationals in 2012.

The Super Sprint race day takes place Saturday May 26, Wakefield Park Braidwood Road, Goulburn. While the family will love the Show Day Sunday May 27, Fairfield City Showgrounds Smithfield Rd, Prairiewood. Enjoy the legend.



The Legend Never Dies

Von dem Herrn Präsident.

Well, we all had a great time at the Pizza night last month, it was good to see a lot of new faces, thanks to Dave Birchall for organizing the night. Lily has supplied us with a story and photos in this issue.

Despite some dreadful weather the water cooled cruise to Stanwell Park was great success. Aaron did great job organising this event again.

Coming real soon are two new events that I hope will be part of the VW scene for a long time. 1st up on 19th February is the first annual Sydney German Show n Shine at Five Dock. Next up is the Sydney VW Drags Showdown 2012 at WSID right next to Eastern Creek.

As I said last in last month's Presidents Report, you don't need a fast car or race car to enter the drags. When we used to have regular drag racing at Oran Park many years ago Dave Birchall was often the winner in his 36 hp powered Oval window Beetle, so why not come out and have run for fun, go to <http://www.vwma.net.au/sydney> for more info

See you soon at a VW event

Steve Carter



Kanberra Kapitelreport.

Happy February to you all. It's been fairly quiet with only 2 events recently - the Summernats Club Display (08 January) and the 'Dubstitute' show in Victoria, all going well there should be articles in the magazine on both of these events.

Big news for Canberra this month is the Club Go-Kart Afternoon / AGM, details are listed below. I need bookings ahead of time please, as well as a deposit, as we have to pay a deposit to the establishment, so please contact me with details. Have you ever thought about helping the committee in running events? Got a feeling you'd like to help us with the tasks that occur to keep the Chapter running? We'd love to hear from you if you would like to help.

Also occurring on Saturday 25 Feb is the Sydney VW Drags Showdown. If anyone would like to go to Sydney for this VW event, you can find all of the information at www.vwma.net.au/sydney/?p=p&i=32. It would be a great event to attend especially if you have a worthy VW, however it is on the same day as our AGM. You can find all the relevant details on the website.

Watch the magazine next month for our first car show of the year - Shannons Wheels, being held on Sunday 25 March, on the lawns of Old Parliament House.

**Canberra Chapter Go-Kart Afternoon / AGM
Saturday 25 Feb 2012, 2PM**

Superkarts Go-Karts, 58 Hincksman St. Queanbeyan,
6260 2511
2.30 start on the track

Day membership - \$2

Races - 1 race \$20, 2 races \$38, 3 races \$54

We have booked for 2 races and hope that most members will choose to be in 2 races. More can be negotiated on the day if you wish.

All participants to wear enclosed shoes. Those wishing to use their own helmet - it must have an approved Australian Standards sticker on it.

The Club will run a Sausage Sizzle afterwards, drinks are available for sale from the premises.

Chapter AGM will be run at this time, so come along and support your club. We'd love to see as many local members as possible.

*** Pre-booking and deposit required *** Contact Bruce at raafkombi@dodo.com.au by Friday 17 Feb if you want to attend. I will get back to you with deposit details, etc. We would love a big turnout, I have booked for 15 participants (more is fine!) and would love to see you all there.

Bruce Walker



Klub Kalender. February.

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

Sunday 19th:- Sydney Super Swapmeet at Hawkesbury Showground, Racecourse Rd Richmond, from 6am. \$20 one-man swap sites, additional adult \$5. Lookers \$5. Free Parking. Weekend passes and Saturday setup available for large sites. Car parts and collectables, veteran and vintage cars, customs, classics, street machines. Phone 0410 447927 for more info.

Sunday 19th:- The first annual Sydney German Show n Shine, in the car park of Canada Bay Club, 4 William St, Five Dock. All German vehicles welcome - Volkswagen, Audi, BMW, Mercedes etc. There is no entry fee, and the club has excellent facilities for morning tea and lunch. Organised by the Mercedes Benz Club of NSW. Contact Vince Thompson (MBC Prez) on 0411 773 440 for more information.

Sunday 19th:- Huntley Hillclimb, organised by Wollongong Sporting Car Club. Go to wscc.org.au/download.shtml for entry forms and supplementary regulations. Friendly people who don't take the competition too seriously - the way fair dinkum grass roots entry level club motorport should be. Email Chris Fraser at clfraser@gmail.com for any queries.

Saturday 25th:- Sydney VW Drag Racing at WSID, Eastern Creek. Day/Night 1/4 mile VW drag racing. VW Bracket Racing, stock to Pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, food and drink. Presented by VWMA (www.vwma.net.au). More information next month.

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

March.

Thursday 1st:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 4th:- Thirlmere Festival of Steam 2012 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. A great family day out! Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure. Arrive by 9:30. Street parade at 1pm.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 15th:- 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 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

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

Saturday 7th:- Rodstock Twilight Cruise. Meet at the Crossroads Hotel, Casula, at 3:30pm. Cruise departs 4pm sharp to the venue, Hubertus Country Club at Luddenham. Entrants \$10 per car, public entry \$2 per person. All makes welcome, especially VWs. Raffles, trophies, lots of kids' stuff. Trade stands welcome. A great family club run. Enquiries to 0408 462086 or 0407 228137.

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

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

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

May.

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

Sunday 6th:- Newcastle VW Pitstop Cruise. Meet at the Wallsend Shoppig Centre car park at 9:30am, cruise to Beresford and to Ian's workshop at Unit 3/30 Shipley Dr, Rutherford. Free sausage sizzle and drinks. Then cruise to historic Morpeth for coffee. Phone Rose on 0427 550203 for more info.

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

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

Saturday 26st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 27th:- VW NATIONALS 2012 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, engine blow, great food and drink, VW fun all day.

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





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June.

Thursday 4th:- 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 21th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

Marktplatz.

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

All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not

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

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

New Ads.

For Sale:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (standard and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get original NOS parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For Sale:- Kombi remote control model 1:10 scale, Maisto brand. New in box. Asking \$140.00 Please contact David on 02 6553 7834.

For Sale:- VW T4 LWB Campervan. Diesel engine, Trakka high-roof, optional bathroom with window (TYU-396). \$21,700 ONO. Phone (02) 8206 2485 or 0405-183918..

2nd Month Ads.

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For Sale:- 1972 original Karmann California 1600cc Super Beetle, registered NSW, looks and runs GREAT...LADY BUG is her name. Asking Price is \$16,900. Phone Trisha on (02) 66743368 (bh), 045 9110810 (ah) or (Mobile) 0459110810 or email madsurfing@hotmail.com

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in Mortdale, St George area Sydney. \$1500. Call Richard on 0409 469 331.

For Sale:- 1 complete set 70's model Kombi seats, 2 Bucket 2 rear seats \$750.00. 1 70's Kombi Middle Seat \$250.00. 1 x 2.0-litre motor \$750.00 Contact Caro on 0427311047.

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Club Veedub Sydney Membership / Subscription Form. ✂

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Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Do you want to participate in CAMS motor sport? NO YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

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VW's local plans for 2012.

Volkswagen's storm up the popularity charts in Australia continues, led by the irrepresible Golf range. A seventh generation of the famous, classy hatchback is due here in 2013 (it may debut at the Paris Auto Show in September), but before then the German car making giant has a raft of all-new models for the Australian market in 2012.

Scirocco R

It's taken a while but VW Australia is at last introducing what some might call a Golf coupe – the Scirocco. There are a number of different variants in Europe but just one is coming to Australia – the Scirocco R. Despite the R badge, and unlike the Golf R, the Scirocco R is front-wheel drive, powered by the Golf R's 188 kW 2.0-litre direct injection turbo four-cylinder. The Scirocco will start at \$47,490 for a manual version or \$49,990 if you want the dual-clutch DSG.



This is the first time the Scirocco has ever been sold in Australia. Several examples of the first generation Scirocco (1974-82) were imported by LNC Industries (then-owners of VW Australia) for trial in 1976 and one was shown at the Sydney Motor Show that year. But with a proposed price nearly 50% more than the Toyota Celica of the time, it was never released for sale. The second generation of Scirocco (1982-92) never made it here at all, except for a few private imports in the years following.

Amarok Single Cab

The distinctive German-brand ute (most commercial pick-ups are from Japanese or US brands) gets a much-needed back-up in 2012 in its fight against the likes of the Toyota HiLux, Ford Ranger and Mazda BT-50. Not only is there a



new single-cab variant, there will also be a petrol engine option, as well as an additional diesel, to join the high quality dual-cab diesel that launched in 2011 (see next item). More crucially there will also be the option of an (eight-speed) automatic gearbox. It will be a traditional automatic, not a DSG.

These new additions to the local Amarok line will be introduced in stages, starting this month.



CC

The latest-generation Passat sedan and wagon range went on sale in 2011, and 2012 is the turn of the sloping-roofed, Mercedes CLS-influenced CC variant. This time it ditches the Passat name, however, and will just be called the 'Volkswagen CC'. New LED lights front and rear are accompanied by sharper crease lines for the CC's new look, though like its sedan/wagon siblings the interior isn't dramatically different to its predecessor's cabin.

The latest Volkswagen CC will be released mid-year.

Passat Alltrack

Volkswagen does an SUV conversion with another variant of the Passat, with the new Alltrack having raised suspension and off-roader design cues such as plastic body cladding and underbody scuff plates. There will be a choice of two four-cylinder turbo diesel engines sending power to all four wheels. Also includes an Off-road mode.



Pricing is yet to be announced, with the Allroad appearing mid-year.

Up! 3-door.

The Volkswagen Up! – yes, it comes with an exclamation mark – will become the German brand's new



entry-level model, positioned below the Polo that makes room by losing its three-door variant. Expect a three-door Up! to start somewhere below \$15,000, with a five-door version also likely (see next news item).

Expect to see the Up! in the fourth quarter, and like the other new 2012 models you'll get to see it at the Sydney Motor Show in October.

Beetle

The Bug is back, and this time the modern-day iteration adopts a more mature look and ditches the plastic dashtop flower and cutesy styling. There's no 'New' in the nameplate, either, so now it's just 'Beetle' for VW's latest-generation, Golf-based retro-mobile. The new model is longer and wider than the New Beetle that launched in 1998, providing more interior space. Expect the usual mix of petrol and diesel engines, although we don't know yet whether the European high-performance 'R' version will make it here.



This is the first time an Australian Volkswagen model has been officially named and sold as the 'Beetle' since the last air-cooled model was in 1976. Earlier Beetles were sold as the 'Volkswagen 1200' or 'Volkswagen 1300', followed by the 'Superbug'. But for 1976, the last year for the original car, it was indeed sold as the 'Beetle'.

Look for the latest 2012 Beetle at the Sydney Motor Show in October.

Amarok TSI300 and TDI340.

The launch of the Volkswagen Amarok early in 2011 changed the landscape of the 4x4 and 4x2 pickup segments in Australia. Volkswagen became the first European

manufacturer to attempt a shakeup of the largely Japanese dominated sector for a slice of the 150,000+ unit/year categories.

After a great deal of hype and pre-launch promotion, receiving rave reviews and winning some local awards, Volkswagen sold 2,649 Amaroks in 2011 (301 4x2s and 2,348 4x4s) in its first year. Not a bad start, but compared to 36,124 Toyota HiLux models and 21,675 Nissan Navaras, the Amarok wasn't as successful as some had predicted. However the Amarok did outsell the faithful VW Transporter and was the second-most popular VW Commercial behind the Caddy.

This year the competition is hotter than before, with new challengers such as the highly acclaimed new Ford Ranger and its sibling, the Mazda BT-50, taking away more sales than ever before.

It's fair to point out that the limited sales of the Amarok were mainly due to a lack of an automatic transmission option and limited drivetrain choice. The Volkswagen Amarok has only been available in a manual TDI400 diesel, until now.



2012 sees Volkswagen launch two new entry models to sit below the current TDI400: Amarok TDI340 4x2 diesel and Amarok TSI340 4x2 petrol. The new diesel variant uses a slightly less powerful version of the TDI400's 2.0-litre diesel which now develops 103 kW and 340 Nm of torque. Petrol lovers will feel at home with the 2.0-litre turbo powering the TSI300 (118 kW and 300 Nm).

The 4x2 TDI340 also takes the mantle of the most economical model in the lineup, sipping just 7.4 L/100 km on the combined city/highway cycle. The TSI300 does the same run using 9.6 L/100 km. Both variants can be had with either comfort or heavy duty suspension and are available with a Cab Chassis setup. The model's biggest disadvantage – lack of an automatic transmission – will still be an issue until Volkswagen launches the eight-speed automatic Amarok in the second half of the year.

2012 Amarok Highline and Ultimate variants will also gain a multifunction steering wheel (source of some complaints by magazine reviewers), whilst the Ultimate enjoys newly added heated seats. All variants will also gain daytime running lights as standard equipment.

Recommended Retail Prices:

Amarok TDI340 starts from \$29,990

Amarok TSI300 starts from \$30,590.

Up! 5-door for Australia.

The 3-door version of the super-light VW city car will go on sale in Australia late in 2012, priced below the larger Polo and potentially offering a sub-\$15,000 starting price.

Volkswagen Group Australia is yet to confirm the five-door Up! for our market, but says it is “absolutely” under consideration to join the three-door in local showrooms.



VWGA is expected to announce revisions to its Polo range in the coming weeks, with the biggest change understood to be the discontinuation of the entry-level three-door Trendline model to open a price gap for the Up!.

Volkswagen confirmed its plans to make a five-door Up! in October following confirmation from sister company Skoda that it would release three- and five-door versions of the Up!'s twin, the Citigo.

Volkswagen gave us a good indication of what to expect when it unveiled the Cross Up! concept at the 2011 Frankfurt motor show. The Cross Up! sported an off-road theme with black plastic wheel arches, silver bumper plates and a 15mm-boosted ride height.

As the image shows, the production model is set to lose the rugged theme, although some have suggested it may retain the concept's taller ride height.

Volkswagen is yet to confirm the five-door Up!'s powertrain details, although it will almost certainly use the three-door's 44 kW and 55 kW 1.0-litre three-cylinder petrol engine tunes. The most frugal three-door Up! will use just 4.2 litres/100km on the combined cycle with start-stop technology.

VW overtakes Toyota.

Volkswagen has overtaken Toyota to become the second-largest automaker in the world, after reporting a full-year 2011 sales figure of 8.16 million vehicles.

Volkswagen is aiming to hit 10 million annual sales by 2018, and wants to overtake 2011 top-seller General Motors to gain the number one position.

Volkswagen sales grew by 14.3 per cent in 2011, up from 7.14 million sales of 2010. This included sales growth in the Asia/Pacific region, where Volkswagen Group sales were up by 19.8 per cent (2.56 million), as well as North America (up 5.1 per cent to 666,800) and South America (up 21.4 per cent to 933,400), contributing to a total of 1.6 million units.

Toyota has estimated a 2011 sales figure of 7.9 million, dropping by six per cent compared with its 2010 effort – sales of which include Lexus, Daihatsu and Hino brands. Toyota was hit hard by the effects of the Japanese earthquake and tsunami disaster in March, but is likely to again challenge GM for top spot in 2012 with production largely back to normal.



General Motors reported a 2011 total sales figure of 9.03 million units, putting it just in front of Volkswagen and Toyota's 2011 figures to reclaim the crown of world's largest car maker that it lost to the Japanese company in 2008.

GM's figures shows growth of 7.6 per cent compared with the 2010 figure of 8.39 million. GM's Chevrolet brand contributed the most sales, selling 4.76 million units worldwide, while the Chinese market, showing a 8.3 per cent rise, added 2.55 million sales.

During the first nine months of 2011, GM earned \$8.47 billion, up from its total 2010 earnings of \$6.17 billion. The company's share price, as of yesterday, was US\$24.80 – less than half the price the US Government would need to sell each of its shares at to break even.

This is the third consecutive year GM sales have risen, after sales dropped annually between 2000 and 2009 – with respective plummets of 22.9 and 30.1 per cent in 2008 and 2009 contributing to the company's slide into bankruptcy.

GM sales include the Chevrolet, Buick, Cadillac, GMC, Opel, Holden and Vauxhall brands, and two joint ventures in China. GM has shut down a number of its historic brands in recent years – Geo (1997); Oldsmobile (2004); Saturn, Pontiac and Hummer (2010) and Daewoo (2011).

Volkswagen Group sales do include brands such as Audi and Skoda, both of which saw increases in delivered vehicles. Audi sales were up by 19.2 per cent (1.3 million), while Skoda saw gains of 15.3 per cent (879,200).



The Volkswagen brand contributed the most however, with 5.09 million Volkswagens going to new homes in 2011, up 13.1 per cent compared with 2010.

2014 Passat all-new.

The eighth-generation Volkswagen Passat will be redesigned from the ground up when it launches with a new platform and new powertrains in 2014.

According to Dutch website Autoweek, the next Passat will adopt the Volkswagen Group's versatile new MQB platform, which is destined to underpin a range of upcoming vehicles, including the new Audi A3 and Volkswagen Polo and Golf. MQB stands for Modularer QuerBaukasten ("Modular Transverse Matrix").

The new platform will reportedly help the Passat shed at least 50kg, with entry-level models potentially weighing less than 1400kg as the German manufacturer pursues greater fuel efficiency and vehicle dynamics.



"Going forward, all Group vehicles in the Polo, Golf and Passat segments will be based on the MQB. That is more than 40 models and 3.5 million units per year," Volkswagen boss Martin Winterkorn told workers in Wolfsburg last month.

The all-new model is unlikely to face any of the criticisms of the current 'B72' model, which many believe is only a modest upgrade from the mechanically similar B6 Passat, which was produced from 2005 to 2010.

Autoweek suggests the eighth-generation Passat is "almost certain" to feature a plug-in hybrid powertrain, speculating the vehicle could feature a circa-125kW engine and would be capable of driving 50km exclusively on electric power.

Volkswagen is expected to equip all of the Passat's petrol engines with start-stop technology, while NOx catalysts may be fitted to diesel-powered vehicles to help meet Euro VI emissions standards.

The Dutch report says technology features that Volkswagen has historically charged a premium for – like phone and audio connectivity, satellite navigation, and driver-assist systems – should become standard in the next Passat.

E-Bugster.

The Volkswagen E-Bugster concept has just been unveiled in the lead up to the 2012 North American International Auto Show in Detroit. It features a fully electric powertrain, and a 'chop-top' roof design taking inspiration from the Volkswagen Ragster concept of 2005.

Showcasing a sleek body similar to the Ragster, the E-Bugster concept features a roof that is lowered 74mm compared with the normal Beetle. The E-Bugster also gets a



smooth wrap-over roof design giving the impression that it is a convertible.

Under the bonnet lies an electric motor producing 84kW of power and 270Nm of torque. Electricity is sent from a 315kg lithium-ion battery mounted in the rear of the concept. Its full-charge range is approximately 160km.

Recharging can be done via a 120-volt or 240-volt socket, while a quick-charge system recharges the battery to 80 per cent in just 30 minutes.

Other revisions over the normal Beetle include new front and rear bumpers, LED daytime running lights, and a set of 20-inch five-spoke alloy wheels.

There are no plans for the E-Bugster to go into production any time soon, but the concept showcases technology that will eventually wind up in production Volkswagen vehicles in the near future.

BlueSport uncertainty.

The future of three sports cars is in serious doubt as Volkswagen struggles to find adequate demand for the proposed entry-level prospects.

Volkswagen research and development chief Ulrich Hackenberg told Autocar magazine that engineering of VW's version – the Volkswagen BlueSport – is complete, but says it cannot advance to production because the German manufacturer does not believe it can achieve baseline volume levels.



Volkswagen estimates the car would need to attract 50,000 sales for the project to be viable.

The BlueSport was destined to share its mid-engined, rear-wheel-drive architecture with similar vehicles from Audi

and Porsche, referred to as the Audi R4 and Porsche baby Boxster within the industry. Those models will almost certainly not go ahead if the BlueSport is not given the green light.

The Volkswagen BlueSport concept made its debut more than three years ago at the 2009 North American International Auto Show in Detroit. A production version was expected to be revealed last year, but it never eventuated.

According to Autocar, Volkswagen and Audi remain enthusiastic, but some within Porsche are cooling on the project.

Hackenberg said that developing the vehicles on a more cost-effective platform – Golf-style front-engine and front-wheel drive, for example – was not an option, as they would no longer meet the manufacturers' objectives from an emotional or design perspective.

Porsche facing lawsuit.

Porsche Automobil Holding SE could be sued two billion Euros (\$2.5 billion) by investors over damages allegedly suffered during Porsche's failed attempt at taking over Volkswagen in 2008.

The group of investors, identified in a Reuters report as Elliott Associates, L.P., Elliott International, L.P., The Liverpool Limited Partnership, Perry Partners L.P., Perry Partners International, Inc., DE Shaw Valence International Inc., and York Capital Management Europe (UK) Advisors, LLP, filed the lawsuit in the Stuttgart district court.



Spokesperson for Porsche SE Frank Gaube said the company needs to receive the suit before it can examine it closely. He also said in a recent Automotive News report that "the accusations are not justified", saying that the company will reject them.

In 2008, Porsche Holding SE planned a complete takeover of Volkswagen Group, but due to German laws and the fact that Porsche had to borrow money from Volkswagen to make a complete takeover, the ownership takeover couldn't be made.

This resulted in investors losing billions. These investors allege that Porsche built up anticipation of a takeover on purpose for the sake of share price and market manipulation. According to the lawsuit statement, "Porsche gained control over the price of VW common stock as it secretly built enormous derivative positions covering almost all of VW's freely traded shares, then triggered a massive

short squeeze, and finally released billions of euros worth of shares into the short squeeze for its own profit."

Porsche SE is not the famous Stuttgart car company. Porsche SE is actually a financial holding company that owns 51% of Porsche Zwischenholding GmbH, which in turn is the 100% owner of Porsche AG, the car company. Porsche SE also holds 50.7 per cent of Volkswagen Group. Porsche SE's largest shareholder is the Qatar Investment Authority.

VW Puebla is #1 in North America.

Here's something I bet you didn't know. Volkswagen has the largest producing North American automotive factory by a wide margin, with its plant in Puebla, Mexico. The VW factory managed to produce 510,041 units last year, beating second-place Nissan and its Aguascalientes, Mexico plant, by a staggering 149,245 units, according to Ward's Auto.



Nissan jumped from third to second place after Toyota and its Georgetown plant dropped from the top five. Toyota and Honda both saw themselves ousted from the leader board after a year pockmarked by disruptions from earthquake and tsunami activity in Japan, flooding in Thailand, and quality problem recalls.

The Japanese automakers' vacancies made room for Hyundai and its facility in Montgomery, Alabama with 338,127 units to take fourth place. Ford, meanwhile, moved from fifth in 2010 to third in 2011 with 344,446 units from its Dearborn Truck plant. Nissan rounded out the top five last year with the company's plant in Smyrna, Tennessee taking the automaker's second spot on the list.

Ward's Auto reports Volkswagen enjoyed a boost from the popularity of the Jetta on the US market in 2011. That model alone helped push the company's Puebla facility to a 75,356 unit gain over last year's figures.

Ontario in Canada was the biggest producing district, for the eighth year in a row with 2.12 million vehicles made. Michigan was second with 1.9 million.

Volkswagen tends to build large isolated factories with gigantic outputs, with Puebla and the new US plant in Tennessee the only ones in North America. Other makers tend to have smaller factories but lots of them. Of all makes there are no less than 67 car factories in North America, producing 13,083,000 vehicles in 2011. Volkswagen simply has the biggest of these 67 factories.

Joe's New Year trip.

After Christmas I took a trip to Mt Tamborine in Queensland to visit my younger brother Jack, where I spent the New Year high up on the mountain looking down at Surfers Paradise. When I was crossing the border, he rang me up and said, "When do you think you'll be here?" I told him about 1.00pm and he said, "No I'll bet you a beer that you'll be here around noon," and I said OK, done. Well, I arrived on the mountain at exactly 1.00pm so I said to him "Jack you owe me a beer!" and he said, "No, you owe ME a beer because its only 12 noon here - no daylight saving in QLD remember!"

While I was there I went to visit John Rekers, who was the second owner of my 1973 Superbug/ He lives at Mermaid Waters (see photo), a very nice man. He showed me all the number plates that he has collected from overseas, including one from Kuwait. He told me that in his younger days he was racing driver and also was one of the first people who bought a 1956 Beetle, and then he also bought one of the first Kombi shipped in Australia.



On my way back home as I was travelling along the F3 Freeway, just after the Ourimbah turnoff, I suddenly lost power so I pulled over. With the Kombi's engine running I looked underneath and I saw all this fuel gushing out from under the engine. I quickly turned the engine off. A highway patrol policeman pulled up behind me and was kind enough to protect me from the traffic while I got under the bus to see where the fuel was leaking. The police officer, who happened to own two Beetles, a 1969 model and a beach buggy, and who also happens to live in Old Toongabbie, suggested to check the fuel line going into the carbies and sure enough the pressed-in-brass fitting that is located into the top of the right-hand carb had worked itself loose with the fuel hose clamped on. I was so lucky the hot engine bay area didn't go up in flames.

That wasn't the only drama I had with the Kombi. Last Thursday the 19/1 I travelled up to the Tamworth Country Music Festival where I met again the legendary Chad Morgan - still alive, he's not dead yet! (see March 2011 Zeitschrift). He actually made a movie and called it 'I'm Not Dead Yet'.

The photo you see on this month's cover is that of Johanna Hemara, winner of the Frank Ifield award for yodelling (Frank Ifield - I Remember You!) She has a



fantastic voice and is a great yodeller. She enjoyed being photo'd with my Kombi (and I bet you enjoyed it too Joe - Ed).

Here is my Kombi sitting on the back of a tow truck. Notice the sign on the rear window: "Home is where I park it".....on the back of a truck! The story is that on Saturday in the afternoon I went to visit Deon and Tiana whom I met at Sawtell in the caravan park last year. They live at Bendemeer and on the way there the Kombi started to cough and jerk like it was starving from fuel.



Anyway I stayed over their place overnight, and the next morning Sunday I left at 7.00am and drove about 90 km before it started to cough and jerk again. I called the NRMA but he couldn't find the fault so he organized a tow truck for me and brought me home 345 km.

The next day after work I called the NRMA again, who again organized a tow truck to take me up to Kombi Rescue at Annangrove. Just my luck the truck driver lived in Girraween so I left the Kombi in Steve's workshop and got a lift back home. I found out the problem was with the electronic ignition system.

I guess the money I saved in accommodation at Tamworth I will now be spending on my bus, but that's life when you drive an old aircooled vehicle like that. I can't speak highly enough of the NRMA Road service; it cost me nothing for the tow home and the tow to Annangrove, I'm a gold member and have premium cover. They looked after me like a VIP customer.

Cheers

Joe Buttigieg

Canberra Summernats.

On Sunday 8th January, some of the Canberra members joined the car club display in the main arena of the Summernats carshow, held annually here in Canberra. In recent years, the Council of ACT Car Clubs has been invited to display club members cars in the arena on 'family day', to help promote club membership and to give a different perspective to the other cars on show in the main display.

We had a few members participate and displayed a T2 Kombi and Kombi Ute, a T1 Split Kombi, and a Jetta. We had a Type 181 Thing join us (from another club) as well as an early Porsche 911, who felt more at home with us than some of the other marques on display.

The weather hampered the day and on a number of occasions we found ourselves looking for cover as the heavens opened. It made for a soggy day, and I think this reduced the crowds a bit.

We also experienced a bit of chaos as gate staff didn't know where to send us to enter the show. At one point we



were to be marshalled to the Torana Club. Really? Does my Kombi look like a Torana?

Thanks to all attendees, I hope you enjoyed your visit to Summernats.

Bruce





VW Summer Cruise. Sunday 22nd Jan.

The Annual Summer Cruise happened on Sunday the 22nd of January and we had a great turn out! The day started off very grey and wet looking when I turned up at Stanwell Park at 9am to start setting up, although there was a small patch of blue so I held out hope it would all come together.



As the day progressed that little blue patch widened until by midday there was not a cloud in the sky, perfect beach and BBQ weather! (one of the very few for the season so far).



Meanwhile at Uncle Leo's Diner about 40 cars were gathering for the cruise down through Appin, down Bulli Pass and across the Sea Cliff Bridge. While I couldn't be there, I have to take a moment to thank Ayden, one of the [www.vwwatercooled](http://www.vwwatercooled.com.au) Mods, for heading up and looking after the cruise for the day.

From what I'm told it was a good run up until an unrelated VW Polo happened to turn off, with people following along! Luckily it was all sorted very quickly with everyone eventually turning up at the park for a good chin wag and something to eat.



Food and drinks were supplied by the [vwwatercooled](http://www.vwwatercooled.com.au) forums and were very well received. One of the most common questions I had on the day was "Are you sure it's Free?!!" While it was a free event we were collecting donations for the Cancer Council and raised a total of \$118.45 through donation and a small raffle.

Many thanks to the guys [CarCareProducts](http://www.carcareproducts.com.au) who provided our first prize which was a detailing kit to keep your pride and joy nice and shiny. If you haven't already found them, take a moment to check out their website at www.carcareproducts.com.au for all your detailing needs.

Club VeeDub. Aus Liebe zum Automobilklub.



At 3:00pm or so I noticed the clouds starting to roll in, but with a little help from the attendees we managed to get the marquee down and everything packed away just as the rain started to fall. An unfortunately abrupt end to a great day, but not nearly enough to dampen our spirits.

Once again, thank you to everyone who attended, I hope you enjoyed the day and I look forward to seeing everyone next year for an even bigger and better Summer Cruise.

Aaron Hawker

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Venezuela, Paraguay, Uruguay, the Philippines, and starting in March 1976, Nigeria, where it was renamed Igala. The only other country, in which the Brasilia was assembled, was Mexico, where it was produced between 1974 and 1982.

Other new Hot wheels variations in the 'Hot Ones' series to look out for are the air cooled T3 'Sun Vanagon', and a nice mint green and blue Beetle

Happy Hunting!

The Toy Department.

I recently came across this Hot Wheels Volkswagen Brasilia. The VW Brasilia was a compact car made in Brazil between 1973 and 1982.

The Brasilia (named after Brazil's capital city) looked like a smaller version of the Volkswagen 412 Variant, but was in fact based on the Volkswagen Beetle. It was developed by Volkswagen do Brasil (Volkswagen of Brazil), which had at the time a unique and somewhat exotic line of cars, which spawned such rarities as the SP2. The Brasilia was equipped with the Volkswagen air-cooled engine from the Beetle.

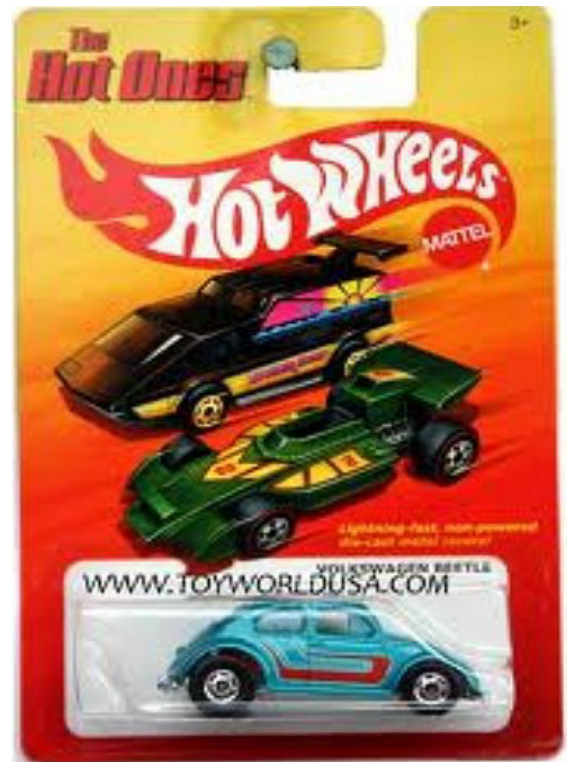
In September 1970, Volkswagen of Brazil's president, Rudolf Leiding, made a challenge for the company's major designers. He wanted to recreate the Beetle but with a Brazilian flair and with the Brazilian market in mind. At that time, the Beetle, the Bus and the Karmann-Ghia were the only air-cooled VWs that proved successful in Brazil.

When the final design was ready and the car was to be put in production, a then unknown automotive reporter successfully spotted some of the vehicles in trial runs in the factory's vicinity. After failed attempts to drive the reporter away, some security personnel fired against his car, triggering a minor commotion in the Brazilian media. The publicity triggered an official apology from Volkswagen and boosted the sales of the magazine.

Sales began in 1973, and the production model featured a front end much like the German 412, and the back resembled a scaled-down Brazilian Variant Type 3. It was also the first Brazilian hatchback with five doors, but this version, however, was produced in a small proportion.

The total production of VW Brasilias reached over one million vehicles. Some were exported to Chile, Portugal, Bolivia, Perú, Ecuador,

Tony Bezzina
Kbezzina@bigpond.com





Pizza and pasta night. Saturday 21 Jan.

On Saturday the 21st of January 2012, my Dad and I went to the VW Club Pizza and Pasta night at Monte Carlo Pizzeria at Riverwood, only 5 minutes away from us. It was Dave's idea and he did all the organizing.



Dad and I have been to Monte Carlo pizzeria more than 20 times before because their pizzas are really YUMMY! Dad likes the special pizza and I usually get a small cheesy margherita all for myself. So we both were really looking forward to it.

Dave's idea was that everyone should wear something Hawaiian. So I wore a white flowery dress that my grandma bought for me in Hawaii, with black leggings and a white

wrap. Dad wore a shirt that mum and I bought him for Christmas. It was black with red, purple and green flowers.

We parked our Kombi round the back just as Brian was getting out of his red Golf. We walked to the restaurant and our big table was out the front on the footpath. Lots of people were already there.

We ordered the \$25.00 banquet, which included BBQ seafood, garlic bread, pasta, salad and heaps of pizza. I had a little bit of calamari and it was YUMMY!

Then there was way too much pasta! When the pizzas came everyone was half full (except for Brian). I was lucky to get a little Margherita pizza all to myself. It was very YUMMY! But I couldn't finish it! The grown-ups were eating slices of Meat Lovers, Supreme, Mexican and Vegetarian pizzas. Dad said they were all very yummy but there was still lots left when everyone was full!



A couple of guys drove all the way from Canberra. It was good to walk around and talk to everyone and Boris is very funny! But I started to get very tired. We took some photos and I felt sleepy. It was about 10:30 so Dad picked me up and we said goodnight. I think Dave, Boris, Steve and Eileen, Leigh and Belinda and Bob and Heather stayed much later, talking about VWs. Brian was having another beer.

We drove home in the Kombi. It was a fantastic night and I want to go to Monte Carlos for pizza again soon!

Lily ©





Dubstitute, Melbourne. Sunday 29th Jan.

So, some of the watercooled guys from the Canberra chapter late last year decided to attend the South East Dub Fest in January 2012, as it is billed as the biggest watercooled VW show in the calendar year. Planning started in earnest, but alas, word had spread that South East Dub Fest had been cancelled mid December due to issues with sponsors.

Enter The Stu, as he is known on VWWatercooled, and some of the Melbourne crew, who at very short notice, decided to throw on a show cleverly called 'Dubstitute', scheduled on the weekend that South East Dubfest was originally on.

So with Destination set, leave in and full petrol tanks, a small contingent left for the big smoke of Melbourne the day after Australia day. The Main Body consisted of Andrew and his cool matt green Type 3, Cam's tidy Golf 3 VR6 and me with Aaron co-piloting in my trusty '06 Polo GTI. Our advance party, consisting of Josh with his Golf 1 on trailer and Linc with tow ute on air, had departed Wednesday night.

After a quick stop at Yass to meet up with Matt from VWWatercooled, and lunch in Albury, we arrived in Melbourne, ready to attend a BBQ at Tim's workshop, Dub Addiction. After an enjoyable night of meeting new people and putting names to faces, we were off to Stu's place, as he graciously put us up for the night.

The next morning we went down to St Kilda for breakfast before finding a car wash to bring our cars up to shine. Then we headed over to meet up for the cruise, which turned out to be a sweet stretch of road, before heading to a



secret location for a BBQ. This place shall remain known only to those who attended but was an Aladdin's cave of both air and watercooled dubs, containing lots of spares, and an immaculate Kombi, Type 3, Golf 1, Golf 2 GTI and others.



After a relaxing afternoon, it was off to book into our caravan park cabin for the night. Sunday saw us up bright and early, and on our way to attend the show proper. After expert navigation from Aaron, and following some home made signs, we arrived at Como Park and got our cars into position. Although the weather was quite hot, the show was excellent, with music playing and most people seeking the shade of trees bordering the park, and a café just across the road doing brisk business in cool drinks.





After the show it was back to the Caravan park to rest up before the long drive back on Monday to sunny old Canberra. All in all a thoroughly great weekend and a special thankyou to the Melbourne boys and girls for their hospitality. The results are below:

Peoples choice:

- 1st: Anthony - Golf 5 R32 TT
- 2nd: Troy - Polo GTI
- 3rd: Ross - Audi RS2 Wagon

Judges trophies:

- Best Fitment: Josh - brown Golf 1
- Best Presented: Matt - sticker work for the 3 Polo GTIs.
- Padded Cell: George - orange Golf 1
- Car of the Show: Troy - Polo GTI

Simon Mead



Weber carbs.

A few years ago I was doing up a Porsche 912. The Solex 40-PII carbs were shot, although they could be resleeved in Melbourne for \$1500 (!)

So instead I bought a set of 36 IDF Webers (originally off an Alfa 33). Of course they didn't work correctly, the main problem being a large dead spot as you accelerated out of a corner. Two or three mechanics tried to fix this, and after each cleaning the carbs, setting them up and tuning them (\$600 later), none of them could fix the problem.

Laurie, a member of this club, put me on the right track by suggesting that I try 180 airs, 50 idle jets and 130 mains, which improved the flatspot dramatically. The emulsion tubes that came with the carbs were F57 (which were specifically made for the Alfa 1600 engine). I eventually found out through the 912 website in the USA that the correct emulsion tubes were F7, which eventually pretty much fixed the problem.

Even though I had spent many hours on the net, spent dollars to mechanics who "knew how to fix the problem," I understood very little of the working and adjustment of dual carbs. In fact the experience made me shy away - they were just too complicated.

Fast forward to last year. I put a 1916cc engine and a 2-litre box into my 1971 lowlight Kombi with, you guessed it, dual Spanish Weber 40s, all set up and installed. It went great, exactly as I wanted. Except that after 3 months a miss started to appear. We thought it was dirty fuel so I changed the filters, which were pretty crappy. This fixed the problem.

However, before we worked this out, I panicked, thinking "f#\$&ing Webers, not again! I am cursed!" Again I looked up the net under 'VW 1915 dual webers adjustment', and amongst the ads, blogs, opinions etc, about 4 pages into the query I found a site called 'Aircooled.Net', which has a four-part series on choosing, jetting, synchronising and repairing Webers.

Before I read these articles, I was completely in the dark, even scared of dealing with dual Webers. Now I am confident that I can work with them. It dawned on me that perhaps there would be a few more members of our Club who wish to maintain their cars by themselves who could use this information. So we'll print them here in the magazine over the next few months.

Phil Warnecke

Carb 101: Selecting the right carb system.

From aircooled.net

The performance increases of aftermarket carburetion are a common consideration for Volkswagen enthusiasts, but most people don't hear of the nightmares associated with poor carburettor selection or poor tuning. And as usual, in this industry it is easy to get confused by the volume of available, and often times conflicting information.

There are a number of aspects to consider when upgrading your induction system. VW engines are

notoriously under carburetted, a repercussion of the original design. A stock VW carburettor is proportionally small in relation to VW engine size when compared to most (if not all) other car makes.

CARBURETTOR SIZING THEORY

Your first consideration should be to note how many cylinders each carburettor throat is 'feeding'. If it's only feeding one cylinder, you have complete control of tunability, since you can adjust the air/fuel mixture perfectly for each cylinder. Carb throats that feed multiple cylinders (the case in stock engines) have to be adjusted to a compromise setting, and the result is that all the cylinders run at a less than optimal air/fuel mixture. This is one reason why dual carbs provide better mileage than centre-mounted carb kits (including stock) assuming they are driven similarly.

Your Choices

Next you are faced with a decision on the type of carburettor set-up you should run. This is where most people could use some clear-cut details and general clarification. Choices include:

- Centre mount 1BBL
 - Stock (Solex)
 - Stock Replacement (Solex 30/31, and Weber)
- Centre mount 2BBL
 - Progressive (Weber DCAV, DCEV - "E" stands for electric choke)
 - Non-Progressive (Weber IDF, DCNF or Dellorto DRLA)
- Dual 1BBL (Kadron, Solex, Weber ICT, Dellorto FRD)
- Dual 2BBL (Weber IDF, IDA, and DCNF, Dellorto DRLA, and Solex 40P11).

Note - BBL=barrel.

Jetting For Centre Mount v Dual Systems

A key difference to note between a centre mount application and a dual carb set-up using the 'same' carburettor is that, by comparison, the carb in the centre mount is jetted slightly richer on the idle circuit. This is because of fuel condensation issues. The petrol has a hard time staying as a vapour on the long run to the cylinders in a centre mount set-up. You must take into account that carburettor jetting requirements differ slightly for dual and single applications when dialing in your set-up.

CENTRE MOUNT 1 BBL SYSTEMS

Stock: As you might expect, a stock carburettor will make your vehicle perform as it did when new, assuming that the rest of your engine is also up to the task or in almost new condition. Many vehicles have carburettors that are simply worn out, that have been ignored to a point far beyond what could remotely be considered 'acceptable condition' by reasonable standards. Wear commonly results in a vacuum leak at the throttle shaft bushing (air sucks in around the worn bushing). Quality machine shops can repair this condition, at a reasonable price, but some carburettors (specifically the 34 PICT) just don't rebuild well, and you are better off to replace

them. Stock carburetors are still available new from many vendors, and the installation of a new carburetor on a well-maintained engine can transform your bucking vehicle into a smooth operator.

Stock Replacement: As you probably guessed from the name, replacement carburetors are not original equipment. But, they are still appropriate for stock-type use. The Solex 30/31 is one of these carbs. The Solex 30/31 is jetted very lean, and often require a main jet upgrade to get them to run properly. Quality control for replacements is not as good as that which was on the original Solex carbs, so you take your chances and should expect a lemon to pop up now and again. Make sure you deal with a vendor who will stand behind their products in case you get one of the lemons.

Weber also made a replacement carburetor, and it was quite popular and available in the '80s - much more so than now. There are still a number of these ones still floating around, but if you plan on disassembling this particular carb, you'd better hope that you have as many arms as an octopus, an IQ over 130, and the dexterity of a brain surgeon...and I'm not kidding!

CENTRE MOUNT 2BBL SYSTEMS

Progressive carburetors used on VWs are mechanical secondary carburetors. A mechanical secondary carburetor opens in relation to throttle position. The Progressive set-up uses a small primary barrel, allowing for excellent drivability and mileage. These also offer a larger secondary barrel for more power when you open the throttle. These carburetor kits can take a lot of time - up to 8 hours - to dial in for your particular car. This is partly because they are supplied from the factory with generic jetting often not suited for the VW engine, and also partly because the jets can be difficult to access. A good kit won't be too far off straight out of the box, but even a close one will need some tweaking before it is perfect! The centre mount progressive is a fantastic carburetor once it's jetted properly (but remember that it's no small task). Most are also available with an electric choke, making it easier to start and drive when the engine is cold and when air temperatures are colder. Most stock carburetors came with electric chokes, and they definitely made life easier for the driver of a vehicle with a centre mount set-up. The Progressive set-up is an excellent combination of performance, drivability, and economy. The main downfall of this system is the time it takes to get it set up properly.

Non-Progressive systems usually use a Dellorto DRLA or Weber IDF or DCNF 2BBL carburetor. The Non-Progressive carburetor set-up tends to sacrifice drivability and economy in favour of performance.

You may hear about the Holley Bug Spray carburetor periodically. It was a decent performer in its day, but is essentially obsolete due to age and wear, and you aren't likely to find one in good enough shape to rebuild or run.

Centre Mounts And Manifold Heat

ALL centre mount applications require intake manifold heat to perform properly in cool weather. Original VW carburetion relied on it because centre mount set-ups can ice up if manifold heat isn't available! Manifold heat also

assists mileage and makes centre mounts considerably more driveable, since fuel is more likely to stay atomised, since it is not as likely to condense on the way to the cylinders. Be careful when buying your carb kit, since many kits have inadequate manifold heating, or none at all! Proper manifold heat will make or break your set-up when it comes to functionality and drivability. A 'bargain' kit is hardly a bargain when it interferes with your driving experience by making your VW temperamental! I strongly suggest you pay the little bit extra for a good kit, unless you live in the hot desert where the manifold heat won't be needed as often.

Type 3 And 4 Vehicles (including Kombi)

Because of the need for manifold heat, I do not recommend centre mounts for the Type 3 or 4 engine, since the kits available for these engines do not have provisions for manifold heat. For the Type 3 or 4 engine, I recommend dual carbs (more info to follow). Also, the exhaust system you have on your engine will affect manifold heat. Many headers do not have the proper intake pre-heater flanges required to accomplish adequate intake manifold pre-heating. Even headers that do have the pre-heater flanges must be manually drilled through to make them functional. Don't assume yours is ready to roll out of the box!

Off Road Applications

90% of the time, off road applications should use a centre mount system. Why? There are a couple reasons. The first is simplicity. Dual carbs require more complex linkage, and when you are talking about off-road use, this is just more parts to break or give you problems. In addition to this, dual carbs are mounted on the outside of the car, where they are vulnerable to getting hit with debris. Lastly, a carburetor mounted in the centre is going to get bounced around less than if it's mounted on the outside of the car as the car is pitched side to side. Therefore, fuel control is easier (less chance of flooding) with a centre-mounted carb. The power difference between a centre mount and dual set-up is very small, and with the above noted advantages of running a single, it's an easy decision to justify. If you want corroboration, just have a look at the winners of the SCORE races and then check out the induction systems installed on the winning cars...

DUAL CARBURETOR SYSTEMS

Aluminium Intake Manifolds

Intake manifolds come as part of a dual carburetor kits (in almost all cases). When you order your kit, I strongly recommend you opt for aluminium (as opposed to steel) intake manifolds. Aluminium manifolds (for dual 1 BBL or for dual 2BBL) fit better, and conduct heat to the carburetors making the engine more driveable and eliminate icing problems. Effectively, this means that all dual carburetor kits with aluminium intake manifolds do not need intake manifold heat like the centre mount kits! I have routinely run my car at well below -15 deg C, with no problems at start-up or during operation with dual carbs. Because of this, if you live in a region that hits colder temps, dual carbs are the way to go!

Intake Manifold Length

Here's a little side note about intake manifold length. Usually, you will not have a choice on manifold length since

your linkage clearing the generator/alternator and the space available in the engine bay dictates what you must use. Racecars are the exception! You have a choice on a racecar because of the larger engine bay and/or no engine tin and generator/alternator. In general, short intake manifolds produce more power at high RPMs, and long intake manifolds produce more power at low RPMs. The power peak between 'shorter' and 'longer' is between 300-500 rpm - not enough to lose sleep over. Long intakes require a shorter air cleaner, which is a limitation for air filter area. Short intake manifolds make it difficult to get your plug wires on and off, but they do allow more room for larger air cleaners.

Linkage Type

When choosing your carburettor kit, you also have the type of linkage to consider. Linkage usually falls in one of two categories.

Centre pull: Centre pull linkage uses a 'pivot' system towards the centre of the engine, and when the accelerator is pushed down, the linkage PULLS and/or pushes the carb throttles open.

Crossbar: Crossbar linkage PUSHES the throttles open from above the carburettors.

It's important to understand that VW engines get wider as you run your vehicle, due to metal expansion upon engine heating. This usually isn't a consideration until you contemplate the two different styles of linkage. All aircooled engines get wider as they get hotter, and some centre pull linkage does not compensate for this. In these cases your idle speed can depend on how hot your engine is (with poorly designed linkage, the linkage gets tight as the engine warms up)! With the crossbar linkage, throttle position is virtually unaffected by engine temperature and the associated growth/contraction, so it's more consistent in its operation. I favour the crossbar linkage style for all applications, if you have a choice. Oh! And when purchasing your carb kit, ask whether the linkage is made of aluminium or steel. In my experience, the aluminium linkage can seize or strip, since the down rod threads are so small and aluminium is soft. Steel is King when it comes to linkage!

When you are choosing a Carb Kit, you will be faced with a choice of carburetor brand and model.

DUAL 1BBL CARBURETTOR SYSTEMS

Kadrons: These are Brazilian-built Solex carbs. These can work very well, but I'm not a fan of their linkage (a form of the centre pull) - and they don't give you the option of crossbar. The linkage ball-joints have been known to break or pop off, and if you pay attention to cars you see with Kadrons, you will note that bread ties, zip-ties, and rubber bands are frequently resorted to as a quick fix for keeping the linkage together. Only buy Kadrons if you are also willing to keep your glovebox stocked with these Kadron essentials. On the positive side, Kadrons are the largest of the dual 1BBL carb kits, and produce the most power. They are very tunable, and the kits are reasonably priced at under \$400, but we don't carry them because of their linkage design faults.

Dual 35 mm Solex: These kits are only available for upright engines, and only available for Dual Port heads. The first thing that strikes you about this kit is that they are inexpensive! They come with FACTORY intake manifolds

(which mean they fit), and factory carbs, since the entire kit is based on factory components made in Brazil. These carbs are outstanding for mild engines, from semi-stockers to mild street engines. You are limited to around 100 HP with these carbs. We offer different venturis and jets for those of you that want a little more oomph. The linkage is very nicely done, we modify it here to make it work the way it should, and minimize your headaches.

Dellorto FRDs and Weber ICTs: These two brands and models are pretty much equivalent. The Dellorto FRDs are no longer available, and parts availability is sketchy. The Weber ICT is a good carburettor (not great), but because of the 35mm Solex kit availability, we only recommend the ICT for Single Port Upright, Type 4, and Type 3 engines. Again, make sure you get crossbar linkage (all of our kits have this). Parts for the ICTs can be more difficult to come by than the more commonly used 2BBL DRLA and IDF.

Electric Choke Solex: Solexes work well, but these use centre-pull linkage. And there is almost no power increase compared to a stock single carburettor because these carburettors are so small! These are not widely used because chokes are not necessary on VW dual carburettor set-ups, and the inclusion of the electric choke makes this kit expensive. Stock '72-'74 Buses used a similar carburettor, but these carbs were horrible to work with even when they were new! Only a masochist should consider trying to adapt the Bus carbs to some intakes you have lying around.

DUAL 2BBL CARBURETOR SYSTEMS

Weber DCNF: These were fantastic carbs in their day, but the Weber IDF has made the DCNF obsolete for air-cooled VW applications. Gene Berg utilized these carburettors and made them very popular with VW hot-rodders. They are quite small, so fitting them into the VW engine compartment is pretty easy, unlike many other larger carb sets. You should not use them for an off road car, even in a centre mount application, as they will flood easily (their fuel level control is not very effective). Street and race use only.

Weber IDAs were designed for race applications, but contrary to popular opinion, these can work very well on the street but have some inherent limitations. They do not have much of a progression circuit (they only have two progression holes where the IDF has four), so in unmodified form, they are either off (idle) or on (full throttle)! A carb expert can put a third progression hole in which will make them more streetable (we offer this as an option if you buy them from us), and this modification will increase driveability and fuel economy. 8.5 to 9 L/100 km on the highway is attainable, even with huge engines, when they are properly set up. You will hear some guys reporting and complaining about 20-30 L/100 km, but I can guarantee you that their carburettors are jetted improperly.

Weber IDF: This is the most widely used air-cooled VW carburettor, and the one we recommend in almost all cases. The IDFs come in 40, 44, and 48mm sizes, and are excellent carbs for street cars. These are also the carb of choice for off road vehicles due to an excellent progression circuit and

superior fuel control! These will not flood like the DCNF. The IDF's have many advantages over the other carb sets available:

- They will run on a wide range of engines (from stockers to full race engines)
- They fit nicely in the engine compartment
- They are easy to fit air filter assemblies onto
- They have a modern float design that prevents flooding
- They have 4 progression holes for smooth driveability under light throttle conditions
- Parts availability is excellent because they are still being made
- They have a vacuum advance port (see svda and unilite)

Dellorto DRLA: is essentially the same carb as the Weber IDF, just made by Dellorto. It comes in 36, 40, 45, and 48 mm sizes. It's important to note that the DRLA carb sizing is 1 step larger than the equivalent Weber. A 36 mm Dellorto is equivalent to a 40 mm Weber; a 45mm Dellorto is equivalent to a 48mm Weber; etc.

Solex 40P11: These are old carbs (they used to use them on old Porsches), and they work very well IF they aren't worn out (and a non worn out one would be a rare find). They are similar to the IDF and DRLA in appearance and function.

Filtration

There is one golden rule for carburetion systems of ALL types - you must always run air filters! Lack of filtration is a common source of piston ring wear, since the dirt is abrasive and will abrade your rings and cylinder walls. This wear also affects the jets in your carb! It's not uncommon for jet sizes to 'grow' from the wear associated with non-filtered air and fuel. In addition to wear, dirt WILL clog the jets on your carburetors! Carburetors meter both fuel and air, and many of the passages and jets are very small - it doesn't take much to clog one up. When it's clogged, your car will run erratically, and then you have to chase down the problem. Save yourself some grief and run filters, and just avoid these complications altogether. Filters do not limit performance, and don't let anyone tell you otherwise.

Venturi Size

Venturi size refers to the narrowest channel in the carburetor throat. For optimal balance between power and drivability, venturi size should be about 3-5 mm smaller than intake valve on stock/mild engines, and close to the SAME size as the intake valve on high output engines. You should also note that heavy vehicles must be more conservative with venturi sizing than lighter cars. All 2BBL Dellorto and Weber carbs have changeable venturis, so you have some tunability and re-sizing. However venturis are expensive, so it's best to get close from the outset! Ask what venturi sizes are in the kit you are buying for your VW. You want to get in the ballpark from the beginning since re-jetting a set of dual 2BBLs can cost from \$200-300, and take a fair amount of time.

WHICH SYSTEM IS BEST FOR YOU?

For street use, I prefer either the stock carb, or a dual 2BBL carb system (all brands of carbs are okay, but remember to opt for steel crossbar linkage). I see no point in dual 1BBLs, since dual 2BBLs can be sized to work

fantastically on stock engines, so I wouldn't even bother with 1BBL duals.

Off roaders should opt for a centre mount progressive for smaller engines, and the centre mount IDF/DRLA for larger. Choose the 40 IDF for <2000 cc, and the 44 IDF for 2000 cc and larger.

So - there you have it, all the ins and outs of carburetor and carb system options. Are you asking yourself why you've never gotten this kind of straight, down to earth, necessary information from the average VW parts supplier? My experience has been because they aren't typically all that knowledgeable about what they are selling you - so you should take the pre and post product support and knowledge into consideration when you are weighing a cost savings on your purchase. Also keep in mind that many parts suppliers don't supply installation and jetting instructions with your purchase! If you have a problem with installation and dialing in, you sure don't want to be on your own! Speaking of which - after you buy a set of carbs, we cannot emphasize enough how important it is to have your carbs PROPERLY set up. If you haven't set up your carbs yourself, you NEED to. Most people don't realize that carbs as they are supplied from the factory are assembled, but NOT set up.

CARB SET UP

Step 1 Check Your Fuel Pressure

Carburetors are designed to operate with a certain fuel pressure, and if this range is not met, the carbs will flat out not operate properly. Solex and Kadron carburetors should have 10-15 kPa (1.5-2 psi) fuel pressure. All Dellorto and Weber carburetors should have 20-25 kPa (3-3.5 psi). Good autoparts stores sell a combo vacuum pressure gauge which you T-in at the carburetor to measure fuel pressure. If the pressure is excessive based on your carb type, how you bring it down within spec depends on what fuel pump you have. Electric pumps use Holley or Mallory Fuel Pressure Regulators, while engines with a stock fuel pump simply stack gaskets between the pump and spacer to drop pressure. Do not make the novice mistake of assuming that because you have a stock pump that your pressure 'must be okay'! We have seen the stock pump put out over 70 kPa which will flood ANY carburetor that you bolt on your engine.

Step 2 Cleanliness

You need to take new carbs apart for two reasons. One is to familiarize yourself with what goes where, and the second reason is because they are filthy and you need to clean them! They were assembled in a factory, NOT a lab! You won't believe how much crap is in there. YOU need to clean them in order to KNOW that they are ready to go. If you bolt them on without cleaning, you are asking for headaches.

Step 3 Set your Float Level

While you have your carbs apart, you need to set your float levels. We have never seen a set of carbs out of the box from the factory with properly adjusted floats. Even if they were properly adjusted at some point, handling by shipping gorillas has likely put them out of whack since then.

Hopefully this extensive run-down on VW carburetion has helped you make your carburetion system decision.

Gosford VW dealers.

I think it was at the Club Xmas party that I was speaking with one of our new members (Darren?) over a cold beer. He told me he'd bought his 1500 Beetle from a man in Gosford. He wanted to know – where was the Volkswagen dealer in Gosford in the 1960s, when his VW was new?

I didn't know, as our family always went south of Sydney for holidays, but I was interested to find out. Over the New Year break I had the opportunity to spend a few days on the Central Coast, so I thought it was a good opportunity to look around and find out the history of Volkswagen dealers in the area. Thank you to Geoff Potter from Gosford Library for his help with my research in their microfilm.

Gosford has actually had several VW dealers over the years. They are currently one of the few large country centres with a dealer today too, but this situation is gradually improving as today's VW sales grow.

The first Volkswagen dealer on the Central Coast was the Midway Service Station, on the left-hand side of the Pacific Highway going north through Wyoming. Midway Motors was founded in 1949, owned by Les and Ivy Arndell. The Midway Service Station got its name because it was both 54 miles from Sydney, and 54 miles from Newcastle. The original buildings were built in 1935 as a petrol station run by a Mr Solman, where Les Arndell worked as a mechanic. In 1949 he took over the Atlantic / Plume service station and started selling cars.

Like most early VW country dealers, Midway Motors began as a Rover and Land Rover agency. Volkswagen's NSW

distributors, LNC Industries, also owned the NSW state Rover dealers, Grenville Motors, so when VW sales began in the 1950s it was a natural for the country Land Rover dealers and farming machinery workshops (and there were lots of them then), to take on Volkswagen as well. Midway Motors took on Volkswagen in 1955.

In 1960 Midway Motors gave up their Volkswagen franchise, as their premises were too small for both Land Rover and VW. Midway remained Land Rover only until 1969, when they became a Datsun dealer, and Datsun only in 1973 when Leyland Australia took over the national Land Rover franchise. The old Midway Motors premises were demolished in 1975 and a shiny new dealership built. At some stage since the business has been purchased, and today the site of Midway Motors is Booth's Mitsubishi.



VOLKSWAGEN is the logical choice for **GOSFORD** AND DISTRICTS

Volkswagen has every feature to suit this district. The slow-revving, air-cooled engine speeds you over the longest, steepest grades without any fear of over-heating—cruises fast all day—mile after mile.

VW has superb suspension. On the many miles of unsurfaced roads in this district Volkswagen will iron out these rough surfaces to give a smooth, comfortable ride. Effective dust proofing, too, is another valuable feature. The heater and demister is standard equipment.

And what a pleasure gear changing becomes with VW's silky-smooth gearbox — racing changes become commonplace. This is a feature that makes Volkswagen "a man's car that women love to drive".

With Volkswagen you get proven reliability and real economy, not only in low petrol and oil consumption, but VW's rugged strength reduces maintenance costs to a minimum.

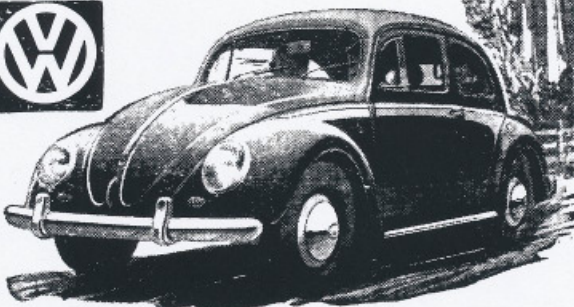
All-important to you, too, is that Volkswagen is most efficiently represented locally. Your local VW centre is equipped to give you speedy routine maintenance, is stocked with a more-than-adequate supply of spare parts, and is staffed by servicemen trained in VW methods. A demonstration car is available today for prospective customers.

VW61.83

JACK ROBERTS & CO.

383 MANN STREET, GOSFORD (Shell Fleetline Service Station)
Phone Gosford 2 1722

**Air-cooled engine won't boil—
can't freeze in the worst weather!**



Another reason why you need
VOLKSWAGEN!

You can forget all the fuss and bother caused by water-cooled engines once you become a Volkswagen owner!

With VW's air-cooled engine, there are NEVER any water leaks . . . NEVER any radiator troubles.

On hot, dusty roads the thermostatic cooling system will supply the proper quantity of air required to cool the slow-revving 14.7 h.p. engine. Even the oil is automatically cooled—bringing continuous, efficient lubrication with minimum oil consumption.

TRIAL-WINNING RUGGEDNESS

VW's amazing success in Trial after Trial is ample proof that this remarkable car can cope with the world's roughest roads.



AIR-COOLED ENGINE

With a VW, there's never a worry about water leaks, freezing, boiling or rust. They just can't happen! You get quicker warm-ups on cold mornings, too.



MIDWAY SERVICE STATION
(Les Arndell), NORTH GOSFORD
Phone Gosford 672; after hours, 650

Meanwhile, another service station closer to Gosford took on Volkswagen in 1960, the Shell Fleetline Service Station at 383 Mann St, Gosford, run by Jack Roberts. In 1960 it was one of the most modern and comfortable petrol stations in the district, with a new-style cafeteria open from 4am to 10pm daily. "For that SPECIAL occasion, enjoy the quiet relaxed atmosphere of this tastefully appointed restaurant," local ads said. "And the price is right!"

Initially the Fleetline Service Station's new car agency traded as Jack Roberts Pty Ltd, but soon became known as Roberts Auto Centre.

In 1966 Roberts Auto Centre expanded by opening a branch agency 25 km further north, in Wyong. The Wyong



**Incredible
VOLKSWAGEN!
Proved reliable again and again!**

(5 round - Australia's reliability trial victor! never-out-luck!)



Proved reliability! It was no accident that Volkswagen was five of the world's toughest reliability trials against cars twice its size, power and price. It is no accident that VW continues to beat all-cases for sheer reliability. World-famous VW service keeps it reliable with unique standards of efficiency.

Proved value! It's so brilliantly functional — soundly and honestly designed, VW keeps its value year after year.

Proved economy! It's so practical — precision-built for the average family, priced so that millions can afford it, and afford to run it.

E971 See page. Confidential terms. (State Capital 1234)

VOLKSWAGEN OUTSELLS THEM ALL IN THE UNDER 20 HP CLASS!

- Seats five and it's fun to drive! Easy to start and park.
- Air-cooled engine — can't boil, can't freeze.
- You get 39 mpg with normal driving.
- Heater/defroster & standard equipment.
- VW parts and fixed price service immediately available.
- Independent torsion bar suspension on all four wheels. Best wet weather traction and all-weather roadholding.
- Labour Charge Booklet lists labour cost of mechanical repairs.
- Exclusive VW Warranty includes parts and labour free.

See your neighbourhood Volkswagen Agent for the most sensible proposition you've ever heard!

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In 1968 the older site at 383 Mann St was sold, and became Garnet Motors Pty Ltd, a Toyota dealer. Roberts Auto Centre remained at the newer premises next door at 387 Mann St, with VW and Mercedes sharing the same facilities. I am not sure when Garnet Motors Toyota went out of business (today's Toyota dealer is the giant Brian Hilton Group at Narara), but at some stage the old Fleetline / Roberts site at 383 Mann St became a Mercedes dealer again. Today it is the site of Coast Star Mercedes, in all-new buildings.

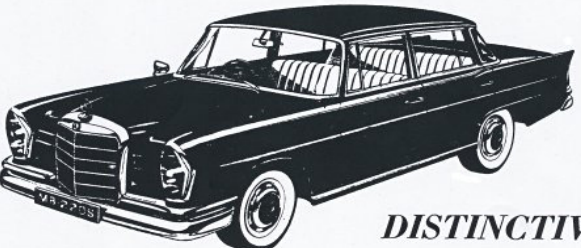


In 1973 VW Australia's owners LNC Industries took on the national franchise for Subaru, so all the Volkswagen dealers also began selling Subarus. Roberts Auto Centre at 387 Mann St did, and remained a joint Subaru/VW dealer through the remainder of the 1970s. By the mid-80s they were Subaru only, but still sold the occasional T3 Kombi, serviced old VWs and sold VW spare parts.

With the retirement of Jack Roberts in the late 1980s, he sold his Subaru/VW dealership and it became Central Coast Motors in 1990, still at 387 Mann St. It continued

branch was on the left-hand side of the Pacific Hwy as you headed north towards Doyalson, just past the row of Wyong shops. It traded as a Volkswagen dealer until the early 1980s. Today the site has been redeveloped with all new buildings, and is the home of Wyong Nissan, still owned by the Central Coast Motor Group (who actually evolved from Roberts Auto Centre).

The Roberts Auto Centre main branch in Gosford underwent expansion at the same time. In 1966 they took on the franchise for Mercedes-Benz, which now occupied the former VW buildings at 383 Mann St. Roberts built new premises for Volkswagen right next door, at 387 Mann St.




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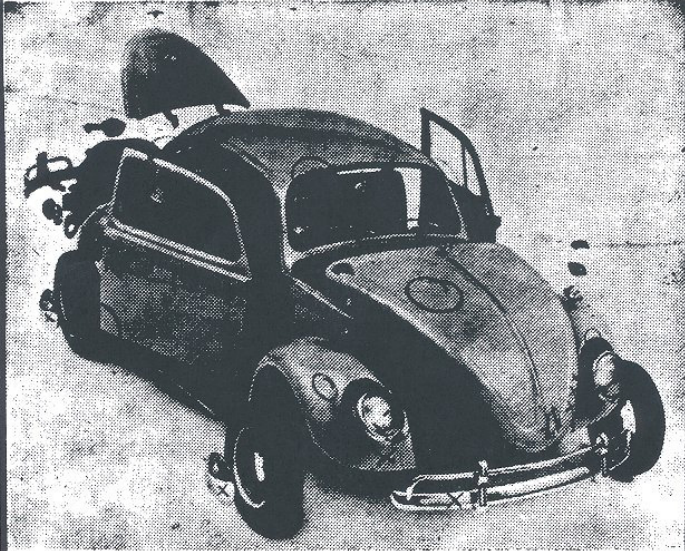
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After Hours 2 2913

trading as a successful Subaru dealer, but still offered new T3 Transporters, and VW spare parts and service. With VW's restart in Australia under Ateco Industries, it was one of the few air-cooled era VW dealers to survive and continue on.

When Inchcape took over the Australian VW franchise in 1992 there was another reorganisation of the small remaining body of VW dealers, with all TKM's national dealer network concentrating on Subaru. Central Coast Motors lost the VW franchise in 1993, and became a Subaru dealer only. Today they are still going, at the same address of 387 Mann St, trading now as Central Coast Subaru in much



modernised premises. They are the only tenuous link to VW's air-cooled era left in Gosford.

In 1993 TKM established a new Volkswagen/Audi agency, Noble Motors, on the western side of Gosford. They were at 10 Pacific Hwy, on the left side of the highway heading back to Sydney. They remained there through the 1990s, but closed in 1999. The site is now Central Coast Holden.



In 1999 a new VW / Audi dealership opened at 91 Pacific Hwy, slightly further west and up the hill, and on the opposite side of the highway. It was now on the left coming into West Gosford from Kariong. The new dealership was called Coast EuroCars, as was the fashion in the TKM era for 'Classic' and 'European' names. However today's Volkswagen Group Australia started up in 2001 and there was another rationalisation of Australian VW dealers. Coast EuroCars lost their Volkswagen franchise in 2003, after only four years, but continue on today as Central Coast Audi.



2003, in fact, marked the VW wheel coming full circle when the Central Coast Motor Group gained the VW franchise. Yes, the same Central Coast Motors that grew out of Jack Roberts' VW dealer in 1990, but by now it was a conglomerate that owned the local Subaru, Mercedes, Mazda, Nissan, Chrysler, Jeep and Dodge dealers on a number of sites. The Central Coast Group opened Central Coast Volkswagen in 2003 at 360 Mann St, right across the road from the old Roberts Motors (now Central Coast Subaru). This former Austin/Morris and later Mazda premises has been renovated for the VW agency and now features VW's current signature design of the yellow and silver entry arch.

The entry to the VW Service area is down a laneway to a separate building at the rear. The front showroom is quite small, with a linoleum floor. The dealer buildings at the front

behind the façade are still 1970s and a bit daggy. However there is a good amount of space for new and used VWs, and also VW Commercial Vehicles.

Being part of the Central Coast Motor Group, today's VW dealer doesn't have their own website but shares the CCMG website. Go to www.ccmg.com.au and click on the Volkswagen icon.

With VW's booming local sales, and VW now outselling Subaru and Honda in Australia (and catching Nissan), maybe we might see some expansion and some grand new buildings, creating a proper 'landmark' VW dealership in Gosford. And who knows, another new VW dealer in Wyong again might be nice too...

Phil Matthews



ROBERTS AUTO CENTRE

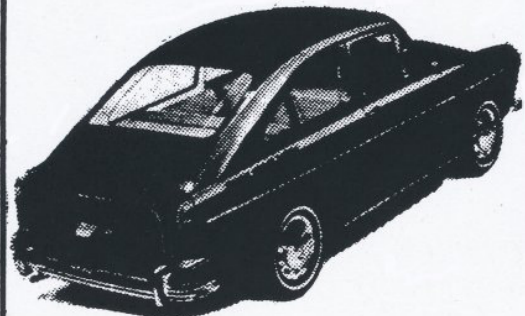
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GOSFORD STAR, Wednesday, April 24, 1968



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"You have a Friend at Roberts Auto Centre"

VW valve train geometry.

The basic principle is quite simple. The rocker arm, which serves as a lever, must act through an arc. To convert the maximum amount of the arc-motion of the rocker into the maximum amount of linear-motion at the valve, the mid-point of the linear travel must fall exactly upon the tangent of the arc.

You will find the above endlessly repeated in various ways in the hot-rod magazines and that would be just swell - if we could apply the procedure to the Volkswagen. Or Corvair. Or Lycoming, et al. But we can't, unless we are looking at a bone-stock engine. That's because the method outlined above addresses only the output side of the geometry equation. The input is not addressed because it doesn't need to be, so long as we are talking mono-bloc engines, in which the distance and angle between the cam and the axis of the rocker-arm is fixed, or virtually so.

Many hotted-up modified Volkswagens are big-bore strokers, and a properly built stroker is wider than the stock engine. Making the engine wider not only increases the distance between the cam and the rocker-arm axis, it changes the angle between them. To achieve optimum valve-train geometry we must address two arc/lever systems, one for the input of motion to the rocker arm as well as the output of motion from the rocker arm to the valve. When dealing with the input side of the equation the same rule for maximum transfer applies, in that the half-point of the push rod's linear travel must fall exactly upon the tangent of the rocker arm's arc.

The tricky bit is the fact any change to one side of the equation will be reflected in the other, since the points of maximum transfer of motion must precisely coincide. Most don't. Indeed, unless you're looking at a professionally built engine it isn't uncommon to see VW valve trains so mal-adjusted as to give away 25% of their potential lift.

The Conventional Wisdom fix to such geometrical disasters is to install larger valves and a cam having more lift. Of course, the larger valves will require heavier springs and the combination of higher lift and greater valve spring compression must be paid for with energy and wear. However, having arrived at this point because the person building the engine doesn't understand the basic problem, there's no guarantee they'll get it right the second time around.

Indeed, across the range of rpm most suitable for most around-town driving, even the largest big-bore stroker has a

very modest flow-rate, easily satisfied with single-port heads fitted with stock valves actuated by the stock cam. Assuming of course that the valve train's geometry is properly set.

In setting-up the valve train's geometry the variables are the length of the push rod, the length of the valve stem and the height of the pivot-point. Rocker-arm ratio (ie, the length of the input arm to the output arm) has relatively little effect since the length of the output arm remains unchanged and the point of tangency for the input of even the wildest ratio-rockers will still fall within the available limit of vertical travel for the push-rod (ie, in traversing the chord of the arc there is always some component of movement perpendicular to that axis).

Determination of proper valve train geometry begins with the basic blueprinting of the engine, when you measure the actual lift of your particular cam. This data is used in setting up the rocker shaft height relative to the valve stem height and may be done in a simple jig before the heads are installed on the engine.

Another necessary tool is a stock adjusting screw, modified by accurately grinding it to a fine point. The tops of the valve stems are coated with soot, lipstick or Dykem and an optical comparitor is used to determine where the point falls upon the face of the valve stem, the position of which is used to make any required adjustments.

Push-rod length is best determined for each valve during trial assembly.

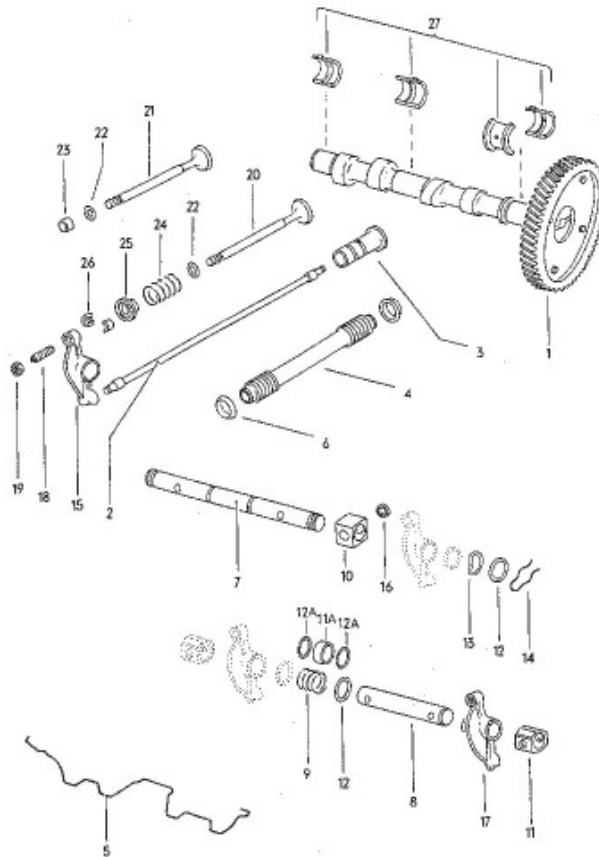
Optimizing your valve train's geometry will improve the engine's volumetric efficiency, which translates into more torque at low rpm and reduced fuel consumption for the same power output right across the band. Proper valve train geometry also guarantees the system is absorbing the

smallest amount of energy, which translates into reduced wear and better output.

Getting the geometry correct isn't especially difficult but it takes a bit of time, calls for precision instruments such as dial indicators, and a simple jig that allows convenient manipulation of the valves & rocker arm.

Most VW 'experts' lump valve train geometry with dynamic balancing and a host of other 'unimportant' details. Rather than address the basic issue they tend to shovel money at the problem in the form of after-market heads having valves the size of dinner plates, hot-rod cams with Himalayan lifts and valve springs more suitable for a punch-press than a light aircraft engine. The fact their engines run and the car goes is taken as proof that proper valve train geometry is just another of those 'unimportant' details :-)

It's up to you. You're the Mechanic in Charge.



VW Reliability.

When the Volkswagen first arrived on American and Australian shores it was a mechanical curiosity, having a suspension system far in advance of anything we'd ever seen, thanks to Ferdinand Porsche, and a cute little engine designed by Xavier Reimspiess that was the cutting edge of 1930s technology.

With a VW dealer in nearly every town and a superbly planned propaganda campaign run by the ad agency of Doyle, Dane & Bernbach, it wasn't long before the Bug enjoyed an enviable reputation for reliability. That wasn't really true but in the modern world perception is reality.

The truth is, the Volkswagen is a high-maintenance vehicle, as were all vehicles from the 1930s. It required approximately ten times the amount of skilled periodic maintenance as a modern vehicle. Which was okay when the dealers had a waiting list of factory-trained German mechanics willing to come to America and work for seventy cents an hour.

To the owner of a Bug or Bus all of this was invisible. They merely took their VW into the dealer and got it back four to six hours later, ready to deliver another three thousand miles of trouble-free operation. They were unaware of the 128 items on the check-off list, nor the 12 different lubricants, nor the average seven years of factory-trained experience in each of the three mechanics and one inspector who performed their periodic maintenance, which the owner thought was a simple oil change.

Ever own a VW? Back then there was a block in the lower-left corner of the job-ticket labelled 'OTHER MAINTENANCE (AS REQUIRED).' Often times when you'd pick up your Bug or Bus there would be a part number in the box along with a charge; never very much. But the part number might be for a rebuilt head, fuel pump, carburettor or other major component, installed at the discretion of the service-manager. Many VW owners liked to brag their vehicle had never needed any repair when in fact it had been virtually rebuilt, one component at a time.)

Fortunately, the engine was such a simple, robust design that it wasn't too difficult to retrofit modern-day technology, which is what professional mechanics did in order to develop a powerplant that could not only survive a thousand-mile race over unpaved desert trails but do so at speeds as high as 200 km/h.

The Myth continued, of course. Indeed, it has even grown through the years: Volkswagens were stone-reliable. Just ask Choice magazine and their reliability surveys of the 1980s – the VW always came out on top. Such claims are hilarious bullshit to any professional mechanic but modern-day America has never had a very firm grip on reality.

The HVX mods we developed are a compilation of some of the durability-related retro-fits. Nothing very exotic; every modern engine incorporates the same features. The tricky bit - and the reason for all the drawings - is showing how those modern-day features can be retro-fitted to the early VW air cooled engines, which even Volkswagen did, starting with the aluminium-cased 1700 Type 4. Although occasionally mentioned in the literature most of these mods have never appeared in any of the VW-specific magazines because they are hard-ball engineering, things that must be built-in rather than bolted on. Most shade-tree types have never even heard of them and if they have, pass them off as being unnecessary. Their dune buggy runs just fine, until it doesn't. Even then, it's not too hard to fix. So long as it is loud enough and has enough chrome, they're happy; long-term durability isn't even in the equation.

Unfortunately, a lot of those shade-tree types put a fan on the pulley hub and call it an aircraft engine. And that's when the fun begins. It doesn't do any good to point out that the piece of shit they're flying behind wouldn't make a pimple on a real engine's ass since every successful flight says otherwise. I know I wasn't impressed with the opinion of professional mechanics back when I was in my teens. (And my dad was a card-carrying A&E.) After all, I built an engine and the thing actually flew! What could be better proof than that? An' besides, I'd done everything all the 'experts' said I should do.

It took two lost props and six off-field landings to convince me most VW experts of that era didn't know their ass from their elbow. Indeed, in researching the literature I discovered that none of those experts had actually converted a VW engine for flight and only one had ever flown behind one! (I'm talking the late 1950's here, guys.)

That was the beginning of a long and often difficult education. Which is still going on. But it has turned into a largely personal journey. According to the current crop of experts I put the prop on the wrong end of the crankshaft and do all manner of other things deemed unnecessary, according to the conventional wisdom of dune buggies.

So be it. After leading the horse to water the rest of the job is up to the horse.

Bob Hoover



Melbourne company finds Volkswagen Family Sedan unbeatable in patrol fleet

Volkswagen comes through gruelling new test – 1,000,000 miles' hard driving by Night Patrol Services



EVERY NIGHT, every holiday, Metropolitan Night Patrol Service Pty. Ltd.'s watchmen keep watch over the shops, factories and offices of their thousands of clients.

There are 11 Volkswagen Family Sedans in the Patrol Fleet—7 belonging to patrolmen, and 4 Company "workhorses." These "workhorse" cars must stand heavy pun-

ishment, as they are used whenever a patrolman's car is being serviced.

The work is exacting for patrolmen and for cars. A year's patrol work covers over a million miles in Melbourne alone: a night's patrolling may mean 200 stops and starts, with hard driving between inspection points to meet schedules. The vigilance of the Metropolitan Night

Patrol Service in Melbourne, and in its interstate and provincial branches, has resulted in an appreciable decrease in attempted forced entries, and the frequent prevention of serious damage by fires.

RELIABILITY is the key word of the Patrol service, and **RELIABILITY** is what the company seeks in its cars.



A Volkswagen cruises along a dark street . . . slows . . . stops. A strong flashlight beam picks out heavy locks, pries into the gloomy lane, pierces the black night. Burglars? Police? No, this is the Metropolitan Night Patrol at work.

Executives and patrolmen alike are delighted with Volkswagen. Mr. Alex Bottomley, founder and present Managing Director of the Company, says: "Apart from the merits of Volkswagen on the road, we like its economy. Operating costs for Volkswagen are definitely lower than those of other cars.

"We also appreciate the extremely thorough after-sales-service — it's just what we need.

"Service of this kind eliminates mechanical failures before they can develop. Another point: genuine VW factory spare parts are always available immediately from any Volkswagen agent."

Patrolmen, often faced with the problems of driving in narrow lanes behind factories, appreciate Volkswagen's manoeuvrability—the touch of a finger steering. They enjoy real comfort too—torsion bar suspension, independent on all four wheels, ensures a smooth ride, free of jolts, even over cobblestones and other rough surfaces.

There could be no more rigorous trial of a car's reliability than this patrol work — yet Volkswagens have proved their ultra-efficiency over and over again. This is why the Metropolitan Night Patrol Service, like many other Australian companies, appreciates that the Volkswagen Family Sedan is "just what the accountant ordered" in business too.

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VW Delivery Van cuts costs and increases profits with

- Large side doors for easy loading.
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