



WAGENSVILLE NEWS

Volume 66 - Number 11 - August 2021

The Official Newsletter of the Volkswagen Club of Victoria Inc.



AUTOMECHANIKA ODYSSEY - HISTORY - MK2 GOLF GTI

vwclub.com.au



VWCV MONTHLY MEETINGS

Volkswagen Club of Victoria monthly meetings are held every third Thursday of every month at 8pm at the Austrian Club, 90 Sheehan Rd, Heidelberg West VIC 3081 unless advised of an alternative venue in the Club Newsletter.

Volkswagen Club of Victoria Committee 2021.

Please contact the committee member that best suits your enquiry via email.

All mail correspondence should be sent to -
Volkswagen Club of Victoria
GPO Box 1215
Melbourne VIC 3001

Officers

President - Matthew Collis president@vwclub.com.au

Vice President - Jocelyn Edeling vicepresident@vwclub.com.au

Secretary - Tony Albers secretary@vwclub.com.au

Treasurer - Michael Cronin treasurer@vwclub.com.au

Ordinary Committee Members

Events Coordinator - Jahnu Russell events@vwclub.com.au

Membership Secretary - Willow Kerri Kai memberships@vwclub.com.au

Club Permits and Registrations - Andrew Ermel chplates@vwclub.com.au

Wagonsville News Editor - editor@vwclub.com.au

Content Coordinator - Chris Scane

Webmaster - Jocelyn Edeling webmaster@vwclub.com.au

Assistants to the Committee

Constitutional and Association Matters - John Stevens constitution@vwclub.com.au

Technical Officer - John Goodison technical@vwclub.com.au

Day of the Volkswagen Coordinator - Lloyd Davies dovw@vwclub.com.au

Club Historian - Chris Scane historian@vwclub.com.au or 0417 593 573

Merchandise - merchandise@vwclub.com.au

CH plates Please note - All CH plates applications, inquiries and questions to be sent to our CH officer - Andrew Ermel chplates@vwclub.com.au
All Day of the Volkswagen inquiries please email dovw@vwclub.com.au

VWCV Membership Fees

Single Annual Full membership \$60

Single 3 year Full Membership \$155

Family Membership additional \$20 per member/per year

VWCV membership also available on line: www.vwclub.com.au

VWCV EVENTS

UPCOMING EVENTS

Inlight of the current situation with the Covid-19 Virus and the limits on public gatherings and social distancing, all Volkswagen Club of Victoria events are cancelled until further notice. We will keep you up to date via the Club magazine and Social Media.

*MALING ROAD AUTOCLASSICO

Moved to: Sunday 6th February 2022.

*GERMAN AUTO SHOW

Moved to: Sunday 30th January 2022.
Sandown Racecourse - Gates Open 10am.
See Ad for full event details.

*DAY OF THE VOLKSWAGEN 2021

Cancelled. To be re scheduled.

**All VWCV and listed events are subject to change at any time to stay inline with Covid-19 safe requirements.*

Wagonsville News is the monthly newsletter of the Volkswagen Club of Victoria Inc. Correspondence, articles and items of news or items for sale are invited and should be sent to: VWCV Editor: GPO Box 1215 Melbourne, VIC 3001 or editor@vwclub.com.au

Disclaimer: All material in this newsletter represents the opinions of the author(s) and does not carry any endorsement by the Editor and Editor Assistant or Committee unless otherwise stated. Any material advertised for sale does not carry any endorsement by the Club and the onus is on the purchaser to ensure the purchased goods meet their requirements. Each VWCV Member is a volunteer carrying out club duties in their own leisure time. The Club has no paid officials, only enthusiasts dedicated in furthering the interests of the Club and its members. Therefore, please bear this in mind when contacting Club Committee Members.



PRESIDENT'S REPORT

Matthew Collis VWCV President

Lockdown again, just as things were looking up, another club tech day cancelled unfortunately. We will set a new date for a tech day once we are able to. With the ongoing uncertainty of covid 19 lockdowns and restrictions the committee have made the decision to cancel Day of the Volkswagen for 2021. DOVW was set to go ahead on 21st November, but with an event this size and the ongoing changes to public gathering restrictions this decision must be made earlier rather than later. This is the second year that the pandemic has forced the cancellation of DOVW. Fingers crossed that the new year brings an end to lockdowns and minimal restrictions so that we can once again gather and enjoy our mutual love of all things Volkswagen.

Also, both German Auto Show and the Mailing Road Classico have been moved due to lockdown. Mailing Road Classico will now be held on Sunday 6th February 2022 and German Auto Show on Sunday 30th January 2022. I wish I had more to write about this month, but the constant yo-yo of lockdown has left me with not much to update you on.

We hope to announce a date for the 2020/21 AGM soon, but again with ongoing restrictions this may have to be put on hold until the new year.

Keep on dubbin'



RENEWING YOUR CLUB PERMIT

As soon as you get your permit renewal follow the following points.

1. Check your membership is up to date (you require at least 2 months remaining).
2. Post your renewal to the PO box in a C5 size envelope.
3. Include a stamped self addressed C5 envelope.
4. Do not use express post or registered post, this is a waste of money and can delay the return of your permit.
5. Do not send your membership renewal with your club permit renewal as they are managed by two different people.
6. Allow 2 to 3 weeks for your permit to be returned.

VW Club of Victoria

GPO Box 1215, Melbourne 3001

The PO box is emptied early Friday morning before the post office opens and forwarded to the permit officers for processing.

Registered post requires the person who collects the mail to return later to collect it. This is not always possible and therefor may result in several days delay.

GETTING A NEW CLUB PERMIT

1. First and most important read the guidelines on the club web site
2. Before you do anything else, contact the **Club Permit Officer** via email (chplates@vwclub.com.au) to ensure your vehicle meets the requirements.
3. You will then need to organise a roadworthy certificate. Do not do this until you have spoken to the club permit officer.
4. Roadworthy certificates are only valid for 28 days.
5. You will need to join the club.
6. You will need have your vehicle inspected for suitability by the permit officers.
7. The Club charges a fee for this inspection that needs to be paid prior to the inspection date.

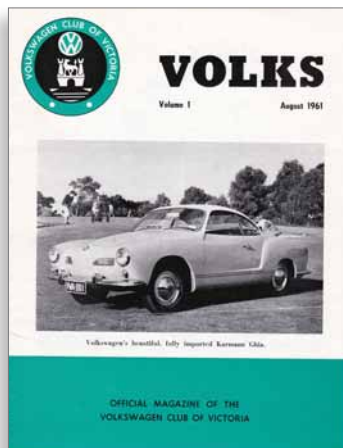
Points 3, 5 and 6 are VicRoads requirements.



HISTORIAN'S CORNER

Chris Scane, WVCV Historian.

This month we are bringing you a bigger version of the 'Corner' to continue the highlight of 60 years ago reproducing "VOLKS" items, but also more magazines from the last three decades to compensate for Lockdown 6 that is gripping Victorians this month. The club's unique collection of club magazines has enabled a special lookback at past activities, which has helped the historian give us so many interesting stories to enjoy again! In the role of the early VW pioneers, many Volkswagens were used in club runs and Motorsport, the Volkswagen Club of Victoria had an impressive program in the last century. This time on the 'Corner' we have four different forms (including the Deluxe edition) of VW magazine, with a 10 year old VWMA as a bonus and with WVCV editions spanning back sixty years of Volkswagen motoring in Melbourne – the WVCV history just keeps on rolling even under lockdown!



'VOLKS' August 1961

Pat Whitaker was the Club President, Bev Heiner was Secretary, Geoff Armstrong was Vice President and Competition Secretary, Nick Di Battista was Treasurer, Irene Leslie was Assistant Secretary, Leslie Whitaker was Minutes Secretary, Pat Ward was Property & Trophy Steward, Rodger Abraham was legal Advisor, David Collier was, with Frank Kilfoyle as Editor. The general meetings

were held at Spencer Motors in Cecil St, South Melbourne and the discussion on what's what and all the news on completion in the club activities. This edition had the details of a night tour of the Volkswagen Australia factory at Centre Rd South Oakleigh on first Friday of August, a Picnic Tour to Walhalla the following Sunday, as well as an AOM Car Club of Victoria Treasure Hunt on the following Sunday, a briefing on the SHELL Trial before the big event on the following weekend, the General Meeting was entertained again by Mr Ken Hall about Hong Kong and the

month was rounded out with the GMH - VW Trial starting from the Guiding Star Hotel, Geelong Rd Brooklyn in conjunction with the GMH Motoring Club.

The cover of this edition shows the new VW Karmann Ghia at a local Golf course probably not far from the Volkswagen factory and underlined by the banner 'Volkswagen's beautiful fully imported Karmann Ghia'. This picture is familiar to KG lovers in Australia as it was used to promote the car here by Volkswagen Australia and has the remarkable fake rego plates 'VWA 001', which were used on a number of new Volkswagen models. The cover of this edition had the familiar two tone printing with black and green on white fairly glossy paper. Stories and club activity reports in this edition of 'Volks' included; The ABC of supercharging from the VW Club of NSW, More about Supercharging from Kevin Lott, A Workers Compensation story 'The Unluckiest Man on Earth', 'Know your Volks' and a major article on the VW 1500 from the VW Owners Club of Great Britain. Major reports included; the new Committee for 1961-62, the club Motorkhana on the 6th of August, the Blackwood 300 – the largest trial based in South Australia with 4 VWs of the first 7 cars home, the Treasurer's Report with almost 40 pounds as a cash balance – a sizeable amount in those days and Finally the declaration of Club and Motorkhana Champion for 1961 – Rodger Backway for both!

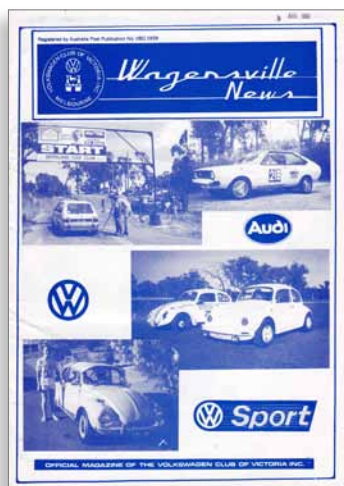
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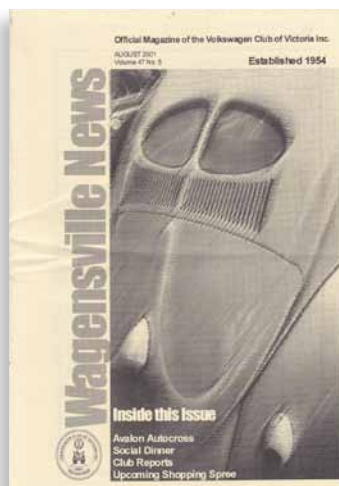


'Wagonsville News' August 1991

Bill Malkoutzis was the Club President, Andrew Novak was Vice President and Kim Whittles was Secretary, David Simpson was Treasurer, many involved or active members even today. Tim Hosie was the Pointscore Officer and Cameron Stewart was the Editor. The highlights from August were the Monthly General Meeting on the 15th followed by a Club Theatre Night at the Waverley Cinema 'ROBIN

HOOD PRINCE OF THEIVES', then some welding work on the club trailer the following Saturday and rounding off the month with a SOCIALKHANA at the Geelong Motorsport Complex, come and learn to MOTORKHANA!

This edition of Wagonsville News was bound with a familiar white and blue cover that was used on the Club Magazine from 1990 to 1993. We hope to bring you more details on this cover later in the year. There were advertisements from Vintage Vee Dub Supplies, Australian VW Performance Centre, Eureka Sports Cars, Volksplace, Wolfsburg Automotive and MR Bug. These supporters formed the inside and backside covers of the magazine at the time and a carefully placed date stamp on the front cover page, so you knew which edition you were getting in the mail! Interesting stories included an involved story reproduced about the Audi 100 and 5E by Ewan Kennedy from 'Modern Motor' magazine and another story on 'Bleeding the cooling system of the water-cooled VW Transporter. Interestingly there was an extract from 'Royal Auto' a familiar RACV publication on 'Selling your Car' (see Historian's Corner Part 3). This edition also carried reports about Group 5 Gossip (Motorkhanas and Speed events), Sunday Racing at Winton and a general roundup of WVCV activities by the President, Bill Malkoutzis.



'Wagonsville News' August 2001

Jon Edsell was the Club President and Membership Secretary, Doug Phillips was Vice President, Bill Sundermann was Secretary, Ivars Neibergs was Treasurer, Group 5 and Motorsport Secretary was Michael Clark, Social Secretary was Matt Gardener, Editors were Jodie & Anthony Surie and Steve Bradshaw & Fiona Cox and Public Officer was Dave Evans. The committee was over half way through the 2001 club year with still

an A5 page of 2001 activities left to go that year! Of interest was the 'News' as a Black & White A4 folded production with cream coloured cover page, like other months that year. A busy program of activities for the month of August, started with a meeting of the VW Club's Motorsport Register. This was followed that week with another round of the Group 5 Motorkhana series, the General Meeting at the RACV Club at 123 Queen St and rounding off the month with a WVCV Cruise to the Wonthaggi State Coal Mine on the 23rd of August.

Key stories in this edition were; the reports on the previous month's Committee meeting and Club Meeting at the RACV Headquarters in the city. A major report was included about the WVCV/HAC Autocross at Avalon on the 22nd of April which included a first in Class and 2nd Outright followed by Cam Stewart with 1st in another Class and 10th Outright. This was followed by Bill Malkoutzis' 'Tech Torque' on Brakes and 'Membership Mumbo' from Jon Edsell. Finally an interesting article on 'Officiating at Motorsport Events' was capped off with a 'Free to a good Home' – 1972 Fastback brown, bottom end of engine has blown, has been sitting in driveway for a couple of years, otherwise no dents and little rust. Complete Car, located in Eltham (wonder if this car ever came back to life – CS).

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AUTOMECHANIKA ODYSSEY HISTORIAN'S CORNER – PART 2

Lloyd Davies.

When reviewing Historian's Corner there are a lot of stories in Wagensville News that are worthy of a second run to a now, new batch of WVCV members and this one is another case in point. Lloyd is fortunate to have been able to travel extensively through Europe and the UK in the past and seeing that we are all very limited to travel in general, it was thought to be timely that we get an opportunity to remember what travel overseas to Germany was like. This is the second instalment about the trip to Germany made by Lloyd and Peter Davies in August/September 2010 from Wolfsburg to Berlin. This story follows their initial tale told in the February edition of Wagensville News. It is fascinating to see Lloyd's perspective on a European trip with no restrictions. We are all hoping we can get back to overseas travel again if Australia can deliver a workable vaccination program to liberate Australians beyond the isolation of the smallest continent or largest island on the planet. - CS

On the Sunday we drove 200 plus kilometres to Berlin which is one of my favourite cities. I love its place in history and the many historical sites still remain after severe bombing during World War 2. Before we left Australia, Peter had looked up several websites to research something we were interested in but had not done before - The Berlin Underground Society tours. These tours include World War two public underground bomb shelters built into the city's U-Bahn system, the one remaining massive flak tower and a cold war nuclear fallout shelter.

As with this whole trip, we had booked our accommodation through a website called Expedia, which we found very handy for finding and pre-booking accommodation in Berlin. We stayed near Kurfurstendam, in the Turkish district, which we booked because of its proximity to the U-Bahn and S-bahn stations, and importantly, we could park the car nearby for free. The following day we did our first 'Berlin Underground' tour.

This took us to Gesundbrunnen, U-Bahn station where we met our tour group and guide and were taken through and innocent looking green door into a stairwell. This led to an authentic public air raid shelter bunker more or less as it'd been during World War Two including rows of communal toilet bowls and toxic phosphorus paint on the walls which provided lighting if the power failed we were taken through a vast Labyrinth of corridors and rooms there were also unique artefacts from the time including a hand crank ventilation system that required two people to operate, usually woman.

The next day we wanted down Unter den Linden towards Alexanderplatz being the car nuts we were, we decided to drop in on a rather humble looking car parts shop. Inside this store was a Safeway size car parts outlet with real parts, for example there was a 50-m wall of Bilston shock absorbers to fit most German makes a Hazlet tool section including special items.

Continued next page...



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This was not like our stores which usually only stocks polish, paints and seat covers. I kept spotting parts that we keep in stock for our repairs and mostly brands we use amongst the stock we saw Golf 3 front guards, bumpers and bonnets for roughly 50 Euros per item. There were also a wall of very European-style wheels, not like the rubbish available here. Those lucky Germans!

Later that afternoon we caught the U -Bahn to car we the Ka Da We, the famous department store which I always visit to see the model car section and to get my fix of the unusual VW model cars.

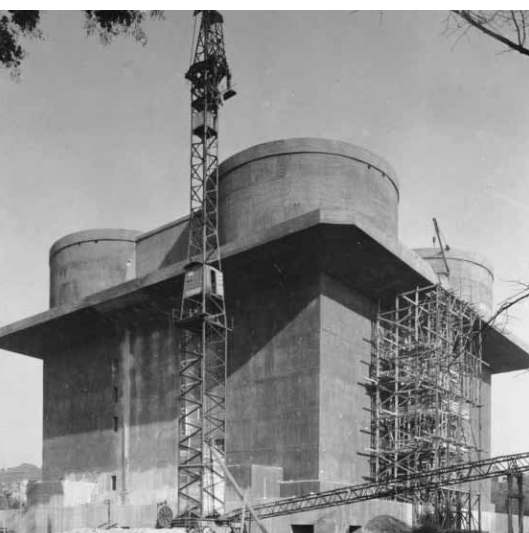
The following day we did another underground tour, this time to the famed German anti-aircraft flak towers. These were monolithic structures built by Hitler and Speer to house anti-aircraft guns. There were three towers built in Berlin, one at the Zoological Gardens, one at Friedrichshain and the other one we visited was at whole Barton it was 36 m high and approximately 70 m in length and width the walls were 3m thick and the ceiling was 6 m thick as well as the artillery platforms. They were designed as civilian air raid shelters after the war. The allies decreed that the towers should be destroyed but this proved to be extremely difficult, the best they could do was to split one of them in half with explosives and in the other we visited which was in the French sector. Explosives had caused one side and the ceiling to collapse with the demolition efforts the French had to be very careful not to destroy the Russian railway line which ran nearby, subsequently it was decided to cover it with Rubble from the wall and it became a small hill which is now covered in trees in a beautiful park with

only the very top part exposed a few years ago those these were opened for organise to is because curious members of the public would often break into them and they're being no lighting would often walk down the spiral staircases in the dark and fall to their death how's the staircases would come to an abrupt end as a result of the demolition efforts.

The final underground tour we took us to a station called Pankow which was designed to be a nuclear air raid shelter in the East. The idea was during the nuclear attack trains would occupy both platforms and four motorised heavy steel doors would seal the area. The trains were used for extra accommodation and cleverly disguised secret door would open allowing a specified number of people to enter the true nuclear shelter. When that number was reached, the door would close automatically - the design was such that no one could be crushed. It surprises me that neither side would have considered unleashing atomic weapons on Berlin as inevitably both sides was suffer significant casualties. There's certainly were not enough nuclear shelters to hold more than a few thousand people.

Before continuing on to Ingostadt, we visited a few VW dealerships and the German national museum on Unter den Linden where Hitler's desk, designed by Albert Speer for the Chancellery, was amongst the displays, also a model of the giant Dome planned for Hitler's Germania, which was what Berlin was to become. Also, we walked around the large Sunday flea market near Spandau, which is always worth a troll for the that odd treasure.

And so to Ingostadt





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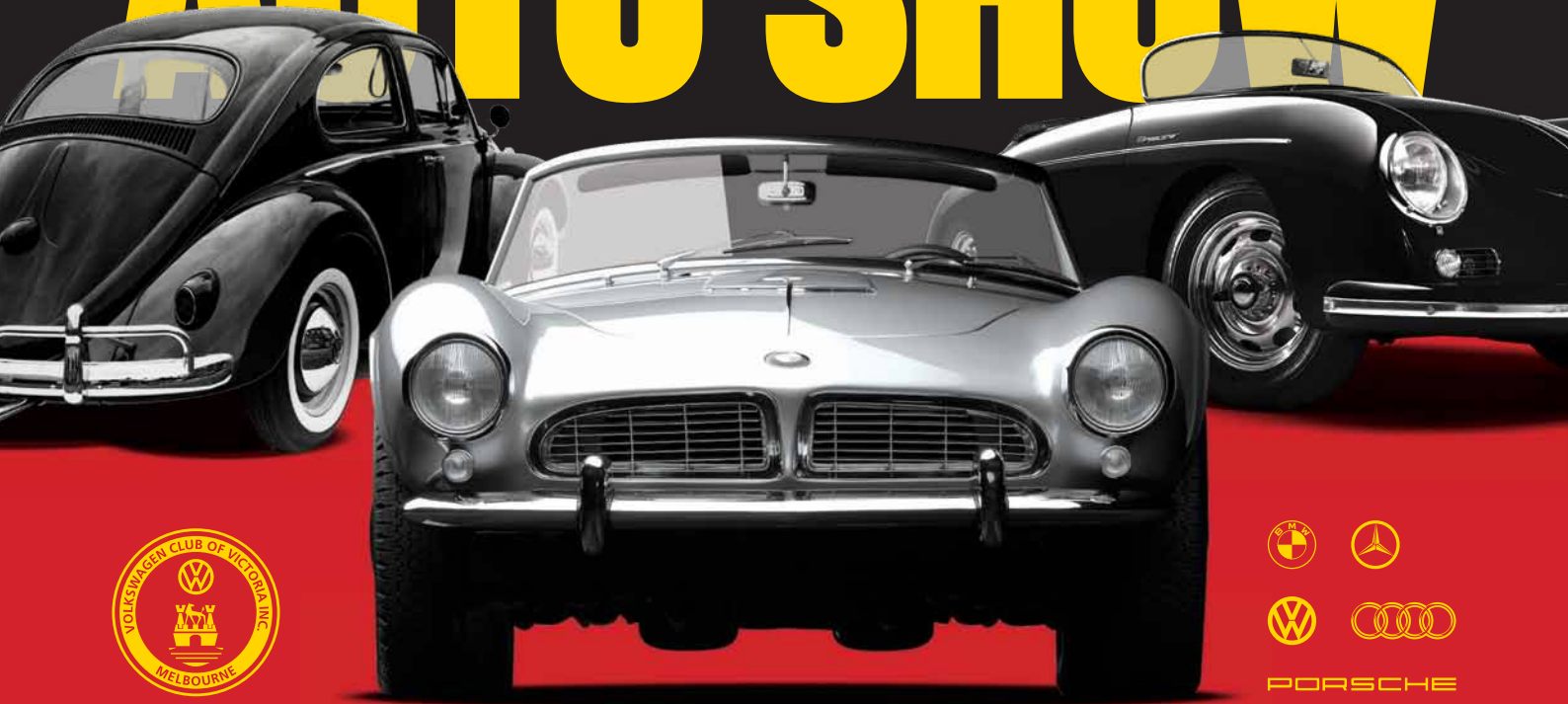
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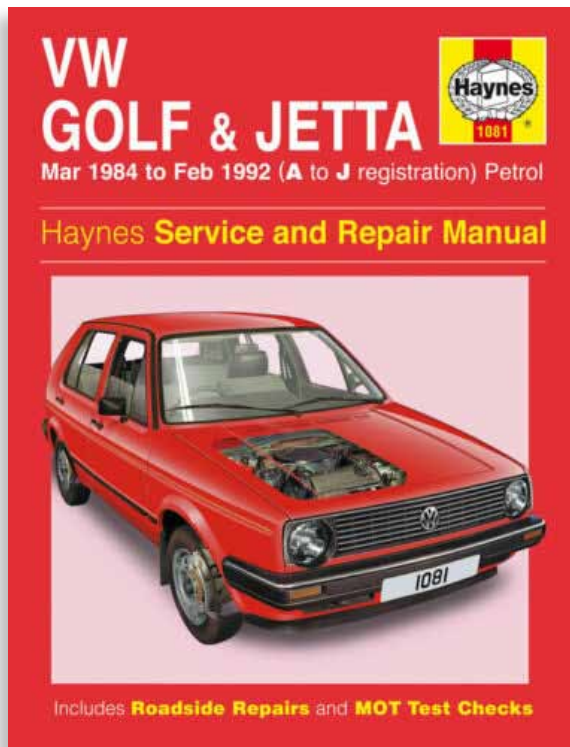
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VWCV BOOK REVIEW

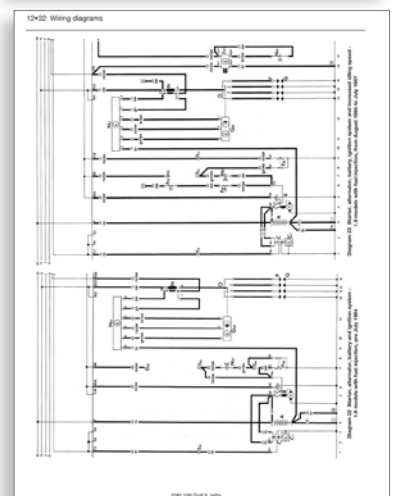
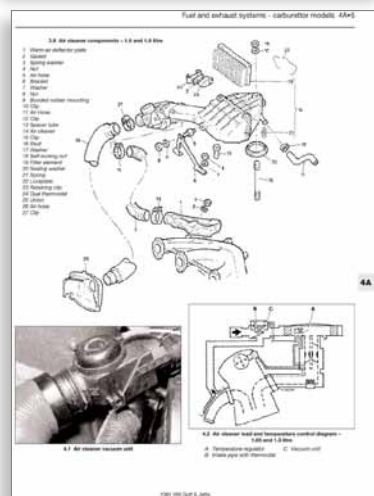
Volkswagen Golf Mark 2 – Haynes Guide

Reviewed by Old VWCV Book Worm!

There are not a lot of books written on the Mark two Golf but one of the more useful publications is one of the Haynes guides that would be considered as essential if you were going to do a lot of the basic maintenance on the car yourself. It seems to be fairly readily available and can be purchased via Amazon for a reasonable cost. The Guide covers VW Golf & Jetta Mk 2 Petrol 1984-1992 Front wheel drive, Series – Mark 2, including GTi models, in both Hatchback and Sedan bodies. Engines covered include; Petrol: 1043cc (GN), 1272cc (HK), 1595cc (EZ, RF), 1781cc (GU, RH) SOHC 4-cylinder and Petrol: 1781cc (RP, EV, PB, PF) DOHC 4-cylinder. The publishers note that this manual is intended for vehicles built to UK specifications. Although it is useful when the products or systems are similar to those in other markets, there may still be significant differences, especially in areas concerned with safety and emission control.

The book is actually by Ian Coomber who has written a number of Haynes guides including books on Citroen two cylinder cars, Vauxhalls and other cars, but on the Volkswagen side he has also written a guide for the Volkswagen Passat and Santana 1981 to 1988.

The Haynes manuals are named after John Harold Haynes (1938–2019). In 1956, when he was at school, he wrote and published a book on building a 'special' based on the Austin 7, and wrote two further books while performing national service in the Royal Air Force. J. H. Haynes & Co.



Limited was founded on 18 May 1960 and the first manual actually entitled "Haynes Owners Workshop Manual", for the Austin-Healey Sprite, was published in 1965. Haynes was made an Officer of Order of the British Empire in the Queen's Birthday Honours List 1995 for services to publishing. He died on 8 February 2019, aged 80.

Haynes promotes the guide with the reassuring words "Written from hands-on experience gained from the complete strip-down and rebuild of a Volkswagen Golf, Haynes can help you understand, care for and repair your Volkswagen Golf. We do it ourselves to help you do-it-yourself, and whatever your mechanical ability, the practical step-by-step explanations, linked to over 900 photos, will help you get the job done right. Regular servicing and maintenance of your Volkswagen Golf can help maintain its resale value, save you money, and make it safer to drive."

Many of the reviews in the United Kingdom have been short and sweet with words like 'Perfect' and "Quality Item" and "Very Helpful " sum up this publication and extra comments explain a bit more, "It's a Haines Manual - putting mechanics out of business for years!! My son dreams of owning a VW Golf MkII and wanted this, he reads it like I read Reacher." and "Have loaned this book to a few friends for research & all have now referred to it as - The Bible. Great book for the home enthusiast."

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HISTORIAN'S CORNER PART 3

Kim Whittles (WN August 1991 and 2021)
and Chris Scane.

Another small piece of VVCV History is again recovered from the vaults of old 'Wagensville News' and surprise, surprise the Whittles family comes up again in spades! This article is from the August edition of 'Royal Auto', a well-loved and known regular publication from the RACV here in Victoria. This RACV member magazine has been produced for more than 90 years. It began in 1922 as a monthly supplement in The Australian Motorist. By the mid-1920s, it was launched as a stand-alone publication called The Royal Auto Journal. In 1936, this changed to The Radiator, a newspaper-style journal. In 1953, the magazine became a colour publication called Royalauto, and now it is formally presented as RoyalAuto. In September 2012 a digital version, for iPad, was produced for the first time, and each digital edition is produced concurrently with the print magazine. In August 2013, it was rated among the top 1% of magazine apps worldwide by app rating agency iMonitor. In November 2013, RoyalAuto was named Association or Member Organisation Magazine of the Year by Publishers Australia in its Excellence Awards 2013.

After catching up with Kim this month, the tale of this article 30 years ago was discovered. A friend of Kim's father was a freelance photographer for the RACV. Often he would have a story on



motoring and would approach someone in his circle of friends to help with a story, in this case Kim's father, Wayne. The car in the picture has an interesting history with Kim and the Volkswagen Club of Victoria. This Mark 2 Golf, registered as ENB 019 was bought new in April 1991 from Geoff Brady VW (now Waverly Volkswagen) and used as a daily driver. His previous VW was a Mark 1 Golf, which in turn traded up to after a good history in a Beetle, is currently under the custodian care from Alister Alty, another long term member of our club. The Mark 2 was Kim's Daily Driver through the 1990s until the Mark 4 came along. The car had done 120,000 km and so the Mark 2 was traded in within the month of December 1998. The guy who eventually bought the Mark 2 rang Kim to check if it was a good car, which it was. He proceeded to change the wheels to a 5 stud pattern to give him a better range of wheels to put on his Mark 2. After a while Lloyd Davies got his hands on the car so it continued its circle within Volkswagen Club of Victoria custodial care to ensure its longevity for the future. We hope to bring you the next instalment, possibly in 2022, to give you a few more details and photos of the Mark 2 and how it is faring!

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We have to face facts. We love them all.

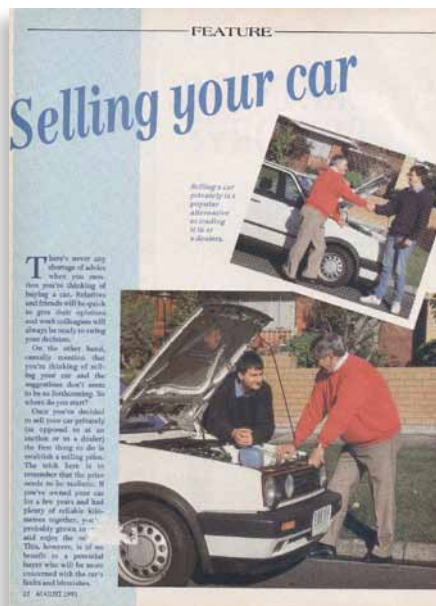
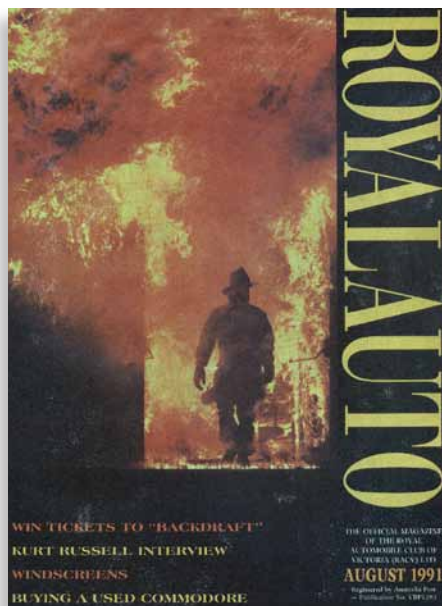
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The introduction to the RACV story starts like this "There's never any shortage of advice when you mention you're thinking of buying a car relatives and Friends will be quick to give their opinions and work colleague will always be ready to swing your decision on the other hand casually mention that you're thinking of selling your car and the suggestions don't seem to be so forthcoming so where do you start once you've decided to see your car privately as opposed to an auction or a dealer the first thing is to do is to establish a selling price." After going through some key steps into selling a used car in the 1990s, the article goes into how to find a buyer though the printed media, local and metro newspapers and magazines, with a wonderful source of motoring buys, The Trading Post! How things have changed with online and social media taking that away. The article finishes optimistically with, "Keep all these things in mind and you should be able to dispose of your car at a fair price, you also minimise your aggravation and ensure that nothing stops the sale going through. Good Luck!"

The story then goes on with these comments from the Wagensville News editors:

"Oh the shame of it all how very own Club secretary exposed in full colour in Royalauto this month. Most of us know Kim Whittles as a freelance sound technician unfortunately this is not his only occupation as these pictures show Kim is in fact a chunky used car salesman and is depicted trying to flog a high-mileage sweatbox to his own father. Where will it all end. perhaps these stories about sniffing peanut butter sandwiches and Smarties are true the staff here at Wagensville News can offer no solution to the problem only advice don't leave your daughter alone with this man she'll be converted to an a VW afile."

This story is another example of how the members of this club have been contributing to the ongoing promotion of our club at many levels and it is great to see that has not changed, especially with Kim being still an active member with regular attendance at our monthly meetings. The story of this Mark 2 Golf has inspired a quick review of Mark 2s in Australia and a Book Review.



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A BASIC LOOK AT THE MK2 GOLF GTI

THE GTI THAT AUSTRALIA GOT A SNIFF OF!

Researched by Chris Scane, VWCV Historian.

The second generation Golf was released in 1983 and consolidated its predecessor's position as one of the world's favourite and most successful cars — destined to sell some 6.3 million units globally over the following 9 years. More rounded and with slightly larger dimensions than the MK1, the Golf MK2 continued to provide punchy performance and practical packaging to a growing legion of fans. Australia only saw limited numbers of the Mark 2 but it was enough to keep the spirit of Volkswagen alive in Australia until the Mark 3 came along in numbers!



A quick look at production of Mark 2 Golfs in Wolfsburg showed how much automation had improved from the days of the Beetle rolling down the production line. In the U Tube presentation of the early 1980s production, there were lots of fascinating developments preserved in this video. The mark two Golf starts off in the Deep drawing presses of the factory which are much more efficient than the old presses decades to go. The side panels and a floor plate make up the torsion resistant body. The car door is made of an inner and outer Shell and after the window is punched out this is used later for a separate part. The front of the car is made of 110 individual parts with the automated welders constructing them together. Every 12 seconds the back of the body is connected to the front with a complete body every 12 seconds making up 3000 bodies every day.

At this stage the car gets it's production card and it is now identify ID in all it's production stages. The body now gets the moving parts are the doors the tailgate and the engine lid yeah body now gets a final check over to have everything smooth before the painting process.

Car consists of over 5000 parts so not all this can be done by robots and in Hall 54 this is where the employees at Volkswagen get to work putting the car together. Five assembly lines then formed into two where the car finally comes together. The final assembly line is left to the factory workers to install fiddly jobs like the metal sliding roof and other small jobs like the door mirrors and internal trims on the doors. Last manual checks are done and the rolling road under simulated conditions. Finally there is a short description of the test track at Ehra-Lessien where the Golfs are put through a gruelling procedure.

The Mark 2 Golf was launched in Europe in 1984 and 1985 in the U.S. The GTI was launched at the same time as the rest of the Golf range (from the poverty spec C through CL, GL & GT models). Unfortunately Australia didn't get any officially until the early 90's and they were de-tuned 1.8i 8v versions of the cars sold elsewhere and were all 4 doors in a limited choice of colours. This is why Kim Whittles only got his hands on one in 1991. All European & U.S models were available with either 2 door or as a 4 door.

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All early MK2's had a fuel injected 1.8L 8v engine putting out 110bhp driving the front wheels through a 5 speed gearbox. These early MK2s can be identified from later cars as they feature small bumpers, quarter windows in the front doors and LHD wipers. They can be identified from MK1 Golfs by the rear lights (triangular rather than square), a swage line behind the rear window and generally bigger in size.

Next stage of development was the introduction of a 1.8L 16v 'KR' engine and ushering in the most highly regarded MK2's. These models are still seen as one of the best handling cars of all time. The 16v, engine code KR, was introduced to up the Golf's game against strong hot-hatch competition.

The early 16v models can be identified by having small bumpers but a move to 'big doors' with no quarter glass in the doors, a deep front splitter, RHD drive wipers and small red 16v badges on the grill, doors & boot. 8v engine cars in the same spec were also available at the same time as a cheaper option.

1990 saw the biggest visual change to the MK2 with the introduction of 'big bumpers' to replace the 'smalls'. All were available with either 16v or 8v engines. Updates to the interior were introduced with electric windows, sunroof and mirrors being optional. All Australian delivered cars were 4 door 90 spec cars with 8v engines only and also featured air-con. These cars are identifiable by the big bumpers. The interior was also upgraded with the addition of "Rainbow" trimmed seats, power windows and for the first time power steering was an option. Big bumper (grey) compared to small bumper (red).

The Australian Market MK2's were sold in limited numbers, around 150 officially imported between 1990 - 1992. They were all late spec GTI models (Big bumpers) with 4 Doors. The only engine on offer was the 1.8 8v, which was de-tuned by the use of a more restrictive exhaust, with a choice of 5 speed manual or 3 speed auto. Colour choices were Black, Red, White & Silver with red being the most popular. Optional extras were available such as air-con & electric windows.

More were un-officially imported from Europe or South Africa. These were all private imports so specifications on these will vary. Easiest way to tell is if it is a private import is if it's pre 1990. South African cars were not built in Germany but under license in SA. These can be identified by having a higher spec, bigger engine & leather bolstered seats.

It is not surprising that there are not many Mark 2 GTI Golfs around now as there was not many imported for the Australian market. Interestingly there was one advertised for around \$15k this month but that is a fairly rare event. The Mark 1 and 2s also have a Facebook page, so that is another option for owners of these rare Golfs to keep in touch with like-minded owners. But finally, we hope to feature some Golf GTIs in the future, so if you have one, it would be great to hear from you and get your car in the club magazine.

References:

<https://www.volkswagen.com.au/en/brand-experience/iconic-models/golf-mk.html>
 Golf Production (Clive Davis) - <https://www.youtube.com/watch?v=MF49JtXAG08>
<https://www.vwgolf.net.au/showthread.php?1621-A-Rough-Guide-to-the-MK2-Golf-GTI>
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FIFTH GEAR AND THE VW GOLF GTI MARK 2

ISOLATION BUSTERS FOR MOTORING ENTHUSIASTS

Researched by Chris Scane, WVCV Historian.

Unfortunately 2021 has forced us to cope with more of the 2020 situation that faced us with Volkswagen Isolation, again one avenue is the black box in the lounge room or the laptop to keep us entertained virtually with Volkswagens and other VAG cars! By using the other free to air channels and U Tube is another way you can select the episode you wish to watch and cut to the chase!

Fifth Gear is still a personal favourite of mine and I have enjoyed this series for many years. There are still vivid memories of Tiff Needell chucking an early Golf GTI around a race track and then watching the joy on his face that could not be hidden! It began broadcasting in Australia in November 2009, on Seven Network's free-to-air digital channel 7mate (previously shown on 7Two).



This British motoring television magazine series was originally broadcast on Channel 5 from 2002 to 2011, afterwards moving to Discovery Channel in 2012, and then in 2015 to History. Since its return in 2018, it has been broadcast on Quest. The show is currently presented by Vicki Butler-Henderson, Jonny Smith and Jason Plato. Its former presenters include former racing driver Tiff Needell. Fifth Gear was first broadcast on 8 April 2002 as 5th Gear, and as a continuation of the original incarnation of the BBC show Top Gear, which was cancelled in 2001. Top Gear was relaunched later that year; Channel 5 originally wanted to carry on using the Top Gear name, but the BBC refused as it still operated the Top Gear magazine. Several of Top Gear's ex-presenters, including Quentin Willson, Tiff Needell, and Vicki Butler-Henderson, were hired by Channel 5 to present the series. The show's name was restyled as Fifth Gear in 2005. Needell announced the show's second cancellation on 24 May 2016. In 2021, U Tube is probably the best way to catch and enjoy the VW tests of your choice.

This episode is broken into two parts, the opening starts with Johnny Smith given the challenge of making a 16 valve Mark 2 GTI golf better. The introducing co-hosts have little confidence in Johnny's ability to be up to the task but it is Tiff Needell who has to be suitably impressed with his work. Tiff then introduces the car and what it can do currently even with its tired but balanced handling and limited performance.

Johnny then takes the car to TSR Performance in the UK and after a month's work, gains some improvements. The old suspension was improved with fully adjustable dampers and the brakes were improved by swapping the old units for a bigger set up from a Volkswagen Corrado. The exhaust system was replaced to provide a better breathing system. The engine was completely overhauled with new pistons and rods and with a new manifold enabling the power improvement up from 130 to 185 horsepower.

Tiff was delighted with the original look and feel of the car and enjoyed the flatter suspension and the performance of the engine at 5,500 RPM. He also enjoyed the capabilities of the brakes now that he could go into corners harder and faster. It was great to see Tiff slide the car around the tight circuit and be able to cut 3 seconds off his previous time. Job done, Johnny! Tiff then bravely claimed this car as one of the best mark 2 GTI in the world!

There is also a nice little 8 minute 1992 episode (below) on U Tube that sums up the Value of a 16v Mark 2 and what to look out for on the UK market, back then. This is just another chapter of the extensive information on Golf GTIs ready available on U Tube.

Victoria Jemma "Vicki" Churchward, known professionally by her maiden name, Vicki Butler-Henderson, is a British racing driver and motoring journalist. Born on the 16th February 1972, Butler-Henderson grew up into a family of racing drivers - her younger brother Charlie drove for the British Touring Car Championship. She presented Top Gear until its cancellation in 2001, and, along with fellow presenters Tiff Needell, Adrian Simpson and Quentin Willson, moved to Fifth Gear in 2002. Along with Needell, Butler-Henderson was the only original presenter remaining upon the show's cancellation in 2016. Vicki owned her own Mark 2 GTI for many years and spoke strongly about the enjoyment for her 'hot hatch'!

Part 1 - <https://www.youtube.com/watch?v=WFy00sabdY0>

Part 2 - <https://www.youtube.com/watch?v=WFy00sabdY0>

Some of the other GTI episodes of Fifth Gear are:

1992 - <https://www.youtube.com/watch?v=7sxN5GV8ywY>

2006 (Series 9 and 10)

- Škoda Octavia VRS vs. Volkswagen Golf GTI 2008 (Series 13)

- Week 9: Volkswagen GTI vs. Subaru Impreza WRX

The best link to most episodes is: <https://fifth-gear.tv/>