

ZETTSCHRIEF

October 2004



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And all the usual stuff...



A CLUB VEEDUB SYDNEY PUBLICA-
TION

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**Please have respect for the committee
members and their families and only call
during reasonable hours.**

2005 VW Nationals Easter - March: Saturday 26th & Easter Sunday 27th Sydney Australia

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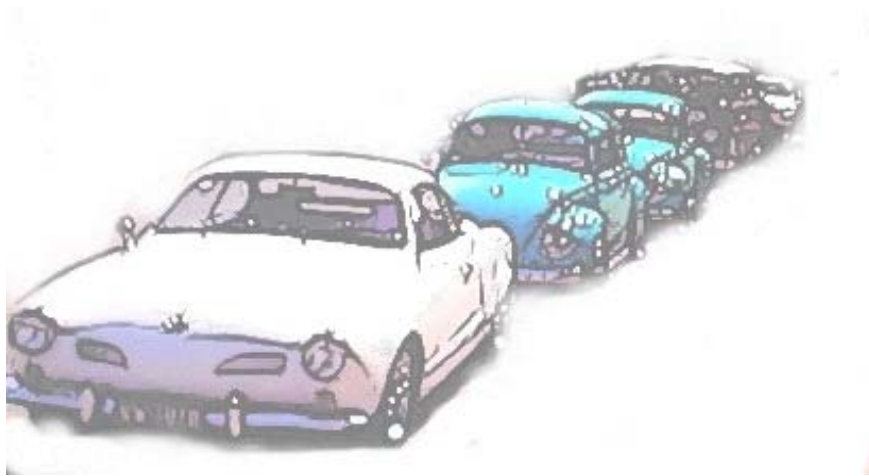
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Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c\ - 14 Willoughby Cct Grassmere NSW 2570
Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the editor. We welcome all letters and contributions, which will be published if

name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.

ALL VW SHOOTOUT 2004




The Whitlam Centre
Memorial Ave Liverpool
31st October

Space is limited so pre entry is
advised


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Murray 96182205 or visit
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Show & Shine Car Entries Close 11am SHARP • Sorry - NO Dogs permitted



For more information visit www.vwclub.com.au or phone: Paul 0417 547 266 or Richard 0418 527 862

Vintage Rego Day & Christmas Luncheon Sunday 5th December Kyeemagh RSL

Further information for HCRS holders: It has come to that time of the year again when we hold our annual Vintage Registration Day. This outing is an official club event where everyone is invited.

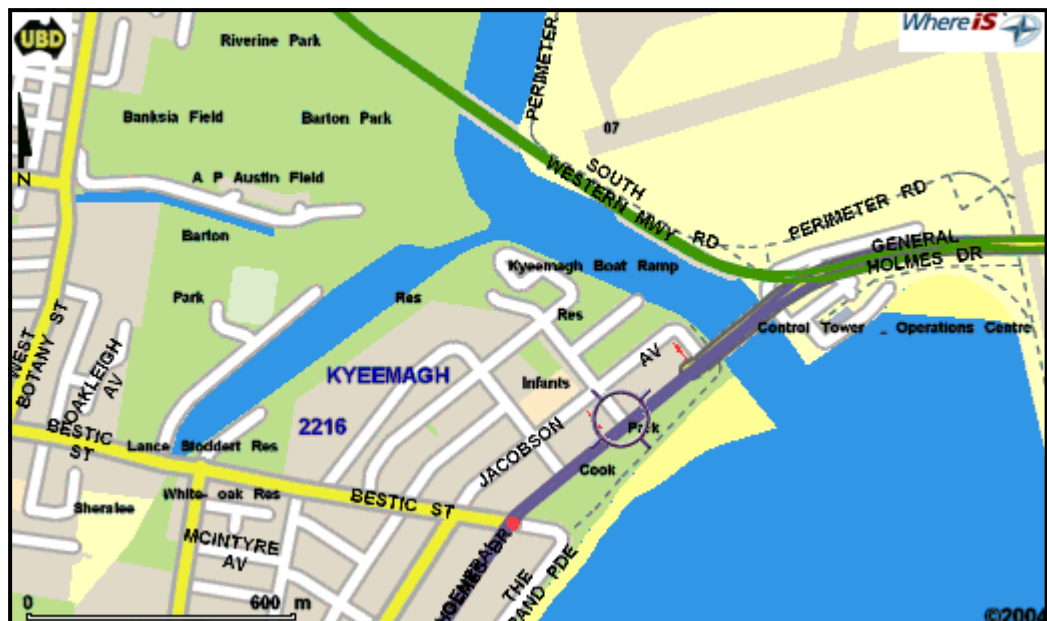
It is a Club rule that if your vehicle is on HCRS plates, you must attend this day with your vehicle

What to bring on the day:

- ☺ Your Vehicle.
- ☺ A Pink Slip for roadworthiness is required for each vehicle you own.
- ☺ Your current membership card. (You can extend your membership on the day. Please bring cash or a cheque made payable to “Club VeeDub Sydney Inc.”)
- ☺ The completed RTA Historic Vehicle Declaration (RTA Form #1259)
- ☺ The completed RTA Application For Conditional Registration (RTA Form #1246)

These forms are available from the RTA WebSite.

See you there! Regards, Peter, Vintage Registrar



Der Bericht Präsidenten

The weather stay fine for our annual "Boris' Picnic Day" on Sunday 19th September. We opened the gates at 8.00am with people starting to arrive early. The BBQ was going by 9.15 and we were set for a great day. At around 11.00am I counted some 35 vendors selling their wares, but unfortunately the grounds were being modified so room was a little tight with the parking area outside the gates overflowing. The BBQ was running hot with our club hosting a free sizzle day for all comers, part of saying thanks to the VW community for continually supporting our VW Nationals show each and every year. Thanks to all the volunteers who helped out on the BBQ, gate attendants and raffle sales, a job well done. I noted many people carrying out goodies for their pride and joys.

All members who have Vintage registration — please note our registration day will be on Sunday 5th December. All members are welcome, see advert for details.

By the time you read this, the Sydney International Motor Show will have finished. I hope you took the chance to go and see all the fantastic new VW and Audi models on display there this year.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

The 3rd issue of VW Magazine Australia is out on the news stands, and has some great articles inside, including coverage from the VW Nats 2004, so pick up your personal copy and support it.

Next month we will be having a night out, at the Rhinedorf German Restaurant 485 King Georges Rd in Beverly Hills, 7.30pm on Friday night 22nd of October. Please call Leigh 9533-3192 to confirm your attendance

The Club is planning a trip to Adelaide in early November, to attend the Volksfest VW show, held by the Volk Enthusiasts Club of SA. Looks like there will be 11 or so of us travelling down to Adelaide.

Précis of Committee and General meetings:- Boris Picnic Day, Flat Four VW Shootout, Volksfest Day SA, Vintage Registration Day, NRMA Motorfest.

Please note that all events listed in the Zeitschrift Calendar or on the Club web page are sanctioned by the club and its Committee.

KeeponKruzin

Dave Birchall



Klub Kalender

October:

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

Friday 22nd:- German Oktoberfest Restaurant Night at Beverley Hills. Please phone Leigh Harris to book your place.

Sunday 30th:- All VW Shootout 2004 at the Whitlam Centre, Memorial Avenue Liverpool. Space is limited so pre-entry is advised. For more information please phone Alison 9798 7829 or Murray 96182205. Presented by FLAT FOUR VEEDUB CLUB.

November:-

Thursday 4th:- Magazine cut-off date for articles, letters and 4-sales for November.

Saturday-Sunday 6-7th:- Volksfest 2004 in Adelaide, South Australia. Club Veedub are attending; contact Dave Birchall for more information.

Thursday 11th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to

Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Sunday 28th:- Day of the VW in Melbourne, at Yarra Valley Racing Club. Swappers and trade stand entry from 8am, public from 9am. Show n shine entries close 11am. No dogs permitted. For more information phone Paul on 0417547268, or Richard on 0418527862.

December:

Thursday 2nd:- Magazine cut-off date for articles, letters and 4-sales for December.

Sunday 5th: - Vintage Rego and Xmas Lunch day at Kyeemagh RSL. All Vintage Plate holders must attend, but all VW owners are welcome too.

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 16th:- CLUB VW XMAS 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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. Special Christmas nibbles and drinkies. 8:00pm.**

January 2005:-

Thursday 6th:- Magazine cut-off date for articles, letters and 4-sales for January.

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

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

welcome. 8:00pm.

Wednesday 26th:- NRMA Motorfest in the Sydney CBD. For more information phone (02) 8222 2165

Marktplatz

Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, longer if requested.

In addition to appearing in the club magazine all ads will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE: All classifieds will first appear in our club magazine to give our club members first chance to see them. They will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney c\ 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- Parts for a Mk1 Golf, Baffled sump \$50.00, Bilstein suspension kit as new, \$600.00, sports steering wheel \$150.00, extractors new \$200.00, side draft single inlet manifold new \$100.00, 40 mm side draft Webber new \$500.00, Spax lowered springs 4 off \$ 150.00, Scheel front sport seats \$150.00 each, Ventilated discs and callipers 2nd hand \$100.00 ring Ron direct on BH 9774-3340

For Sale:- 1975 8-seat VW Microbus. 1800cc auto, 9 months rego, VW-750. 11,000km since major overhaul. Wattle yellow and white duco. Excellent condition. As displayed at Boris' Picnic Day. \$7200 ono. Phone Brian on 9521 6224.

Free to Give Away:- I have recently dismantled a 1976 Passat wagon and have the following bits to give away:

* 1.6 litre motor 232,000 (new pistons, big end and bottom end brg at 202,000)

* Unmarked windscreen


* Box of bits including instrument panel

* Indicator assembly

* Headlight assemblies

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deliver. It seems a shame to just throw this stuff out. Phone Bill on 02 68453022

Wanted:- A pair of genuine chrome mirrors for a Type 2. The original design with a ball and screw adjustment. All of the repro mirrors don't have a true Ball and screw adjustment at the mirror making adjustment limited. Contact Richard on 03 62 43 5511 or email info@workingwithlight.com

For Sale:- Volkswagen 1968 Guards Red Wide Guards Whale Tail Globe Wheels New Toyo Tyres Full Resto 1776cc Motor All New Parts Inc Case 1500 Kms Since Rebuild Full Set Of VDO Gauges Rego To January 20 - 2005 VWT.168 Asking \$8250. ONO Phone 0412523013.

For Sale:- 1966 Beetle, same owner for 15 years. 1640cc motor, AS21 case. Extractors, 009 distributor. 1500 gearbox, Quick shifter (short axles). Marine fuel filter. Battery safety cut-out. Quick-release engine lid. Stainless firewall. New drivers' side floorpan. New king and link pins. New disc brake conversion and dual master cylinder. Adjustable lowered front beam. 356 Porsche wheels. Sports steering wheel. Tinted windows. \$6,990 ONO. Contact Steve at seanjmccudden@hotmail.com

For Sale: Separate Parts:
1300 Gearboxes- 1x good-machined for bigger motor-\$200
- 1x Jumps out of second gear but otherwise OK-\$80
Early king pin front ends- 1x lowered complete-\$200, - 1x standard-\$100
1968 Beetle front door-\$80
Type 3 Rear Brakes- make an offer
mail Steve at seanjmccudden@hotmail.com

For Sale :- 1989 Syncro Deluxe. i.e Metallic Paint, Rear wiper, Power steer, Rear Diff lock, Power mirrors Excellent condition 7 seater GL setup never been off road. 165,000 ks New Head gaskets, New radiator, new front CV joints. Front Diff and Viscous coupling travelled approx only 40,000km. Always garaged and serviced. Asking \$19,500

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9821 2519
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For Sale:- 1968 1500 Beetle, white tinter 2 Pac paint, Saas seats, re-trimmed interior by Rod Penrose, 2165 cc motor (94x78), Kadron carbs, 125 cam, 42x38 valve heads, custom exhaust, chrome moly pushrods, ratio rockers, built by Rod Penrose, super diff, 16 inch 6&7 inch Fuchs wheels, drilled front rotors, new master cylinder and slave cylinders, 12 months rego. Car is located in Sutherland Shire, \$14,000 ONO. Call Michael 0419 460 886

For Sale - much loved 1967 VW Beetle, Rego and Pink slip until end June 2005, Came 2nd in 2002 VW Nationals, Kept in garage under dust sheet, Very rarely driven, Rego No: VI 967, Vin no 197688963, Engine No F1148128 (1286cc block) Converted to 12 volt, Whitewall tyres, Baltic Blue In 2002 was substantially restored and repainted in durable acrylic, no filler, no rust, excellent body work. Vehicle is correct. New windscreen and new tyres were fitted. Top end of engine was rebuilt with new 1600c heads, barrels and pistons, new clutch, new petrol pump, gas shocks. new running boards, new headliner and red carpets were also fitted. Red Interior. Has Stereo/CD player.

Asking \$8250 but a reasonable offer will be considered I am pleased to hear from genuine buyers but no time wasters please can be viewed at West Pennant Hills

Phone Bill Laurie Tel:
02 9354 4593(Office) 02 9899 5929 (Home)
Mobile 0421614039

Parts for sale: - Selling separately - offers considered. To fit 1967 Beetle:

- Front and rear chrome bumpers - same as fitted to car
 - Nearside door (no rust)
 - Nearside front wing
 - Pair headlamp reflectors
 - 1286cc barrels, pistons and heads (came off above car)
 - Clutch release bearing (came off above car)
 - Clutch plate and pressure plate (came off above car)
- Also: Small steering wheel (fits super beetle)

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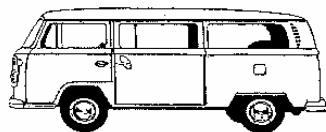
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New location, 19 Hobart Street Riverstone NSW 2765

Wanted

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Contact Steve on (02) 9153 6782

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Pair of oval headlamps (not sure from which VW model)

Phone Bill Laurie Tel:

02 9354 4593(Office) 02 9899 5929 (Home)

Mobile 0421614039

For Sale:- "Lucy" 1970 VW beetle, rego to Feb 2005, excellent condition, full records of all repairs/services/additions over last 7 years, reconditioned engine 12 months ago, good body work, all tires good, new bumper, new muffler, CD and speakers. \$4500. Please contact Alyssa 0402677854 OR 93822848.

For Sale:- 1991 Caravelle GL Auto, Silver, in good condition. Engine was replaced in March of 2004. Rego till April 05. Sell or Swap for restored 1980 2 Litre air cooled Microbus. Can supply photos, contact Graeme on 0417 480 007 or

email summersong@bigpond.com

For Sale: Vintage 1962/63 VW Beetle. Fully restored inside and out. Turquoise exterior, white with grey trim interior. 1600 engine. 12 Volt conversion. CD player and amplifier. 2005 rego. Excellent condition both structurally and mechanically. Ideally suited to collectors and VW enthusiasts! \$9,500 ono. Doug on 02 9834 5846 or on 0410 184 606.

For Sale:- 'Type 3 1970 S/Wagon White Reg 2/05. Good mech. Serviced by specialist. New baby must sell. \$2,800 Contact Andrew on 0419 703 002

For Sale:- VW 1966 registered until 27/09/04, A1 condition, new paint, 1300cc engine, converted to 12Volt asking \$2400.00, negotiable, contact Salvador on 9831 4501 or 0403 536 446

For Sale:- 4 new chrome mangel wheels. 15x5.5 early 5 stud pattern. 4 new hub caps 2 new 185 x 65 x 15 tyres \$800 ono call 0412 191 434

For Sale:- VW 1600 cc twin port engine, recently rebuilt by Brookvale Spares, Excellent reconditioned ready to go, regretful sale, asking \$1950.00 Contact Michael Rodger on 02 43 93 5145 or 0415 060 233



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For Sale:- 1971 1302 Beetle reg YYW232, Original purchase receipts, Shantung (cream) original paint, tan upholstery, travelled a genuine 47,588 miles, original service records and instruction manual, 5 new Michelin tyres, full list of restoration work available, lovingly restored, runs like new, a vehicle in excellent condition, price \$7990.00 Bowen Mountain, NSW Ph 02 4572 1373, email arty@exemail.com.au

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For Sale:- NSW number plates "1hotvw" black on yellow plates, make an offer.
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For Sale:- 1974 VW beetle 1300, Citrus Red reg HFE278 2/05, good condition, maint reg. new tyres any reasonable offer accepted. phone 0295470460, mble 0419481743

For Sale:- 1973 Superbug 1600 L, white, new motor, mags with near new tyres, cd player, fibreglass guards, new carpet throughout, October 04 rego \$4500. Phone (02) 4575 1765, 0417 208 295.

For Sale:- 1955 floor pan new German halves put on and painted \$450.00 o.n.o
Front beam early \$50.00 o.n.o
Gear box early \$75.00 o.n.o
Car bra for early beetle \$125.00 o.n.o
Please Phone John on 02 69738814
Wanted:- TDI Golf, or a factory turbo diesel 4 cyl', or a good Mk1-2 Golf body. Have heaps of Mk 1 diesel bits + 87 Audi 100 CD ph anytime 0414765427 0747251194 Herbert

For Sale:- Type 3 1970 S/Wagon. White Reg 2/05. Good mech. Serviced by specialist. New baby must sell. \$2,800 Contact Andrew on 0419 703 002.

For Sale:- 1971 Super Beetle - Very

Neues Aus Deutschland

Polo Classic 1.6 'Unhatched'

Until now Volkswagen's stylish Polo range has been Europe's hippest hatchback. Recently the Polo Classic 1.6 was 'unhatched.' Why unhatched? Because the all-new Polo Classic 1.6 is a sedan version of Europe's most successful compact car.



Earlier generations of the VW Polo also had booted versions, but these were not sold in Australia. These earlier booted Polos were called the VW Derby. This name was dropped in 1983 and all subsequent booted Polos have been called Polo Classics. This is the first model to be sold in Australia.



The new Polo Classic is a handy 280mm longer than the Polo hatchback, and boasts a 432-litre boot capacity. The sedan model includes the abundant safety and

comfort features that make the Polo the standout European compact car, including dual front and side airbags, anti-theft alarm system, ABS anti-lock brakes, semi-automatic air-conditioning, and in-dash CD sound system.

The Polo Classic is powered by Volkswagen's 1.6-litre engine developing 74kw of power. The standard transmission is a 5-speed manual.

Volkswagen's Polo Classic is very competitively priced for the Australian market, with a retail price of \$23,990. Believe it or not, this is due to the car being manufactured in VW's modern Chinese plant. The VW Polo Classic becomes the first Chinese-made car to be made available for sale in Australia.

All-New Golf Honoured In Germany and England

Britain's top-selling 'What Car?' magazine has named the all-new Golf 5 as the 2004 Car of the Year.



The Editor, Mr Rob Aherne, said, "In What Car?'s 30th year as the British car buyer's champion, selecting a Car of the Year has never been a more grueling process. However, the Golf's blend of driveability, space, refinement, safety features and strong image means no car better fills our brief of fitness of purpose."

The all-new Golf's British success comes on top of similar awards in Germany from the national newspaper *Bild am Sonntag*,

winning their prestigious “Golden Steering Wheel” award, and from specialist automotive magazine *Auto Zeitung*.

Since its debut in 1974, the Golf has been as distinctive as a fingerprint. The design has been updated and perfected to reflect the stylistic approach of the Volkswagen brand over its four previous generations. The all-new fifth generation continues to embody this uniqueness, while also representing the largest evolutionary leap, both visually and technically.

The Golf 5 will be on display at the Sydney International Motor Show, beginning on 7 October 2004.

Limited Edition Black New Beetle Cabriolet

Volkswagen’s gloriously hip New Beetle Cabriolet was launched last year in just six exclusive colours—Aquarius Blue, Sundown Orange, Mellow Yellow, Campanella White, Harvest Moon and Royal Navy Pearl Effect.

Now, for a limited time, you can add a new colour to the list—black.

‘Black Magic’ is Volkswagen’s own



pearl-effect black paint, and gives the New Beetle Cabriolet serious ‘street cred’ on the hairdresser-infested streets of the eastern suburbs. Some would say it’s sophisticated...or at least as sophisticated as VW’s convertible can get.

Sure it’s about fun in the sun, but the New Beetle Cabriolet is a 21st century

Volkswagen so it bristles with cutting-edge design and technology, including an ingenious every-season folding roof system with a fixed glass rear window, to make driving a convertible every day of the year practical, safe and secure. The roof can be raised or lowered in just 13 seconds.

The New Beetle Cabriolet is on sale in Australia for only \$46,990.

Volkswagen Golf 5 is 2004 Company Car Of The Year

German magazine *Firmenauto* has awarded the ‘2004’ Company Car of the Year’ award to Volkswagen’s all-new fifth-generation Golf model.

Far from a token gesture, the *Firmenauto* award is Europe’s largest independent comparison test. This year it involved 120 test drivers from all over Germany, 144 vehicles and 1,177 test-drives totaling 25,000km.

The 120 drivers were fleet managers representing various industries from breweries to globally active high-tech companies, and they evaluated all of Europe’s fleet vehicles—compacts and mid-size—in areas such as ride and handling, functionality, comfort, design and value for money.

Firmenauto assembled the cars and test-drivers in the German city of Dresden, also home of VW’s glass factory that assembles the Phaeton. For two days the drivers tackled a pre-determined route, driving all cars over the same roads in a very scientific process.

In the end, Volkswagen’s new Golf 5 was the clear winner. Other VW Group vehicles, including the Touran MPV, Audi A6, Seat Altea and three Skoda models—the Fabia, Octavia and Superb also either won their category or was placed in the top three positions.

According to VW Group Australia’s Managing Director, Peter Nochar, the significance of the award should not be underestimated.

“In Europe around one third of VW’s sales are fleet vehicles,” he explained. “Globally, the significance is that fleet buyers

place the most stringent demands on their vehicles in terms of functionality, reliability and safety. The conclusion of the 120 managers who undertook this test program is proof of the high standards Volkswagen insists for its vehicles.”

The Golf 5 was launched in Australia in September 2004.

Golf 5 Safest Car Ever Tested

VW's new Golf 5 is the safest car ever tested by Euro NCAP.

No other passenger vehicle has achieved such a good overall result for the requirements in crash safety, pedestrian protection and child protection.

Euro NCAP released results of its spring testing programme and the Golf 5 was awarded a total of 12 stars. No other car achieved this many stars, not even bigger, heavier and more expensive cars in other classes. The Golf received the maximum of five stars for occupant protection in frontal and side impact tests.

Of the 12 cars included in these latest rounds of Euro NCAP tests, the Golf 5 was the only vehicle to receive four stars for child protection and three stars for the protection of pedestrians.

The Golf scored top points in child protection thanks to the child seat's Isofix anchorage points in conjunction with a supplementary upper belt (top tether).

The Golf's flexible deformation zones at the front end, combined with an additional cross member in the front bumper greatly reduces the risk of injuries to pedestrians.

VW Grows in Asia-Pacific Region

The Volkswagen Group continued its recent pattern of growth in the Asia-Pacific region with another sales record in 2003. VW expects further growth in 2004 with the release of more new models, particularly in China, VW's largest market in the region. In 2003 VW delivered 807,000 vehicles in the Asia-Pacific region, up from 621,000 in 2002, an increase of 30% in one year. The Asia-Pacific region accounted for 16.1% of the

Volkswagen Group's world-wide sales, up from 12.5% in 2002.

Hans Dieter Pötsch, Member of the Volkswagen AG Board of Management, spoke at the Auto China 2004 exhibition in Beijing. He said: "We still see a positive overall outlook for the future in the Asia-Pacific area, despite the continuing difficult environment and the highly unpredictable effects of exchange rates and the oil price. The momentum for growth in the automotive sector will continue. We have set ourselves the ambitious goal of more than doubling sales in the region over the next five years."

He added that the VW Group's activities in Asia were guided by their worldwide strategy of earnings-oriented, sustainable growth.

VW will strengthen its footing in the Asia-Pacific region with the launch of new products. The Golf 5 will play a major part, with the Phaeton and Audi A6 in support.

The major markets for VW in Asia-Pacific are China and Japan, followed by Australia, Taiwan, New Zealand, Thailand and Korea. Discounting the major Chinese and Japanese markets, VW's Group sales rose from 37,400 vehicles in 2002 to 41,700 in 2003. Nearly a quarter of these sales were in Australia.

Volkswagen Partners 2008 Beijing Olympic Games

The Beijing Organising Committee for the Games of the XXIX Olympiad (BOCOG) has announced that Volkswagen China has been chosen as the Beijing 2008 Partner (Automobile).

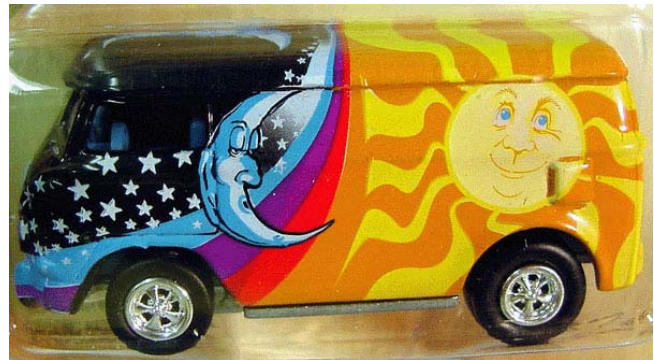
Volkswagen will provide financial, automotive and other general support for the 2008 Beijing Olympic Games, 2008 Paralympic Games, BOCOG, the China Olympic Committee as well as the Chinese Olympic teams participating in both the 2006 Winter 2008 Summer Olympics.

This is VW's first major Olympic connection since Barcelona in 1992, when SEAT was the Games' auto sponsor.

In keeping with the theme of peace in the world at this time, I have sourced some images of peace loving cars of the 60's.

Tony Bezzina

These Johnny lighting models are fine examples of the feelings and what people went to, and how they expressed their feelings for peace at the time, for some of us any way.



Dating back to the same era the split window kombi was famous, in various shapes and forms, and had many purposes, such as the army service, chocolate runs or peace van.

In particular the light blue Corgi 1/43 Toblerone kombi van, with the perspex light entry on the roof, which if held up to the light and if you covered the top with your finger in an on/off fashion, would give the effect the head lights were flashing.

Not many people, even those who have this model, know that this is the intended reason for the opening on the roof. It certainly shows the innovations of the past as far as model car makers are concerned.

Any way that's all from me this month.



Extreme Golf R32

You won't find 'Bragging Rights' listed in the brochure or owners' manual but this feature is standard with every Volkswagen Golf R32.

Only 200 R32s will be coming to Australia. For the fortunate 200, Sunday afternoons washing the car and the inevitable enquiry from the neighbours: "That's a great looking Golf you have," can be answered emphatically: "Yes, it's the fastest and most powerful production Golf ever!"

Serious bragging rights indeed...

Put simply, the new R32 model boldly treads where no other Golf has gone before.

Did we mention the engine? How does a 177kW 12-litre V6 driving all four wheels via 4MOTION and a close-ratio 6-speed gearbox sound?

In fact it sounds very good - thanks to a specially tuned twin pipe exhaust system, R32 owners will be driving out of their way to find some tunnels to be enjoyed with the windows down.

Aside from the tailpipes, there are other noticeable differences - the front bumper and spoiler has a pronounced, dynamic design with three large honeycomb ventilation grilles in the lower section that are specifically designed to feed air into the engine. On the grille is the distinctive R32 badge and the headlights are Xenon.

Massive 18-inch OZ Racing alloy

wheels and low sills dominate the side profile. The 15-spoke wheels provide maximum cooling for the brake system.

It's a similar story at the rear where the low apron integrates with the twin chrome-tipped exhaust pipes. The top edge of the rear hatch also boasts an integrated spoiler.



Golf R32 is only available in three exterior colours - Deep Blue Pearl Effect, Black Magic Pearl Effect and Reflex Silver Metallic.

Inside are beautiful leather-trimmed Köning sports seats with integrated head restraints, new leather-trimmed steering wheel, alloy pedal cluster and side foot rest - all highlighted by the Volkswagen Racing 'R' logo. As well, the door sills and centre console feature brushed aluminium with the R32 logo standing out in gloss on the brushed background.



Each Australian R32 is individually numbered with a stylish badge mounted on the centre console (owners also receive a matching commemorative keyring).

Performance is the key word for the Golf R32 - with its 177kW (at 6250 rpm) and 320 Nm (between 2800 and 3200 rpm) V6 engine plus 4MOTION all-wheel-drive -zero to 100 km/h takes just 6.6 seconds.



Golf R32's 24-valve V6 engine is distinguished by its very acute 15-degree V angle. The engine is a development of Volkswagen's 2.8-litre V6 with several changes to achieve significantly boosted power and torque.

Two overhead camshafts with continuous intake and exhaust camshaft adjustment are used in the cylinder head. Each cylinder has its own ignition coil.

The cylinder head is an entirely new development. The shape of the intake and outlet ducts has been significantly modified with larger flow cross sections for improved flow capacity.

It is an undeniable fact that Volkswagen influenced entire generations of small car chassis designs when the first Golf appeared in 1975 - the front McPherson struts with lower wishbone design is still highly regarded.

Golf R32 boasts a multi-link rear suspension with forged dual-link trailing arms. This is mounted on a subframe and coupled to the running gear via rubber vibration dampers.

Both front and rear anti-roll bars are significantly strengthened compared to standard Golf models.

Golf R32 also sits 20mm lower than standard models with springs and shock absorbers developed by two specialist motorsport manufacturers.

And the steering is also a completely new design to provide more direct feel and faster response than standard Golfs.

Volkswagen's 4MOTION all-wheel-drive system is recognized as a key technological enhancement for sports and safe driving characteristics.

At the system's heart is a Haldex coupling in the rear differential. Its hydraulic and electronic systems automatically detect whether the front or rear wheels have more grip and accordingly distributes the tractive force between the two axles.

Even when pressed hard on tight, wet roads, the Golf R32 delivers neutral handling and no wheelspin.

And to match its high performance, Golf R32 is equipped with stunning stopping power with large ventilated disc brakes (front 334mm and rear 256mm). Clearly visible behind the standard 18-inch OZ Racing alloy wheels are Golf R32's unique electric-blue painted brake calipers.



Golf R32 also boasts ABS anti-lock brakes with Electronic Brake-pressure Distribution (EBD) and ESP Volkswagen's Electronic Stabilization Program with in-built brake assist technology that is especially tuned for sports driving characteristics.

To secure your Golf R32 - and your share of serious bragging rights - move fast to your nearest Volkswagen dealer ... before they're all gone!

2004 Canberra VW Weekend

Report by Steve Crispin
Photos by Peter Nixon



The Canberra VW Weekend is an event that has grown significantly within the ACT over the past 3 years. It began as a reaction to a decidedly poor turnout at the Shannons German Autofest, Canberra's annual all German marque day, in 2001. It was a year where only 6 VW's showed up as a result of the local club disbanding.

The next year, the weekend long event began, and this year, the tradition continued offering Canberrans an opportunity to show off their cars, and interstaters an opportunity to get away for the weekend.



The weekend consisted of a cruise and

picnic on the Saturday and a Show and Shine on the Sunday. In the past, numbers have been made up mainly of interstaters, but this year, a better than expected local turnout heralded the event as one firmly on the ACT calendar.

The cruise on Saturday took in panoramic views of Canberra from Mt Ainslie before meandering out to Bungendore, and the Beetle Nutt Café, our destination for lunch owned by Gee and Sally. A relaxed atmosphere was enjoyed by all, with an opportunity to view vintage VW paraphernalia. The group of 20 odd cars disbanded at this point for accommodation and car washes.

Sunday's weather for the Shannons German Autofest could not have been better. The temperature was in the mid 20's, with a clear sky, and warming sun. I, for one, learnt from last year's mistakes, and got away with no sunburn during the day by wearing a hat and long sleeves. Who said you can't teach an old dog new tricks...



The turnout was the best we have had since the weekends inception, with 40 cars gracing the shores of Lake Burley Griffin, and adding a lot of character to the overall show with concourse worthy Mercedes and the like. The range of cars was equally impressive; with a historic Karmann Cabriolet to the just released MkV Golf being displayed by Lennocks, the local VW dealership.

The theme for this year was a celebration of 30 years of the Golf, and I am happy to say that representatives of all 5

Club VeeDub - The Legend Never Dies

Marks were present on the day, and a special display was organised to showcase the generational changes. Also present was a new Touareg V10 TDI and a new Transporter,



proudly supplied by the dealership.

The trophies, sponsored by Shannons, Beetle Nutt Café, Canberra VW Centre and Lennox Motors Volkswagen were presented in the early afternoon, with top honours going to a stunning lime green split screen Kombi which was built at home by its owner to exacting standards. It just pipped out a beautifully presented pale pink Karmann Cabriolet, heavily modified with a turbo engine, owned and built by Wayne Penrose. The remainder of trophies were split between air and water-cooled on the basis that they represented the top 15 cars displaying on the



day.

The presentation of trophies ended the

official proceedings of the day, and the cars left for their respective destinations. I for one, was keen to get home in time for the Chinese Grand Prix which started at 3:30 in the afternoon. All in all, the weekend was a smashing success, and could not have been so without the support of our sponsors: Shannons, Lennox Motors, Beetle Nutt Café



and Canberra VW Centre.

I would also like to thank all those who attended and made the pain of organization so worth while. Special mention should go to those who travelled big distances to take part, like Robin from Adelaide and his Mk2 Golf GTI, and Dave and his son Jack, who travelled down from Brisbane. There will definitely be a show next year with an exciting new weekend format, so stay tuned. If you want to be put on the mailing list, just drop me a line: stevecrispin@hotmail.com

Steve Crispin



New Stretched Phaeton

Volkswagen's prestige limousine, the Phaeton, now has a new long-wheelbase version that has just been launched in Europe and North America.

The extra 120mm has been added purely for the extra comfort of rear seat passengers and introduction of the stretched version now means Phaeton is offered in a total of eight different engine, gearbox and body shapes.

In North America, the Phaeton has made its debut and will only be sold in the new long-wheelbase configuration - powered by either the 4.5-litre V8 engine or the range-topping 6.0-litre W12 powerplant that delivers a silky-smooth 309kW of power. German models can also be ordered with Volkswagen's world-acclaimed V10 twin-turbo TDI diesel engine.

Volkswagen's four-wheel continuous pneumatic suspension is standard in the long-wheelbase model Phaeton. This unique system is integrated into a luxury chassis comprising a trapeze rear suspension and four-link front layout.

Long wheelbase Phaetons also feature an even more luxurious range of standard equipment including a rear seat control for the 4-zone Climatronic air-conditioning, an electric glass sliding/tilting sunroof, an electric sunblind for the rear window and manual blinds for the rear side windows.

Optional extras are staggering. For example the 'Rear Seat Entertainment System', a multi-media package comprising a 6-disc DVD changer, two 6.5 inch LCD screens fitted in the front head restraints and two headsets. Another example is the rear refrigerator that can be integrated into the rear seat. Not merely a box cooled by the in-car air conditioning system, it is a separate 17.5-litre refrigerator with its own compressor.

Then there is the seat material itself. 'Sensitive' - a smooth Napa leather recognized as the most luxurious leather used in automobiles - can be ordered. Only Californian plantation trees are used for the wooden trim that is made by craftsmen. And for the exterior paintwork, heliochrome paints can be selected as well as high gloss finishes with maximum shine and scratch-resistant qualities.

Volkswagen Group Australia will launch the Phaeton locally in 2005.

"We knew the long wheelbase version was in the pipeline and this is the version we will launch in Australia," explained Volkswagen Group Australia's Managing Director, Mr Peter Nochar. "The Phaeton is the pinnacle of Volkswagen's global lineup and - as we're a Group company - we feel it is essential that this vehicle is available to Australian customers."

Combined with the award-winning Touareg SUV (now on-sale), the Phaeton will provide Volkswagen with two significant vehicles in Australia's prestige automotive market.

"With the Touareg, Volkswagen has brought to the market a vehicle now recognized as being the world's best luxury SUV; the Phaeton has received similar accolades and we're looking forward to its arrival in Australia in 2005," Mr Nochar added.



Boris' Picnic Day

Another fantastic day down at Deepwater Motorboat Club at Milperra. The weather stayed fine, and there were many lovely VWs to see. Lots of goodies in the swapmeet too.

Here's some photos of the day. More photos can be seen on the club website.



Too much choke

A MOTORIST in Florida escaped choking to death on a hamburger by not wearing a seatbelt.

Dean R Woodring choked on a burger he was eating while driving and, when he couldn't breathe any more, passed out at the wheel. The 43-year-old's car slammed into a telegraph pole, putting out electricity

in the area for two-and-a-half hours. Since Woodring was without a belt, his chest collided with the steering wheel on impact, causing the burger chunk to shoot out of his mouth in a kind of Heimlich Manoeuvre. He walked away with minor injuries and was charged with careless driving and driving without a seatbelt.

The Fastest VWs Sold In Australia

In the last few years VW has introduced new models to Australia, and then advertised that they were the 'fastest VWs ever sold in Australia'. They first did this with the Golf VR6 in 1994, then with the V6 Bora a few years later and again, now, with the Golf R32. So just what has been the fastest VW to have been sold here over the years, at any particular time? Obviously they've gotten faster as the years have gone by. Well, let's start at the beginning.

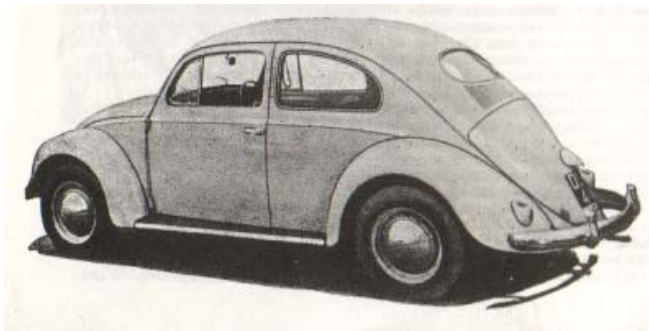
VWs were first imported to Australia in 1953, and went on sale in 1954. There was only one model in those days, so it immediately became the fastest VW by default! Here are the details of those first VWs on Australian soil:

1954 VW

4-cyl, 1192cc, 22 kW @ 3400 rpm.

0-100 km/h: 34 seconds

Top speed: 115 km/h



Now the Karmann Ghia was also sold in Australia during the late 1950s, but only in very small numbers. It had a slightly higher top speed (122 km/h) due to its better aerodynamics, but was slower to accelerate than the Beetle due to its greater weight. In any case, its engine was the same as the Beetle's, so we can consider it to be the same car. I'm therefore going to put the Ghia to one side and move on. The 36-bhp VW (above), in Beetle and Ghia flavours, remained the fastest

VW sold in Australia until the new 40-bhp model was introduced.

1961 VW

4-cyl, 1192cc, 25 kW @ 3800 rpm



0-100 km/h: 32 seconds

Top speed: 119 km/h

The Beetle kept this motor, the mighty 40 horse, until the Australian 1966 model when it was replaced by the 1300. However, before that the Beetle was displaced in power and speed by a newcomer—the Type 3. It was released in Australia in 1963, in notch and squareback varieties, both locally assembled and both fitted with a big 1500cc motor. It became the fastest VW to be sold in Australia:

1963 VW 1500 Type 3

4-cyl, 1493cc, 32 kW @ 4200 rpm



0-100 km/h: 21 seconds

Top speed: 125 km/h

In 1965 VW Australia introduced an improved locally-made Type 3 1500 notchback with twin carburetors, called the VW 1500 Twin S. It was a slight improvement over the normal single carb Type 3:

1965 VW 1500 'Twin S'

4-cyl, 1493cc, 34 kW @ 4500 rpm

0-100 km/h: 19.5 seconds

Top speed: 129 km/h

In 1966 VW Australia dumped the Twin S and replaced it with the fully-imported VW 1600TS Fastback:

1966 VW 1600 TS

4 cyl, 1584cc, 42 kW @ 4600 rpm

0-100 km/h: 17.7 seconds



Top speed: 137 km/h

As the Type 4 range was never sold here, the 1600TS Fastback remains the fastest air-cooled VW ever sold in Australia. The later Type 3s were heavier and slower, and the Superbug S and L did not produce 65-bhp as the twin-carb 1600TS did. A faster VW had to wait until a new era began in 1974. This was the introduction of the water-cooled, front-drive Passat. Aside from normal 2 and 4-door sedans and a wagon, VW Australia also released a high-performance Passat, called the TS. It was recognised by its four round headlights.

1974 VW Passat TS

4 cyl, 1471cc, 62 kW @ 6000 rpm

0-100 km/h: 12.5 seconds



Top speed: 171 km/h

The TS Passat was more powerful and faster than any other VW during the 1970s as the first Golf GTI was never sold here. None

of the other models, even the later 1600cc Passats and Golfs, were as highly tuned as the Passat TS. In 1979 diesels replaced petrol VWs, and from 1982 to 1990 no VW cars were sold in Australia at all (just the Kombi). It would be quite a few years until a faster VW came along, which it did on VW's relaunch under Ateco in 1990:

1990 VW Golf GTI

4-cyl, 1781cc, 77kW @ 5400 rpm



0-100 km/h: 11.5 seconds

Top speed: 182 km/h

This was the only Golf 2 model that reached Australia, and only at the end of its life. Australia got a poxy-spec GTI; the Euro version produced 82kW, and 102kW in 16V form. In 1994 TKM took a major jump forward by importing the new Golf 3, with the top model being the VR6. It was the fastest VW ever sold in Australian by far—it blew everything away.

1994 VW Golf VR6

6-cyl, 2792cc, 128kW @ 5800 rpm



0-100 km/h: 7.6 seconds

Top speed: 225 km/h

This engine also appeared in the Passat VR6, which appeared in Australia the

following year. The Passat was slower, of course, due to its greater weight, so the Golf VR6 remained the champion. However, in 1998 the all-new fifth generation Passat was launched. Engines included two 1.8-litre fours (one turbo), and an enlarged VR6. This new Passat VR6 then took the fastest VW in Australia trophy:

1998 VW Passat VR6

6-cyl, 2771cc, 142kW @ 5700 rpm



0-100 km/h: 7.6 seconds

Top Speed: 238 km/h

Also in 1998 the Golf 3 VR6 was replaced by the new Golf 4 GTI, with a turbo 1.8-litre four that put out 110 kW. Certainly the fastest Golf so far, but not in the same league as the Passat VR6. In 1999 Inchcape released the Bora V5 with a 2.3-litre 15 degree V-5 engine, but it also put out only 110 kW. The Passat V6 (they dropped the 'R') Syncro was released with the same 142kW engine and same 238 km/h top speed, but the extra weight slowed its acceleration to 9.7 seconds. It was renamed the Passat V6 4Motion in 2000.

In 2001 a new Bora model was released, the Bora V6 4Motion. It had a slightly larger V6 engine than the Passat—2792cc, and it produced 150 kW. However, because of the extra weight of the 4WD mechanicals, the Bora V6 4Motion could do the 0-100 dash in 7.4 seconds but it topped out at only 235 km/h. VWGA's ads said, "Without doubt the fastest Volkswagen ever sold in this country". Wrong. It might have been more powerful and slightly quicker to accelerate—but it wasn't as fast as the 1998 Passat VR6. In fact, the revised 2001 Passat VR6 was detuned to only 140 kW, and in a

facelifted, heavier body, could now do only 233 km/h.

The next candidate was the New Beetle RSi that we saw briefly in 2002. Only 250 were made for worldwide sale and VW Group Australia only brought one in to show it off—they weren't 'sold' here in the normal sense. The New Beetle RSi had an enlarged VR6 engine of 3189cc, producing 165 kW at 6200 rpm. With VW's 4Motion all-wheel-drive system fitted, it could sprint from 0-100 km/h in just 6.4 seconds, but with low gearing and rather blunt body could only manage 225 km/h flat out. The Passat VR6 still ruled.

Now we come to the car that features earlier in Zeitschrift this month. It is being promoted as the 'most powerful Golf ever built'. Only 200 will be sold in Australia.

2003 VW Golf R32

6-cyl, 3189cc, 177 kW @ 6250 rpm



0-100 km/h: 6.6 seconds

Top speed: 247 km/h

This little beastie is more powerful, quicker and faster than any Golf before, including earlier specials like the 16V, the G-60, the Golf Rallye and the Golf Limited. But guess what—it's still not the fastest VW ever sold in Australia. Current record holder:...

2004 VW Passat W8

8-cyl, 4.0 litres, 202 kW @ 6000 rpm

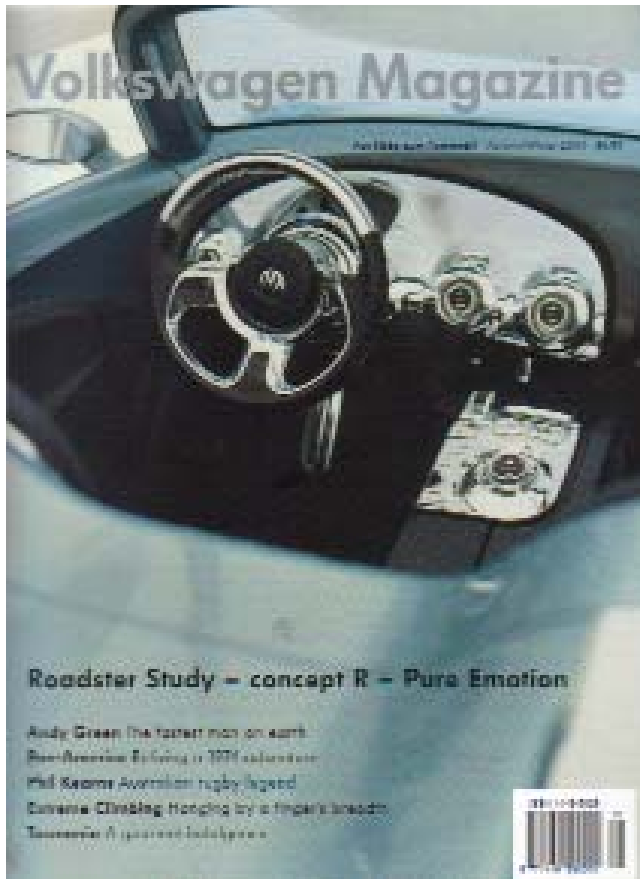
0-100 km/h: 7.2 seconds

Top speed: 250 km/h

And the story is not over yet. The Touareg 4WD has 228 kW from the 4.2-litre V8, and the V10 bi-turbo diesel has 230 kW. Neither are as fast though; but that won't matter. The huge VW Phaeton limousine is coming in 2005...6.0-litre W12, 309 kW, top speed...who knows?? We will see...

New Australian Volkswagen Magazine

The Australian Volkswagen importers, Volkswagen Group Australia Pty Ltd (VGA) have just published the first issue of their new glossy magazine (Autumn/Winter 2004). It's called, not surprisingly, 'Volkswagen Magazine'.



The editor is Paul Jenzen, also described as VGA's Project Manager. He penned the introductory article, which begins "Welcome to the first edition of the new bi-annual Volkswagen magazine. The team at Volkswagen Magazine have sourced a selection of stories from our colleagues in Germany and some of Australia's best lifestyle journalists for this edition." Indeed, the magazine has international support from Ruediger Schingale at Volkswagen AG in Wolfsburg. However, it is still edited by VGA, and designed and printed by Penfold Buscombe in East Botany.

The first edition is 66 pages of glossy, good-looking material. There are many short articles and photos on the latest VW product news, some of which we've put in Zeitschrift this month. There are also longer articles on the Golf R32, the VW Roadster Concept R and the new T5 Transporter. There is an article on VW Genuine Accessories for the Golf GTI and the Touareg. There's a fascinating article on a 1974 30,000km drive from Alaska to the tip of South America in a (then-new) Golf.

However, like the NRMA's Open Road magazine, there are also other interesting articles on things not directly related to cars. In fact, VGA's magazine reminds me very much of a glossy airline in-flight magazine.

There is an article on Andy Green's world land speed record run; an article on rock climbing and other stories on Cooper's Creek, Tasmanian restaurants and various wine vintages. There is an interview with former Wallaby Phil Kearns (who owns a VW Touareg), and summaries of the latest movies, CDs and books (like Saturday's Sydney Morning Herald).

Overall a very impressive effort and one that puts VW owners on equal footing with BMW, Mercedes and Audi drivers in the glossy magazine stakes. Unfortunately there are no Australian VW history articles, nor any technical articles for older VW enthusiasts. There are no stories on how to rebuild a 36-bhp motor, for example. Oh well, you can't have everything! The next issue, which will be out soon after you read this, will have articles on the new Golf 5 and a look at VW's hi-tech Dresden factory.

I only spotted a few technical mistakes. For example, the article on the T5 repeats the error from VGA's press release when it says "The original Kombi was powered by the same 1.3-litre air-cooled engine found in the Beetle...". I've seen this error repeated by motoring journalists in their newspaper articles; they must just paraphrase VGA's stuff without doing any research themselves. It is wrong. The original Kombi did NOT have a 1.3-litre engine (and for most markets, never did). On debut in March 1950 the VW

Transporter was fitted with the Beetle's 1131cc 25-bhp engine. This was increased to an 1192cc 30-bhp design in December 1953, then a redesigned 1192cc 34-bhp motor in June 1960. The larger 1493cc 42-bhp motor appeared in January 1963 and was based on the new Type 3 engine but with an upright construction. The 1584cc 50-bhp appeared with the new big-windscreen, second generation Transporter in August 1967. However, there WAS a 1300 Kombi made for the Italian market – an optional 1285cc 40-bhp unit similar to the Beetle engine – but only from 1965 to 1967.

Perhaps I can be generous and claim that it's only a typo—after all, 1131 and 1.3 litres are pretty close. But they're not the same thing. The original Kombi had a 1.1 litre engine, not a 1.3.

Also, in the article on Andy Green's Thrust SSC world land speed record, it says that "...while free from the Earth's gravity, astronauts have hurtled through space at speeds of around 40,000 km/h."

This is a common misconception. Earth's gravity extends infinitely into outer space and decreases according to the inverse square law. The moon itself is very much in Earth's gravitational field—which is why it orbits around the Earth, some 384,400km away. To reach the moon you can either burn your engines all the way there, at enormous cost in fuel and weight, or you can reach a high enough speed first and coast all the way there. This is what the Apollo moonships did.

I'm going to indulge myself in a little rocket science now! This is what happened. From an Earth orbit, coasting around at 28,000 km/h, they reignited the Saturn third stage engine and burned for just over five minutes. This boosted their speed to some 38,960 km/h, moving the ship on a path out of orbit and towards the moon. They then shut off the engine, ejected the stage and coasted all the way. However, the ship was still like a ball thrown up—it still slowed as the Earth's gravity pulled it back. It's just that their initial speed was fast enough to reach a point where the moon's pull on the ship was greater than the Earth's.

This happened nearly three days later,

when Apollo was only 62,000 km from the moon. By that time it had slowed to only 3550 km/h; but then the moon's gravity made it speed up again. By the time the ship was ready to orbit the moon, it was doing more than 8,000 km/h. Another engine burn was necessary to slow the ship down to 5,900 km/h, lunar orbit speed. If they hadn't done this last burn, the ship would have simply whipped around the far side and headed back towards Earth all by itself. This was called a 'free return trajectory'.

Thus they coasted all the way to the moon, with their trajectory calculated as a function of both the Earth's and the moon's grip at any given moment. In free flight the astronauts were 'weightless', but the ship was still very much under Earth's gravitational attraction.

The trip home was the reverse. The Command Module's engine was lit to push the ship out of lunar orbit and back toward Earth. It only needed to reach that same point, only 62,000 km/h from the moon, where Earth's gravity became stronger than the moon's. From here the ship simply free-fell all the way home. Thus it was purely Earth's gravity that enabled the Apollo 10 command module to reach 39,897 km/h just before re-entry into Earth's atmosphere on return from the moon in 1969.

And when it did hit the atmosphere—not straight down, of course, but at an angle of only 3 degrees from horizontal—the ship was slowed to only 660 km/h in the space of less than 5 minutes by atmospheric friction. This was a crushing 6G deceleration!

The point is that astronauts have never yet 'escaped' from Earth's gravity, even when on the moon. Only robot probes to the other planets have escaped from the Earth. As for escaping from the Sun—well, only the Pioneer 10 and 11, and Voyager 1 and 2 space probes have done that—but that's another story.

Anyhow, these issues aside, it's still a great read. You can secure your copy of this interesting magazine by contacting the editor, Paul Jenzen, at paul.jenzen@volkswagen.com.au or by the old-fashioned telephone at (02) 9695 6061.



Do you make these common mistakes when buying family transportation?

Take the Bus.



Why spend all that money and wind up disappointed? Instead, you could have the most practical family wheels anywhere, the new 1977 Volkswagen Bus. The vehicle that carries the most for the least cost. The vehicle that AUTOWEEK says "might be the *real* best all-around car in the world." Just see how the Bus compares.

A sedan? No contest, of course. The VW Bus has yards more room inside. So how about a station wagon? Surprise: the Bus gives you almost 70% more interior space than a full-size domestic station wagon. In fact, the Bus is almost as big inside as a van. But the Bus is beautifully finished and a lot more comfortable. Comfort to us is not an option.

And here's the pay-off. According to the 1977 EPA tests, the VW Bus gets an estimated 28 mpg on the highway, and 20 mpg in the city with standard transmission. (Of course, your actual mileage may vary depending on your driving habits,

your Bus' condition and optional equipment.) So when you consider that the VW Bus gives you that kind of economy along with its tremendous capacity, you realize why it's such a great choice for family transportation.

And that's not all. The VW Bus is very versatile. The rear seat folds down to provide extra carrying space, and that big sliding door lets you load all kinds of outsized cargo.

It's fun to drive, too. There's an optional automatic transmission, and independent torsion-bar suspension on all four wheels. And the powerful 2-liter engine has electronic fuel injection for super efficiency.

So to avoid making costly errors, visit your Volkswagen dealer. You'll love that low bus fare.



Introducing The '77  Bus.

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