

Zeitschrift

February 2007



Jeff Tinker's 1303S

IN THIS ISSUE: - ROAD TEST SPECIAL!

Kombi Beach

Touareg V10 TDI

New Beetle, Cabrio, Turbo

Golf 3 and 4

Polo 3

1974 Dasher v RX-4

The Toy Department

Plus all the usual stuff...



PUBLISHED BY CLUB VEEDUB SYDNEY

www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



CLUB VEEDUB SYDNEY Committee 2006-07

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Secretary:	Bruce Walker	0400 119 220

Committee Members:

Mark Palmer	0416 033 581
Dimitris Tsifakis	0421 725 805

Please have respect for the committee members and their families and only phone at reasonable hours.

We wish to thank our continuous VW Nationals sponsors:

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Kleingedrucktes

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

All mail to Club Veedub Sydney should be addressed via the Secretary, c/- 14 Willoughby Cct Grassmere NSW 2570, or emailed to info@clubvw.org.au.

Zeitschrift is published monthly by Club VeeDub Sydney. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month. 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 and contributors to Zeitschrift cannot be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format on the Club Veedub website.

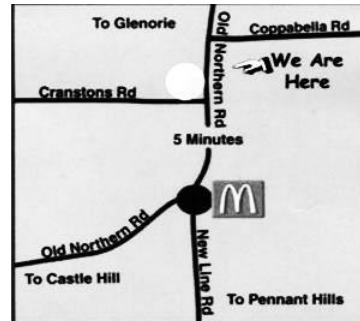
Please note that all events listed in the Zeitschrift Club Calendar or on the Club Veedub web page are sanctioned by the Club and its Committee.



Sunday February 18th Putt Putt Golf

Meet at Dural Putt Putt at
11:00 on the Corner of
Cranstons and Old Northern
Road Dural.

3Km past Dural Country Club



Adults: 18 holes, espresso coffee & cake for \$15.00 ea.

Children: 18 holes, and receive a hotdog (or Gelato) AND
a can of soft drink for \$12.00 ea.

If you're game to cruise there in a group, meet at
the old swimming pool car park on the corner of Memorial
Avenue and the Hume Hwy (Copeland St), Liverpool.

Departing 09:00, avoiding Toll Ways...

You can email me at sales@clubvw.org.au for more
information including a Map of the cruise in PDF format.

Trophy supplied by Dural Putt Putt.

Email info@duralputtputt.com.au or Visit
<http://www.duralputtputt.com.au/> for
more information on the venue.

See you there

- Raymond



THIRLMERE FESTIVAL OF STEAM 2007

Correspondence: NSW Rail Transport Museum,
Barbour Rd, Thirlmere NSW 2572

Chairman: Peter Berriman

Phone: 0412 610 024

E-mail: petabear@ozemail.com.au

Phone: 4681 8001

Fax: 4681 8410

Secretary: Jenny Smith

Phone: 4681 8001

E-mail: rtmth@bigpond.net.au

Club VeeDub Sydney Inc – Thirlmere Festival of Steam 2007

It is with great pride that we extend an official invitation to Club VeeDub Sydney to join with us in participating in the Thirlmere Festival of Steam 2007 at Thirlmere NSW, on **Sunday 4th March 2007**. The Festival will be held between 10:30am and 3:00pm on the above date, and an area has been set aside for the public to view your club's vehicles. We would also like to extend an invitation to join in the gala parade with a limited number of vehicles representing your club. The parade takes place between 1:00pm and 2:00pm around the main streets of Thirlmere. Marshalling for the parade is to start at 12:30pm.

This year the parade route has been altered to overcome previous problems that we had encountered. This year's parade will contain a mixture of car clubs, sporting groups, school groups, local businesses, bands, dancers, motor cycle clubs and your involvement would be very much appreciated in creating a fantastic atmosphere of colour and history.

It is important for the organising of this event that we have an idea of vehicle numbers, no later than February 20th 2007 (2 weeks prior to the festival). It would be greatly appreciated if you could acknowledge the receipt of this letter and your interest in participating as soon as possible. The Thirlmere Festival of Steam has a great following with over 10,000 people visiting the precinct in 2005, and having Club VeeDub Sydney on display and in the parade, would generate a great amount of interest, both for your club and for the festival.

Please don't hesitate to contact me by phone (02) 46772462, mobile phone 0409 952 874 or email krmodels@gmail.com, if you would like more information. Our aim is to provide a fantastic, entertaining day with plenty to see and do, including bands, dancers, food & market stalls, fun rides, train rides, model railways and plenty of car groups including Club VeeDub Sydney.

Yours sincerely,

Keiran Ryan

Parade Manager

On behalf of the Organising Committee



VW NATIONALS

20TH ANNIVERSARY YEAR 2007



EASTER SUNDAY 8TH APRIL 2007 FAIRFIELD CITY SHOWGROUNDS
SMITHFIELD RD, PRAIRIEWOOD NSW
ENQUIRIES: PLEASE CONTACT DAVID BIRCHALL
PHONE (02) 9534 4825 | EMAIL: DAVID@CLUBVW.ORG.AU
FOR MORE INFO VISIT OUR WEBSITE WWW.CLUBVW.ORG.AU

MUDGEE AERO CLUB PRESENTS...

Wings Wheels & Wine 2007



- Aerobatic displays
- Military hardware
- Fixed-wing and rotary aircraft
- Cars and bikes
- Classic machines
- The very best Food and Wine from the district!

**Saturday 21 April 2007
Mudgee Airport**

Be part of the show in 2007 and join in the fun. Calling all wineries, foodies, sporting and community groups, special interest clubs, associations, aircraft and Volkswagen clubs!

See unbelievable aerobatic displays by champions of the sport. Experimental, recreational sports and workhorse aircraft. High-speed ground and air challenges! Cars and bikes from around the world. Exotic, classic and extraordinary machines.

Displays, demonstrations, prizes and more. The best in food and wine from around the region, taste, enjoy and buy.

A great family day out!



Club Veedub Sydney has booked a display parking area. Come along and enjoy the show!



FOR MORE INFORMATION:

Mudgee Aero Club
Wings, Wheels and Wine 2007
PO Box 272
Mudgee NSW 2850

Phone: 0417 683 069

www.mudgee.aero.club.hwy.co.nsw.au

Christmas in July

Due to popular demand following the great success of last year's Christmas in July at Mudjee; we're doing it again.

Date: 21st July, 2007

*Where: Coachman's Inn Motel,
Cnr Great Western Highway & Oberon Rd, Bathurst
Phone: 1800 808 880 (toll free)*

*Cost: \$205.00 per double for a 3 course Christmas dinner,
accommodation and cooked breakfast*

*Menu: Entrée Prawn Cocktails
Main: Roast Turkey & Roast Pork
Baked Vegetables
Dessert: Christmas Pudding or Trifle
The restaurant is fully licensed no BYO.*

*We have reserved 12 rooms so please ring Judy or Ken at the Coachman's Inn **BEFORE** the end of March with a credit card to hold your spot - limited numbers due to restaurant size.*



Meet at the Westbound Caltex Service Station on the M4 Eastern Creek (same place as last year) at 9.00am for a 9.15am departure. We'll stop along the way for morning tea.

We'll visit the National Motor Racing Museum at Mt Panorama, for those that are game there's a simulator that allows you to have a fast lap of the Mountain without risking a fine. We'll drive around the track, check out Mt Panorama Winery.

We had a lot of fun last year, so get in early to avoid disappointment.

*For further details or if you have any questions contact either:
Russell Sarten on 0401 579 672 or Heather Pascoe on 0409 663 835*

PLEASE ADVISE HEATHER IF YOU ARE ATTENDING!

Sawtell Winter Break

17th - 19th August 2007
Sawtell Beach Caravan Park
Lyons Road, Sawtell
(02) 6653 1379 1800 729 835



Plenty of cabins & camping spaces. You must make your booking directly with the caravan park on the above numbers.

The caravan park is within walking distance of the town centre.

Catch up with your VW friends in a relaxed atmosphere.

Participate in the activities - or just veg out.

Location: 554km north of Sydney
427km south of Brisbane

7 hours drive
5 hours drive

All VW clubs are invited to attend.

Booking Code: ClubVeeDub

Toll-free telephone number for the park: 1800 729835

Internet address of the park: www.sawtellbeachcaravanpark.com.au

Organised by local members of Club Veedub Sydney.

More info soon!



VW WARWICK 2007
SEPTEMBER 29-30th
WARWICK DRAGWAY WARWICK QLD
www.vwma.net.au



It's on again, VW Warwick at the Warwick Dragway, Warwick Queensland on the weekend of September 29-30th 2007.

Last year saw a thrilling weekend of racing, with both competitors and spectators enjoying the two days of all Volkswagen action. Seasoned racers and first timers raced the way drag racing should be - unlimited runs and a heap of fun. Everyone would have come back the next month if the event was run again.

This year promises to be even bigger, attracting entrants from all around Australia, including a number of new cars being built especially for the Warwick event. That elusive 1/8th mile record is still within sight of the quick cars, and a few surprise winners are guaranteed with the short track giving away little advantage to anyone.

And racing is not the only thing on offer over the two days. Saturday morning features a street parade through Warwick CBD and is open to all Volkswagens. Sunday hosts a show'n'shine competition, broken into two judging categories, a public vote for your favourite VWs and a points judged shootout. There will also be a burn-out competition, swap meet, and children's activities.

Camping is again offered at the track for competitors and spectators, with hot and cold showers, and catering if required. The camp ground last year was the perfect place to kick back and talk with old friends and make new ones. It was a great atmosphere.

Entries are now open, and pre-entry for competitors is a must. Campers and those wanting catering are also encouraged to book early.

VW WARWICK IS HOSTED AND ORGANISED BY VW MAGAZINE AUSTRALIA FOR AUSTRALIAN VW ENTHUSIASTS.



Der Bericht von Präsidenten

The annual NRMA Australia Day display was held last week, on Friday 26 January. Being a part of the Sydney festival, the day attracts a very large crowd. We had 22 Volkswagens on display from 3 different clubs, with about 10 of our own Club cars attending. We were well positioned at the St James Square area. It's a pity we are restricted to only about 10 cars each year, as I am sure more would like to attend. There were some different entries this year, unfortunately we did get all the space we wanted, but it was a great day.

I have just spoken with the Illawarra Club. Steve has advise me that due to dwindling club members, they unfortunately cannot hold their annual show day. Hopefully they will regain some strength and it will be on later in the year.

We also received an email from the Shoalhaven Volkswagen Club, inquiring about our Public Liability insurance policy. It appears they may have to get a policy going, as it looks like the venue rules have changed. So this means that there may be a venue and date change for the annual "Blast from the Past" event. Hopefully they will sort out the problems soon.

Check out our Club calendar as there are some great events coming up. Please register if there's a contact name and number as this makes it easier for the organiser running the event.

Don't forget the VW Nationals is only 8 weeks away. So start shining your cars for our display day. We need volunteers to help out with parking, swap meet area and the club stand. Please call me if you can spend some time on Easter Sunday April 8th.

Précis of Committee and General meetings:- VW Nationals, Raffle prize for Nats, Public Liability Insurance, VW Nats jobs, Illawarra show day, NRMA display Day, Dubs by the Pub Brisbane.

KeeponKruzin,

David Birchall



Canberra Kapitelreport

G'day Dubbers, I can't believe February is already here! We're in organising mode here in the nations capital, working on the local schedule for the first half of 2007 and squeezing in as many VW activities as a person can stand. We also welcome some extra members into our committee, a sure sign that we're growing is that we need more people to do the job! Martin, Ian, and Andrew join us to help deliver Volkswagen activities to the local gaggle.

And what activities do we have coming up? Here's a list of what we're currently working towards - check the local VW forum for up-to-date details.

Wheels - Sunday 11 Mar 07 - on the lawns of Old Parliament House.

Nationals - 07 / 08 Apr 07 - organising a local convoy to Sydney, let us know if you're interested.

Kombi Club Visit - 06 to 09 Apr 07 - Kombi Club Australia will be in town over the Easter weekend. Some of them might travel to the Nationals, great time to show some local hospitality!

National Motoring Heritage Day - Sunday 20 May 07 - local run, details to be advised. Possibility of support to a charity?

Hot Chocolate Run - 24 Jun 07 - similar to last years Namadgi Run, more to come.

That's enough babble, happy February to you all!

Bruce



Klub Kalender

February:

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 18th:- Club Veedub Putt Putt Golf Day. Meet at Liverpool Swimming Pool carpark at 9am for cruise, or at Dural Putt Putt at 11am. See the ad on page 3 for more info.

Saturday 17th & Sunday 18th:- Berrima Rally at Mittagong, organised by the Berrima District Historic Vehicle Club. Street display, judging, navigation rally. Contact John Holton on (02) 4862 5209 for more info.

Sunday 18th:- Dubs By The Pub in QLD. Cruise from Boondal to the Ettamogah Pub. Contact Eileen on (07) 3824 5539 for more info.

Sunday 25th:- Club Audi NSW Highlands Lunch Drive. Meet at Casula McDonalds at 9:30am for drive to Bundanoon for lunch. Home via the coast. Phone Jim Rowston on 9319 7082 for more information.

March:

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

Sunday 4th:- Thirlmere Festival of Steam 2007 at Thirlmere. Club vehicle display and street parade. Market stalls, music, model railways, train rides. Contact Keiren Ryan on 0409 952874 for more info. See Page 4.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park). **ALSO - Tonight is the Cutoff for April NATIONALS issue of Zeitschrift.**

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 17th:- Hunter Valley Drive - Wine Tasting and Lunch. Organised by Club Audi NSW. Details to be advised.

Thursday 22nd:- Nationals Magazine and Program pack night at the Greyhound Club.

Sunday 25th:- Porsche Club NSW Supersprint at Oran Park South.

Sunday 25th:- 7th Annual VW Jamboree at Caribbean Gardens, Melbourne.

April:

Saturday 7th & Sunday 8th:- VW NATIONALS 2007 at Fairfield Showgrounds.

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

Saturday 21st:- Wings, Wheels and Wine at Mudgee Airport. Aircraft displays, food and wine, historic cars. See page 6.

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

May:

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

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


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

Saturday 19th:- Porsche Club NSW Supersprint at Wakefield Park, Goulburn.

Sunday 20th:- CMC Rylstone Swapmeet at Rylstone Showgrounds.

Sunday 27th:- Morpeth Pit Stop Cruz. Meet at Wallsend Oval 9:30am, just past Shell servo on

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Thomas St, Wallsend heading towards Sydney. Then head off to freeway head north. Next meeting point for central coast guys Cnr end of freeway and John Renshaw Dr Beresfield at carpark area at roundabout. Then continue onto Weakleys Dr. Then Left at New England HWY to East Maitland Caltex Service Station.

Marktplatz

info@clubvw.org.au is the address to email ads. Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, or longer if requested.

In addition to appearing here, all ads will also appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All classifieds will appear in Zeitschrift first in order that our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads:

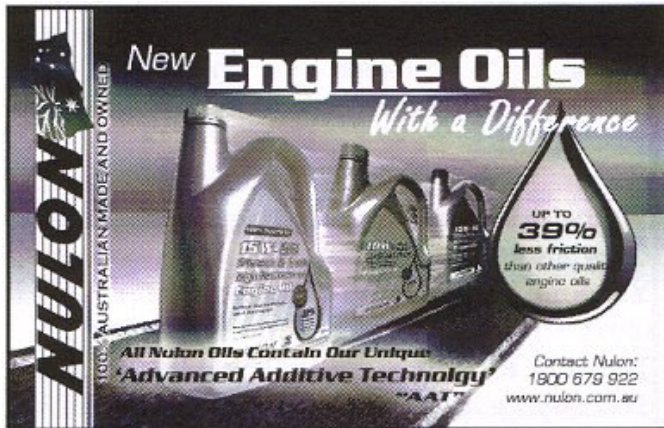
For Sale:- Classic 1973 VW Squareback, immaculate condition for its age. 1600 engine, 4 speed manual transmission. Full Service history, 3 owners only 30,000 miles after engine rebuild. Selling by reluctant VW enthusiast as i am embarking on a restoration split screen kombi. Massive boot space, Sony Cd Player with AM/FM radio, serviced regularly. Very reluctant sale. Reg till Feb 2007. Fantastic car for any purpose. I have never had ANY problems. Price: \$4000. Any questions, please don't hesitate to call me, Matt, on 0415 365 044. For more Pictures email me at matt@tri-studios.net

For Sale:- 1957 VW Oval Window Beetle. Presents well, mechanically excellent, many era accessories fitted, body and interior in very good condition, well maintained and nothing to spend, currently on historic registration. Good Oval Windows are hard to find and this is definitely a keeper, very reluctant sale. Comes with some spares. \$9,000 ONO. Bill Daws 02 4647-3781 (h) or 0419-431-531 (m)

For Sale:- 1971 Superbug, was planning a

Trades and services directory

restoration, body has been separated from chassis, now back together, no motor, rust in body, sell as a complete car. Asking \$500.00 ONO contact Brendan on 9623-1736 or 9570 1355



For Urgent Sale:- 1974 Kombi, unfinished project. Complete but disassembled. All bodywork done. Gearbox, brakes in good condition. Home-made unroof with vinyl ragtop or fit poptop. Also middle and rear seats in fair condition. Will sell complete preferably, or as parts if necessary. Located in Castle Hill. Contact Brendan on 0414 662830. All reasonable offers considered.

For Sale:- 1956 Oval on IRS pan, L bug box, 1880 stocker motor (90.5 x 73 mm), dual 36 mm Dellortos, polished Porsche telephone dial wheels, 6 inch front and 7 inch x 15, Recaro front seats with rear seat trimmed to match, Momo steering wheel, rear venation blind and many more accessories. No expense spared body off restoration. Reluctant sale. Has been in storage for last 10 years, no rego, can supply blue slip. \$17,500 ono. Car located in south west Sydney, call John on 0413 501 895

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2nd Month Ads:

For Sale:- 1967 Type 3 Wagon, extensive rebuild ten years ago, but now needs some TLC, 1973 IRS floor pan fitted, front discs, good gearbox, 1600 cc motor with extractors. 12volt conversion, replacement headliner fitted original door trims, inertia reel seat belts, high back bucket seats fitted, Body has a few rust holes, but basically good, allow wheels. Asking \$3000.00 ONO contact David on 49 42 2175 or 0405 108 285 or email kerda3@bigpond.com for more details.

For Sale:- VW New Beetle 2001, auto A\C, 48835K Reg 7\07, metallic blue. Power options electric roof, rear spoiler, sports exhaust A1 condition many extras. Phone Diane: 0421693357

For Sale - 1961 J&S Buggy, ACT rego to 2/07. Engineering certificate, SWB. 1600 stock engine. Front rims 6" x 13 185/70 tyres, rears 7"x14 8.5R14LT Bridgestone Desert Duelers, heaps of tread. Valves (inlet, exhaust, guides), heads, fuel pump, front brakes done late 2005(receipts). Steel cage covering engine with opening 'lid' for access. No rust, aftermarket seats, new inertia belts, fire

No Bugs Just Beetles



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George: 0412 434 762

extinguisher, ½ roll cage, sports steering wheel. Has not been off-road since built and rego'd as a buggy. Car is reluctantly offered for sale due to family reasons. Priced at \$9K, will consider a Kombi Dualcab as part-payment depending on condition. Call Bruce or Sue on (02) 6294 1057 (car located in Canberra).

NRMA Motorfest 2007

Light rain and some wet road between 5.30am and 6.00am, but as the early morning cloud burned off to herald a perfect start to Australia Day. This is the 22nd year the NRMA Motorfest has been run in Sydney. Ray Pleydon has attended almost all of them.

After meeting up with other members at the breakfast area (sausage sizzle & coffee) we were called back to our cars and vans for a 7.30am convoy to St James Road, with our President, David, leading us in his Beetle Car, behind a motorcycle ridden by the arm of the law, through several traffic lights.

After parking at angle to curb, Shirley and David organised the fitting of our new banners to our windscreens, letting people know the club we represented, very nice touch.

Setting up our gazebo sun shelters was a breeze, with chairs and table loaded with car magazines, courtesy of Ray.

Around 9.00am, after yet more cups of coffee, we went and claimed our 2007 NRMA medallion—very nice.

The rest of the day was filled in by checking out other car groups, there are some really nice old cars from 'way back in time'. It was also the 50th Anniversary of the Fiat 500, so that was the 'Star of the 2007 NRMA Motorfest'.

Between looking at cars there were Museums to visit. The Museum of Sydney had a very good display depicting the 75th Anniversary of the



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YOUR VW NEED NEVER BE OFF THE ROAD!

At all times, your VW Service Agent is under an obligation to you to carry a complete supply of spare parts—and prices for VW spare parts are uniform all over the Commonwealth.



opening of the Sydney Harbour Bridge. The display was well documented. To completely take it all in you would need to spend several hours there. All museums and buildings under the Historic Houses Trust of NSW invite people to visit for free on Australia Day.

We had some club members (without cars) come for the day, it was good to see them there.

At 5.00pm we vacated the area. As we were parked just off Elizabeth Street we were out and on our way with no delay.

Thanks goes to the NRMA for a great day and a big thank you to Ray Black for organising to keep all Vee Dubs together and Ray & Shirley for the loan of their gazebo and organising the banners.

After parking my kombi at home I boarded a train to Cronulla and spent the evening at the Sutherland Shire Australia Day Celebrations 'The Opera on the Beach'. A nice relaxing time after the exciting day.

I am looking forward to participating in the 2008 NRMA Motorfest.

John Weston

Cover Car:

Jeff Tinker's 1303S

BVA 200 was born Thursday 14 Sept 1972 and is a stock standard 1303S.

Originally sold new by a VW dealer in York UK and then lived on Isle of Wight for two years. (Still have the UK plates) The BVA was then brought to Australia and has been in the family ever since.

The BVA is a great little car and has 61,000 genuine miles.

Cheers Jeff Tinker.

The Toy Department

Just when we thought we were on top of the latest Jada series, it seems that the V dubs series is set to expand further in the VW Type 3 range.



1:24



Item #91216-Red 65 VW® Fastback 1600TL roof rack™

Keep an eye out for these detailed Type 3 variations including the Wagon and Fastback in 1/24 scale and in a range of colours. They have not been released yet but I am told they should be in the next 3 months, or alternatively on Ebay.



1:24



Item #91203-Blu 65 VW® Variant Squareback™

The Type 3 wagon with surf board is my favourite as it represents another version of the Aussie surf scene of the '60s & '70s.

You have got to give it to Jada, they have exceeded themselves to keep us all very happy.

Also the new “ratty” look VW’s are now available. The “ratty” scene has become very big in the US where car enthusiasts pour lots of money into new interiors, such as trim, sound, and lots of alloy but retain the “ratty look” features of the car. Some enthusiasts have even been known to air brush fake rust and imperfections to give them the real “ratty” look.



1:24



1:24



Item #91225-Orange

62 VW® Bus™



The following images are of a 1/24 Samba bus, Kombi dual cab, & "For Sale" Beetle. Other 1/24 Buses to look out for this season are this metallic green bus with white wall tyres and blue surf bus with surf board.

VOLUBS

1:24



Item #91246-Green/white

62 VW® Bus™

DUB CITY
BIG CAR VEHICLES

1:24



Item #91252-Blue

1962 VW Bus

Other variations including Karmann Ghia & Thing featured in last month's edition in 1/66 scale are also going to be available in 1/24 scale

Finally I am not sure about this last variation to the Jada range, which appears to be a double axle long wheel base split window slide

VOLUBS

1:24



Item #91168-Blu-wht

VW® Slidebed™

bed (flat top) it's going a bit too far in my opinion, but maybe I'll just get one of the 4 colour variations.

Tony Bezzina

kbezzina@bigpond.com.au

VW 4th in 2007 Dakar Rally

The VW Race Touareg of American Mark Miller has finished 4th in the 2007 Lisbon-Dakar Rally, which finished on 21 January.

The Mitsubishi Pajeros of Stephane Peterhansel (France) and Luc Alphand (France) finished 1st and 2nd. This was Mitsubishi's seventh win in a row and twelfth overall, and was Peterhansel's third win in four years. A Schles-Ford driven by Jean-Louis Schlesser was third, giving French drivers a 1-2-3 clean sweep of the gruelling event.

12 VWs were entered. The Volkswagen Race Touaregs began the race well, taking the first five places on the first stage from Lisbon to Portimao. By the fourth stage, after the cars were shipped across the Mediterranean Sea to the Moroccan city of Nador, the VWs of Carlos Sainz (Spain), Giniel de Villiers (South Africa) and Carlos Sousa (Portugal) were still 1-2-3.

From Tan Tan in southern Morocco the route travelled south through Western Sahara and into the open deserts of Mauritania. The VWs held 1-2-3 through the 6th stage, but the 7th stage to Atar was shortened due to a blinding sandstorm. Third-placed Carlos Sousa lost his navigator Adreas Shulz when he got out to push the Touareg off a sand dune - and disappeared in the swirling, zero-visibility storm. Sousa drove in circles for an hour looking for him before they were finally reunited. The delay dropped them out of the top ten.

Sainz' Touareg lost its power steering during the 8th stage to Tichit, dropping him to third and allowing the Pajero of Peterhansel to grab second. Then disaster struck for the leading Touareg of de Villiers during the 9th stage, when his turbo overheated and his Touareg caught fire. He was towed to the overnight stop at Nema in Mali.

Miller's Touareg stayed out of trouble and he eventually finished the Rally in 4th. Sousa's Touareg was 7th, Sainz limped home in 9th and Stephane Henrad's Touareg was 10th.

A VW Iltis won the Dakar Rally in 1980, Volkswagen's only success so far.



Volkswagens: Beach and Beetle

Driving two diesels

by Julian Edgar, pics by Julian Edgar and Volkswagen

In our current new car market, diesels remain a bit of an oddity. Sure there are plenty of four wheel drives and some soft-roaders available with diesel powerplants, but turning up at your relatives' gathering in a car making rattling noises from under the bonnet is still going to raise some eyebrows.

Especially if you arrive in either of these machines!

Volkswagen in Australia has committed to making available diesel engine versions of all their models – and that includes the New Beetle and the oddly named Kombi Beach.

Kombi Beach

The big 2100kg Volkswagen is equipped with a 2.5 litre, 5 cylinder in-line turbo diesel. Developing just 96kW at 3500 rpm, you could be forgiven for assuming the Kombi is a slug to end all slugs. Especially with the quoted 0-100 km/h time of 15.3 seconds. However, as with all turbo diesels, the sting is in the torque figure, where there's 340Nm available at 2000 – 2300 rpm.

The Volkswagen diesels don't use common rail injection technology; instead they have unit injection, where each injector operates almost as an individual fuel system. From the user's perspective the only difference is that occasionally a diesel Volkswagen can be seen to puff some black smoke – something that doesn't seem to happened with other manufacturers' common rail systems.

The \$54,990 Kombi Beach is available with

either 6-speed manual or 6-speed auto gearboxes; the car we drove had the 6-speed manual. Controlled by a short gear lever sprouting from the dash, the 'box uses intelligently chosen ratios. For example, first gear is very low, something necessary when at times the engine can be perceptibly slow to come on boost. Drive is to the front wheels but that's never an issue – without being told, few drivers would be able to guess which end of the car is powered.

As with Kombis over many years, the Beach runs sophisticated all-independent suspension that gives good ride and excellent handling. Further safety is provided by optional \$895 stability control, and ABS and electronic brake pressure control are used on the four discs. Two airbags are standard; side and curtain airbags are \$795 options.

With the huge torque and the manual 6-speed transmission, the Kombi never feels under-powered. And the fuel economy! The combined factory figure is 8.5 litres/100km and in a drive that included lots of country road kilometres, we



averaged 7.1 litres/100km. In fact, with excellent cruise control, good aerodynamic stability and comfortable front seats, the Kombi is a brilliant long distance car.

But what about when you reach your destination and prepare the interior for sleep? Then the package isn't as good. Despite having features like a rear seat that reclines fully to form a bed that (with further areas of padding) is no less than 2.3 metres long and 1.7 metres wide, and standard features that include a folding table and front seats that swivel through 180 degrees, the interior is nothing special in design. The use of the rear bench as part of the bed means that when being used as a passenger seat it's flat and unsupportive; rotating the front seats is an absolute pain in the butt as they constantly foul obtrusions; and the storage bags supported either side of the cabin look good but don't work particularly well. There's also a huge amount of painted metal in the cabin – the rear of the car reeks of cheap conversion of a commercial vehicle.



But in terms of refinement, performance and fuel economy, the diesel Kombi shows just what is possible in this size of vehicle.

New Beetle

The Beetle is available from AUD\$25,990 with the 1.6 litre petrol engine – or you can pay \$28,490 for the 1.9 litre turbo diesel. And isn't the diesel a goer! Unlike many cars that are available in both diesel and petrol versions, the diesel not only boasts more torque than the base petrol car, but has more power as well.

In fact the numbers make for a very persuasive diesel case. Power is up by 3 per cent and torque increases by a massive 69 per cent! And as you'd expect, the diesel Beetle is not only faster



but is far more flexible in-gear (with one caveat we'll come to). And what do you pay at the pump for this greater performance? Far less! The factory fuel consumption figure for the 1.6 litre petrol Beetle is 7.7 litres/100 km but the diesel comes in 29 per cent better at 5.5 litres/100 km. In our drive we didn't do quite as well as that but an average in the high 5s is certainly nothing to sneeze at.

All diesel Beetles are equipped with 5-speed manual transmissions.

So what's the big trade-off in buying the diesel? Apart from the initial extra \$2500 outlay, very little. Noise and harshness are well concealed, but like the Kombi Beach, the Beetle is a car that you can catch off-guard. It's most noticeable when accelerating from a rolling start – for example, turning a suburban corner or accelerating through a roundabout. In those situations there can be relatively little response followed by a sudden increase in power as the turbo whizzes up. It's a characteristic you can easily adapt to but it isn't present in the 2-litre diesel Golf.

And the rest of the car? Since launch, the New Beetle has received a facelift but it looks much the same – for all the good and bad that involves. So it's still an exciting retro shape, but the occupants pay for that in odd interior space proportions and flat doors that shut with an awful clang. On the road the car handles and rides well, and standard safety includes four airbags and electronic stability control.

If you're buying a new manual trans Beetle, we'd suggest that diesel is the only choice.

Julian Edgar
Autoweb News and Reviews

VW Touareg V10 TDI Road Test

It's a sad fact that manufacturers' concept cars rarely go into production. Well, Volkswagen is one company that has gone ahead and bitten the bullet – the awesome Touareg V10 twin-turbo diesel is a fantasy vehicle come reality!



The bit that makes the Touareg V10 TDI so extraordinary is, of course, the engine. Capable of churning out 230kW at 3750 rpm and 750Nm from 2000 rpm (more than double the torque of the standard V6 Touareg!) it's fair to say that the V10 TDI has more than ample performance. Hills that you once thought steep are climbed with barely a whiff of throttle and the ability to run away other cars from a standing start is simply startling. Gently squeeze the throttle and the Touareg V10 TDI picks up its nose and sprints!

So how on earth is it possible for a near 2.5-tonne SUV to be so potent, you ask?

Well, there are lots of cylinders, lots of cubic inches and a couple of turbochargers! The TDI Touareg uses a long-stroke 2-valves-per-cylinder V10 engine that displaces 5.0-litres and is boosted by a pair of turbochargers. The static compression ratio is 18.0:1 – oh, did we mention it's a direct-injection diesel?

The twin-turbo V10 diesel engine configuration might seem peculiar at first but it makes sense when you consider the balance of low-down torque, emissions and fuel economy. The twin-turbo V10 diesel can be quite frugal when driven gently – the official 12.2-litres per 100km average figure would be difficult to achieve but we regularly saw short-term averages below 15.0-

litres per 100km (as read from the trip computer). Average fuel consumption during our test was around 17-litres per 100km. A 100-litre fuel tank is fitted, providing a good touring range.

But you don't buy a V10 twin-turbo for fuel economy.

That V10 turbo engine delivers effortless performance from very low revs and good response. Despite the size of the engine, there's minimal vibration through to the cabin and the whizzes and whooshes of the turbo system are well muted. But there's no mistaking this machine for a diesel – it has a hint of clatter at idle and it will occasionally blow a cloud of black smoke from the twin tailpipes when you stand on the go pedal.

The Touareg V10 TDI delivers its torque through a 6-speed sequential automatic transmission and 4XMOTION 4WD. The 4XMOTION system uses a continuously adjustable multi-plate clutch as part of the centre diff mechanism and, in normal conditions, it delivers torque 50:50 front to rear. In tougher conditions, up to 100 percent of torque can be automatically sent to the front or rear wheels – a centre diff lock switch can also be used as a manual override. A rear diff lock is optional. Extreme conditions might also warrant slipping into low-range – but only in situations where 750Nm isn't enough (!)



Volkswagen claims a 0 – 100 km/h time of 7.8-seconds, but we were stunned to record mid 7s on consecutive hand-timed runs; that's bloody quick! The stupendous torque is evident when the front tyres scabble for grip when the V10 Touareg is stalled up and released off the line. Impressive stuff considering the tyres are nothing less than Pirelli P-Zero Rossos measuring 275/45 19!



When this 2.5-tonne monster barrels up to a corner at speed you can apply the brake pedal at the last moment thanks to a truly mammoth braking system. At the front are tremendous 6-pot front calipers that bite over nearly half of the disc (ventilated, of course) and the rear uses chunky 4-pot calipers. ABS, EBD and brake assist come as standard braking supplements. We have absolutely no criticism of the V10 TDI's brakes.

Point it towards an apex and the Touareg chassis feels immensely stable and the lateral grip from those P-Zero Rossos is excellent. It's apparent that the chassis is set up with a slight understeer bias but you can rely on the ESP (Electronic Stability Program) to prevent excessive understeer or oversteer. Note that if you want to drive the Touareg to its limits you absolutely must switch the transmission to manual mode – this gives much better control. It's just a pity the effective rev range is so short...

The power assisted rack and pinion steering on the Touareg also makes it hard work to negotiate a series of relatively tight bends. The steering is light and has little feel - all that we felt was tramlining along bitumen edges.

Interestingly, the Touareg is based on the same design as the Porsche Cayenne and uses double wishbones at the front and rear. The V10 TDI also gets CDC (Continuous Damping Control) air suspension. The air suspension system is self-levelling and gives up to 300mm of ground clearance on demand. There are three damper settings – Sport, Auto and Comfort. The difference between Sport and Comfort is noticeable but the ride always remains compliant and comfortable.

The V10 TDI has a curious mix of off-roading abilities. On one hand, it looks the goods with a switchable centre diff lock, high and low

range gearing, hill start and downhill assist, adjustable ride height, generous approach/departure angles and, of course, ample grunt. On the other hand, the 275/45 P-Zero Rossos were never intended to venture far off the bitumen and the standard spare wheel is a tiny space saver job. We're told that a larger spare will be fitted to later examples, but – as it stands – the Touareg V10 TDI is not a truly serious bush-basher.

The top-line Touareg is luxury-car refined, solid and well appointed.

The cabin offers seating for five with plenty of overall space, except for limited rear foot room. The centre rear seating position is also quite firm and elevated (though headroom is still not an issue). The leather-trimmed seats are comfy, but the lack of side bolstering is disappointing given the vehicle's sporting abilities.



The dashboard is home to a huge number of switchgear and buttons, which all become very easy to use after some familiarisation. The interior features list is as long as your arm but the highlights include automatic headlights and wipers, keyless access and starting, electric adjustable front seats (with memory settings and cushion warmers), a power tilt/slide glass sunroof, 4-zone climate control, overspeed and tyre pressure warnings and a host of scroll-through information displays. The sound system is headed by a 6-discs CD changer and – with ten speakers – it covers a broad spectrum and is amply powerful. There's also an effective parking sensor system, which combines a beeper with a LED proximity indicator for both audible and visual warning.

Note that the V10 TDI scores standard satellite navigation and a 5-inch LCD television – both were missing on our particular early

delivery test vehicle.

The V10 TDI driver is fronted by a distinctive purple-glow instrument cluster comprising a 320 km/h speedo, tachometer, oil and coolant temperature, fuel level and battery voltage gauges. All instruments are clear and simple. The pedals are aluminium and the leather-bound steering wheel comes with a wood rim around its perimeter – it looks good but we don't like the feel. Our only other interior gripe is that the up/downchange paddles for the sequential transmission impair access to the indicator stalk.



The Touareg's safety is enhanced with no less than eight airbags, a high-strength body with crumple zones, high driving position and large exterior mirrors. However, we did remove the centre rear headrest after only a few kilometres of driving – it gobbles up a lot of rearward visibility.

The Touareg's rear cargo area offers generous floor space, a first aid kit, under-floor space-saver spare, dual 12-volt outlets, tie-down hooks, a trim blind and generous lighting. The load lip is also low and the tailgate is easy to close thanks to the V10 TDI's auto-close feature. A huge cargo volume can be accommodated by folding the split rear backrest forward.

The Touareg V10 TDI certainly stands out amid the band of urban SUVs. The Touareg has a clean overall form with muscular guards, bi-xenon headlights, fog lights, indicators in the exterior mirrors, chrome grille and twin tailpipes. And it's not likely you'll overlook the standard 19-inch alloy wheels clad in supercar 275/45 P-Zeros - glad we don't have to shell out for a replacement set of those!

Our test vehicle had very impressive overall

build quality. Panel fit is excellent, there's minimal orange peel in the paint, the doors shut well and provide excellent sealing and everything has a quality feel. The steel sections of the body are also fully galvanised for corrosion protection – the bonnet is made from aluminium and the front guards are a high-tech plastic. Our only quality concern in our test car was a clunk from the front-end while tackling speed humps.

Volkswagen must be applauded for having the guts to release the Touareg V10 TDI in Australia. Nobody could expect huge sales for such a niche vehicle, but it's certainly a welcome addition to the market. Retailing for \$138,900 it's easy to point to the cheaper V6 and V8 Touareg models (162 and 228kW respectively) and assume that the extra \$39,000 - \$71,000 buys you only that stonking engine. But there's more to it than that.

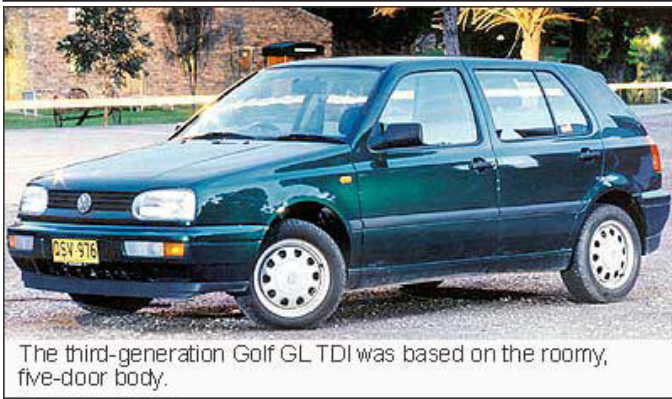
The V10 TDI also brings equipment such as 19-inch wheels, 4-zone climate control, air suspension, sunroof, standard satellite navigation and more.



Is it good value? Well it's slightly cheaper than the Mercedes ML55 AMG, about 15k cheaper than the top-line BMW X5 4.6is and almost 20k cheaper than the Range Rover V8 Vogue (with 'just' 210kW and 440Nm). Interestingly, the Porsche Cayenne – which shares the same platform as the Touareg – starts at around \$130,000 and reaches beyond \$200,000... Certainly, the Touareg V10 TDI is relatively cheap in this segment – but we'd stop short of calling it a bargain. We also have some concerns about depreciation.

Still, it's great to see such an A-grade monster on the market!

Michael Knowling



The third-generation Golf GL TDI was based on the roomy, five-door body.

VW Golf 3 TDI

A used diesel Golf is still a good option for the thinking driver, says David Morley (SMH).

Diesel engines are suddenly sexy. With petrol prices approaching \$1.30 a litre, diesel engines are viewed with increasing favour, but there are other factors in play.

Many motorists are now stopping to consider the impact of their driving beyond a straight cost equation. The rise of hybrid cars is proof of that. Car makers are also introducing modern, high-tech diesels to this conscience-driven market.

One of the sexiest new diesels you can buy is the fifth-generation Volkswagen Golf TDI. Based on the impressive new Golf platform, it has 103 kW and a massive 320 Nm of torque, meaning it performs like no other small diesel car before it. Throw in the fuel consumption recorded by Drive of 3.5 litres per 100 km on a highway cruise (about 80 miles-per-gallon on the old scale) and the new VW is the must-have car for the thinking driver.

On the other hand, it is a \$30,000-plus proposition - and that's before you get it registered and on the road.

Diesel-powered VW Golfs are not a new phenomenon, and a few that went before are worth owning second-hand.

The first Golf diesel arrived here in 1978 but you can dismiss that version unless you're a true enthusiast - for a couple of reasons. Most notably, they've all done a heap of kilometres, and reconditioning a diesel engine is costly.

Second, the performance was meagre. Dedicated owners will no doubt argue, but the original Golf diesel is a breathless performer in just about any situation, making driving very hard work.

In any case, less than 1,000 of the original Golf diesels were sold here before the model was discontinued in 1982. The Golf 2 (second generation) did not appear until 1990, and diesel versions were not available in Australia.

The Golf 3 was part of TKM's relaunch in the early 1990s, so although we were late getting them, we did see a decent supply of the third-generation cars. Within that pack was a much more viable diesel-powered variant.

The Golf GL TDI of 1995 was based on the roomy, five-door bodyshell that offered an upright seating position for the five passengers and adequate luggage space. It wasn't exciting to look at but had enough Golf personality to convince you that it was not a Japanese effort.

The interior was more plasticky than owners of old air-cooled Volkswagens would recognise, and build quality generally was a bit off the pace. Based on the mid-spec GL version of the Golf 3 (the diesel wasn't offered in ritzier GLE specification) the TDI had dual front air-bags, air-conditioning, central locking, power mirrors, power windows and not much more (it was 1995, remember).



But the highlight was the engine, and with 1.9 litres and a turbocharger to work with, the end result was a revelation. It used a single-overhead camshaft and two valves per cylinder. Power didn't look great on paper (it produced just 66 kW), but its torque, or pulling power, at a beefy 202 Nm, gave the car character.

The engine produced strong, even performance from just off idle, and although it wasn't a high revver, you could shift gears early and surf that big wave of torque.

Economy? Figure on about five to six litres per 100 km.

There's much less of the typical diesel gruffness or rumble and black smoke. Only greasy diesel fuel bowsers will remind you that it's not a conventional petrol car.

A five-speed manual was the standard fitment, but even better was a four-speed automatic. The small amount of slip in the torque converter meant the engine could spool up a little turbo boost when required, and the self-shifting gears meant the car couldn't be caught out in the wrong gear.

The rest of the package is typically Golf - sensible with a roomy hatchback body.



As a standard-bearer for the diesel revolution, the Golf 3 diesel is fairly old hat, but as a solid used-car buy, it's still in there punching.

Because of relative scarcity and a small but devoted fan base, prices are still high. The value of the new model will settle things out, though, so expect prices to fall in the next few months. Meanwhile, you'll still need to find somewhere between \$10,000 and \$13,000, depending on whether you're buying privately or from a dealer.

Diesel cars from that era are fairly rare and it's fair to say the VW is probably the pick. Peugeot did a few diesels, including the 506 and 306. Other than that, you're looking at Mercedes-Benzes, and oddball stuff such as the Mazda 626 diesel of the mid-1980s or the plodding Holden Gemini diesel.

VW Polo 1996-2000

Excellent Small Car but Problems Lurk, says David Morley (SMH)

It's no accident that cars tend to get bigger with every new generation to carry the badge.

In the 1990s the Volkswagen Golf started

getting bigger and bigger and today's Golf is at least a size bigger than the original 1970s model. So it's no coincidence to find that the car VW slotted in underneath the newer, bigger Golf was almost exactly the same size as the Golf original. And that car was the Polo.

In terms of what the Polo offered, VW got it right, too, because as an entry-level car to the Volkswagen family, the Polo was spot on. In theory, at least.

It falls somewhere around littlies such as the Nissan Micra and Toyota Echo. But the Polo has its own feel and way of doing things.

You can forget, for instance, about a high-revving, multi-valve engine.

The Polo has a low-tech, two-valve-per-cylinder engine which did, however, measure 1.6 litres and punched out a meagre-sounding 55 kW. But the Polo was light and a high percentage of those 55 kW were available for much of the rev-range, meaning it felt friskier than 55 kW would otherwise suggest.

The secret was in the 135 Nm of torque (or pulling power) the engine produced and, unlike a lot of small engines, the Polo's didn't need to be revved to the stratosphere to deliver decent performance.

A five-speed manual was the only option in the single-model Polo launched here in 1996 but that made sense as it suited the engine's characteristics well.



If you must have an auto, you need a post-March 1997 version in which a four-speed automatic became an option. It's not as good as the manual, though.

Handling was fairly predictable, although the VW did ride better than the bulk of small cars. Inside are dual front airbags (anything but common in small cars back then) central locking, power front windows, power mirrors and a CD player.



You also got a useable interior with upright seating arrangements to maximise space and plenty of generic-looking grey plastic.

So it wasn't a bad thing to drive but the one thing the Polo didn't manage to nail down was VW's reputation for build quality. Whether it was simply built down to a price or just under-done in some areas is a moot point, because the Polo has really turned out to be a mixed bag reliability-wise.

Some owners haven't had a single problem with the car over the years, others tell a nightmare story of various and ongoing problems.

Engine oil leaks seem to be a theme, mainly around the camshaft seals. Timing belts also need to be changed precisely by the manufacturer's schedule as a snapped timing belt is odds-on to destroy the entire top of the engine.

Manual gearboxes that are stubborn to shift gears, jump out of gear or make any noises should be rejected out of hand. The clutch uses a self-adjusting mechanism that can fail, leading to accelerated clutch wear.

Inside, we know of some owners who are on their third or fourth set of carpets to try to find a set that fits properly, and water leaks are also disturbingly common (the optional sunroof is a major contributor).

Plastic fittings can snap or fall off, the power windows can fail, instruments have been known to die and even the ignition switch can sometimes give trouble.

By far the Polo's biggest problem area, however, is in its on-board electronics. Engine management problems have been, for some owners, an ongoing source of frustration and replacing the entire on-board computer is sometimes the only way to provide a permanent fix.

Obviously, checking and testing any prospective Polo purchase extremely carefully goes without saying.

Volkswagen Golf 4

There are bargains out there but it's wise to target the fourth-generation, writes DAVID MORLEY.

Likes:

- 1.8-litre five-valve engine and turbo option are absolute pearls.
- Roomy and sensible.
- GTi version is a bargain alternative to Audi A3 Turbo.

Dislikes:

- Suspension feels a little soft in non-sporty models.
- Steering lacks feel and feedback.
- 1.6-litre engine is off the pace.

Score: 3 stars (out of 5)



Depending on who you talk to, the modern hatchback was the invention of Volkswagen. Here at Drive, we'd differ on the basis that the Renault 16 of the 1960s was, in fact, the first modern hatchback, with front-wheel-drive and clever packaging that maximised interior space.

If the VW Golf is to claim any title, it's that it was the first hatchback with front-drive and a transverse engine (the Mini had a transverse engine in the 1960s but it wasn't a hatchback).

In any case, the Golf has become a worldwide success and has continued to evolve in five distinct steps, the most recent of which arrived recently.

That means the best used-car buys in the Golf world are the fourth-generation cars. While

the last of the fourth-generation cars are still quite new, the bulk of them available now were sold between 1998 and 2003, so it's these that are the ones to target now.

Thanks to the vagaries of factory supply, the Golf 4 (the four referring to the fact it was the fourth generation Golf) has a distinctly disjointed history on this market, so it's vital that you know precisely what you're buying. While the badge continued on some models throughout the years, some of the mechanical changes were extensive and they weren't always in the right direction.

Essentially, the range kicked off in 1998 with the Golf GL with its 1.6-litre four-cylinder engine with four valves per cylinder and 74 kW. It was also a model that ran almost unchanged through to 2002 before the GL tag was replaced.

The up-market model in 1998 was called the GLE and it had a 1.8-litre four-cylinder with five valves per cylinder. The engine was borrowed straight from Audi's A3 (which shared some of its basic structure with the Golf) and was a pretty good thing with a fantastic ability to rev and 92 kW to its credit.

But this is where it gets tricky, because that engine was only used until 1999. At that point, the GLE badge remained but the Audi engine was replaced with a 2.0-litre four-cylinder with a much more pedestrian feel and just 85 kW. More specifically, the GLE had lost all the zing of the first version, so an earlier car is definitely the one to seek out.

After a facelift in 2002, a new base-model car entered the showrooms. The Golf S was available with a 1.6 engine with four valves per cylinder and 74 kW but also with a 2.0-litre motor with the same number of valves per cylinder and 85 kW.

There was also a model called the Golf Generation with the same 1.6 and 2.0-litre options and a more luxurious model called the SE with the same powerplants on offer.

Depending on what engine was fitted to which trim level, there was a fair bit of overlapping of prices, so it's important to know what you're looking at.

For those who like their Golf games a bit sportier, there was the GTI, which used a turbocharged version of the five-valve engine. It was good for 110 kW and only available in five-speed manual form and, at the time, was a lot more money than the cooking versions of the car.

But it was, far and away, the best Golf to drive. And even if it's still more expensive than other Golfs, it's a cheaper alternative to the Audi A3 Turbo despite being a similar vehicle.

The level of fit and finish on a Volkswagen is really no better than the rest of the mainstream Europeans and not as good as the better Japanese stuff.



Nuts 'n' bolts: Volkswagen Golf 4

Engines 1.6-litre four-cyl; 1.8-litre four-cyl; 2.0-litre four-cyl; 1.8-litre four-cyl turbo.

Transmissions Five-speed manual/four-speed auto.

Fuel economy City/highway (according to government tests): 1.6: 8.0/6.2 L/100 km; 1.8: 9.0/6.0 L/100 km; 2.0: 9.5/6.2 L/100 km; 1.8 turbo: 8.5/5.6 L/100 km.

Safety rating: (howsafeisyourcar.com.au): Not listed.

Insurance premium: (RACV, 40-year-old, rating one, medium-risk suburb): \$720 (SE 1.6-litre).

What you need to know

- Cam-belts on some engines need changing according to the service schedule, or there is a risk of major engine damage.
- Make sure all the interior plastics fit properly and don't squeak or rattle. Quality of such parts can vary car to car.
- Ignition coils on 1.8-litre engines can fail.
- Electrical gremlins aren't unknown, specifically the various sensors around the engine, without which you're stranded.

New Beetle Turbo 2001-04

Turbocharging the New Beetle has limited appeal. Form Hinders Function, says David Morley (SMH)

It may not be everybody's cup of tea, but retro designs such as the reborn Volkswagen Beetle have been the flavour of the month.

The trend is making itself felt globally too, and Stateside new cars like the latest Ford Mustang and the about-to-be-reborn Dodge Charger are proof that the phenomenon has legs. The only real catch is that some manufacturers are playing the nostalgia card for all it's worth, yet somehow they're abandoning some of the pivotal virtues that made the original such a hit all those years ago.

Top of that list must surely be Volkswagen's pillaging of the Beetle myth.

Forget the look of the New Beetle seems to have been borrowed from the unloved Superbug air-cooled models of the 1970s (rather than the more cuddly Beetle of the 1950s and '60s) and forget that the original VW was never a fashion accessory (not by design, anyway). Because even more off-putting is the way Volkswagen is manipulating the New Beetle to emerge as, for instance, a performance car in one particular guise; something which the original version neither achieved, nor aspired or even paid lip-service to.



A high-performance Beetle was never part of the myth.

Which kind of makes the new Beetle Turbo something of an irrelevance. A high-performance Beetle was never part of the myth and was, in fact, the very antithesis of the original.

Perhaps by accident, however, the Beetle Turbo isn't a particularly high performance

vehicle in the strictest sense. Yes, it is quicker and more agile than a standard Beetle, but against the performance establishment of a similar price, it's a bit of a tiddler.

So what is it?

Using the basic Beetle, which amounts to a VW Golf with a different bodyshell, the hottest Beetle uses the turbocharged four-cylinder engine lifted from a previous generation of the Audi A4 Turbo.



So it gets a five-valve-per-cylinder head, double overhead camshafts and the turbocharger to lift power to 110 kW and torque to 210 Nm, which is isn't bad for a 1.8-litre engine.

Ultimately, though, the engine feels classier than it does truly potent and it needs a bit of a wind up to really give its best. That's no real problem, of course, because of the wonderfully elastic nature of the thing. Simply, it begs to be revved hard.

There was a four-speed automatic option for the Beetle Turbo but the five-speed manual was a much better match with the engine's characteristics and the overall mood of the car. While the engine may have been lifted from the Audi A4, the Beetle missed out on that vehicle's optional Quattro all-wheel-drive system. As such, it's a front-drive-only machine and that, as much as anything else, limits its sporting potential.

Throw the Beetle into a corner with too much enthusiasm and it will start to push its nose wide although it brakes well and feels stable thanks to its Golf/Audi A3 underpinnings.

On a more day-to-day level, the Beetle has some major shortcomings that are the result of its styling.

While the rounded shape suited the original Beetle's compact rear-engine, rear-drive layout, it's not so clever given the new car's front-engine layout. To keep the overall proportions as Beetle-

like as possible, VW had to push the driving position a fair way to the rear and that means a huge expanse of dashboard and a tighter-than-expected back seat.

Essentially, the Golf on which the new Beetle is based is a much smarter piece of packaging (because it's not slavishly devoted to a notion of style) and works well in terms of interior space and layout.



In the Beetle's favour is its level of standard equipment, which is one area where it really diverges from the cheap and cheerful original.

As well as convenience gear including power windows, remote central locking, 16-inch alloy wheels, leather trim, a decent stereo, heated front seats and a rear spoiler, you also get a very healthy level of safety equipment.

Included in that are anti-lock brakes (ABS), dual front airbags, front-side airbags, electronic stability control, traction control, electronic brake assist and seat-belt pretensioners. It's an impressive list and it's one area where the Beetle Turbo is way ahead of much of its competition.

Need to know:

Engine needs frequent oil changes to avoid developing sludge that will eventually kill it.

The water pump is belt-driven from the same belt that spins the camshafts. A failed pump can cause all sort of expensive engine grief.

Ignition coils (there are four of them) can fail. Replacement is the only fix.

New Beetle Cabrio 2003-06

A funky way to go topless, says David Morley (SMH)

If you're a fan of the reborn Volkswagen Beetle, it has to be assumed that you sometimes

place form before function. For not only is it a less than truly inspiring drive, it is also less versatile and utilitarian than its Golf stablemate (upon which it's based).

So, on the basis that the car was always going to play the cutesy card, it was somehow inevitable that Volkswagen would eventually get around to slicing the roof off the Beetle and creating the Cabriolet.

That was even more of a certainty when you examine the nostalgic touches in the vehicle and remember that a convertible Beetle was part of the original Beetle landscape back as far as the 1940s (a prototype existed way back in 1938).

The original convertibles were built by the Karmann coachworks, which also gave us the deliciously swoopy Karmann Ghia coupe based on Beetle mechanicals.

Anyway, fast-forward to 2002 and Volkswagen has the Beetle Cabriolet ready for world consumption (we got them in 2003, so there are a few hitting the second-hand market now). And even if the hardtop Beetle doesn't do it for you, you'd have to admit that the roofless version looks pretty groovy.



The Cabriolet looks good with the top down, and that has always been the car's strong suit.

It looks best with the roof down, but even with the ragtop in place, there's evidence of plenty of attention to detail.

For a start, the cloth roof is triple layered. As well as making for a neat appearance inside, it means that the topless Beetle is relatively quiet roof-up.

A rear wind deflector keeps the worst of the buffeting away from passengers.

Actuation is by a series of electric motors and hydraulics. But the final clipping into place still needs to be done by the passengers and the latches are not the easiest to use, so the Beetle loses

a few points against some rivals in that department.

The other big bogey with hardtops converted to roofless specification also rears its head.

Any engineer will tell you that as soon as you chop a car's roof off, you stand to lose a lot of its original torsional rigidity. And so it is with the Cabriolet.

Over smaller, sharper bumps, there's a degree of what's called "scuttle-shake", which amounts to a degree of vibration around the cabin, usually in the dashboard and maybe even the windscreen frame. It's not vision-blurring, but it is annoying.

Exacerbating that is the suspension tuning, which is a bit on the firm side. While that makes for relatively tidy cornering, it does nothing to prevent bumps and potholes from making their presence felt. Frankly, the hardtop Beetle is a more together car with a more solid feel.

Powering our Beetle Cabriolet was a 2.0-litre version of the Golf's four-cylinder non-turbo engine.

It managed to crank out 85 kW of power and did a decent job of hauling the car around, particularly since the topless version got an all-new (at the time) six-speed automatic transmission that maintained performance levels, despite being about 40 kilograms heavier.

A five-speed manual was also offered, and while it is the choice of keen drivers, the rest of the package suggests that the automatic (with its Tiptronic shift) is the smart way to go.

Safety is always an issue with topless cars, so Volkswagen made sure there was plenty of safety gear on board. That includes seat-belt pretensioners, dual front airbags, side airbags, ABS brakes and rear headrests that act as roll-over protection should the unthinkable happen.

You also get Electronic Brake-Force Distribution, making the package reasonably comprehensive.

Should the Beetle Cabriolet's lack of searing acceleration, race-track handling and limousine ride quality put you off, then, like we said, it's probably the wrong car for you.

If, on the other hand, you're after a funky, trendy little car that will turn heads and definitely make a statement, then they don't come much better. Which, in a funny kind of way, makes the less adept, more expensive Cabriolet version of the Beetle phenomenon the one that actually makes the most sense. Since it isn't trying to be



anything it's not, it's the one that succeeds most completely.

What to pay:

The Cabriolet version of the Beetle was not a cheap car when new and the \$50,000 price tag has ensured that second-hand versions also carry pretty healthy stickers. The earliest cars are fetching about \$36,000 in excellent condition from a dealer. It's easy to spend \$40,000 on a topless Beetle, and that's pretty steep for what it is.

The new Mini convertible is the most logical competitor. But the reality is that, like the hardtop versions of each, the Mini is a more accomplished driver's car. Other possibilities include the Peugeot 306 Cabriolet and Holden's Astra convertible. The Mazda MX-5 is the better driver's car, but its two-seater layout limits its appeal. The new VW Eos topless roadster was at the 2006 Sydney Motor Show, and will debut in Australia in 2007.

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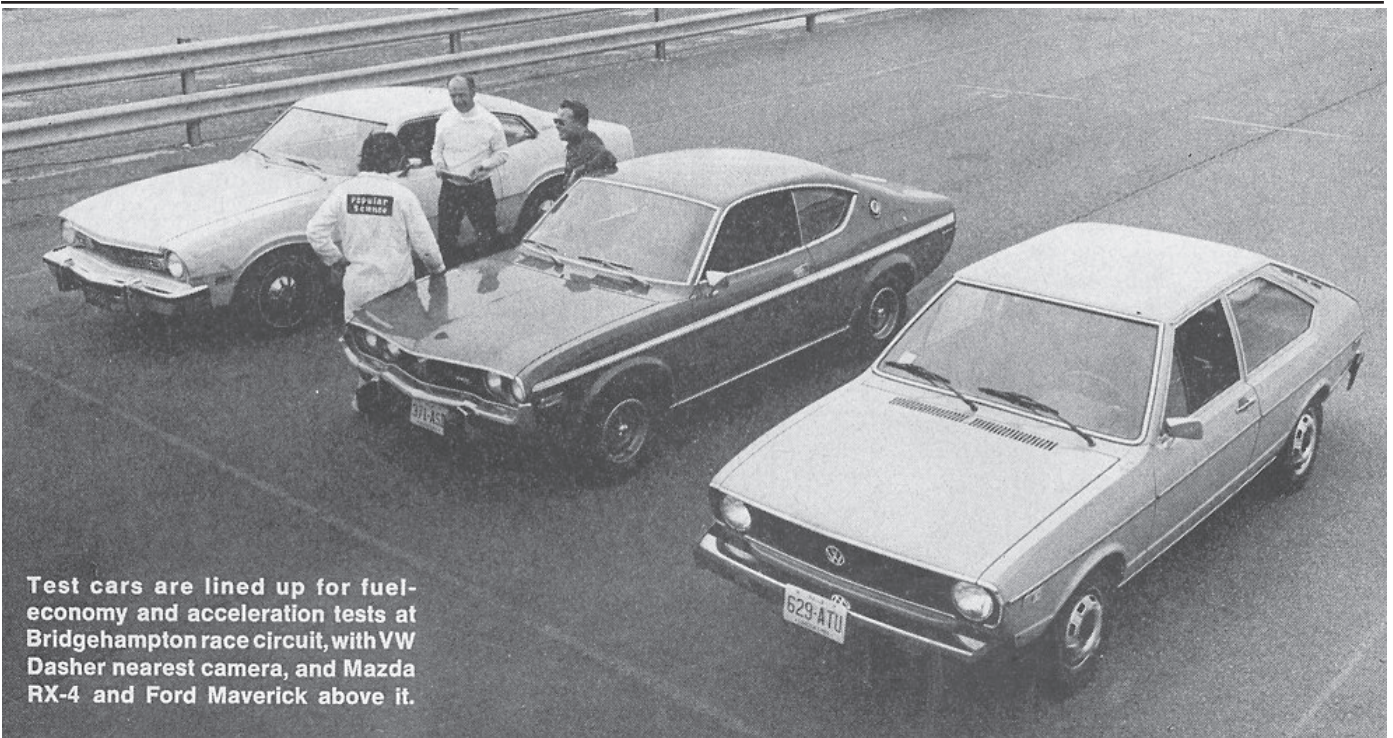
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Test cars are lined up for fuel-economy and acceleration tests at Bridgehampton race circuit, with VW Dasher nearest camera, and Mazda RX-4 and Ford Maverick above it.

VW Dasher v RX-4 v Ford Maverick

You probably remember the controversy over the 1974 Mazda rotary-engine fuel-mileage figures released by the EPA. That's one thing we aim to clear up in this report. We'll also show you how the Mazda RX-4's performance and fuel mileage compare with one of America's most popular economy cars and the newest economy car from Europe: Ford's six-cylinder Maverick and the new Volkswagen Dasher.

When the Environmental Protection Agency quoted 10.6 mpg for the '73-model Mazda RX-2, the shock hit the Mazda factory in Hiroshima like, well, like an atom bomb. Our editors had driven an RX-2 over 30,000 miles and averaged 18.2 mpg. We ran a test on the RX-3 [PS, Aug. '72] and got 19.4 mpg at a constant 45 mph. Mazda claims its owners get 17 to 22 mpg. For the 1974 models, the EPA quotes 13.4 mpg for the RX-2, 13.3 mpg for the RX-3, and 12.5 mpg for the RX-4. What's the explanation? The EPA test is an emission test-not a gas-mileage test. It is run on a dynamometer inside a lab. After a 12-hour cold soak, the engine is started and runs the first portion of the test cycle with heavy use of the choke.

The test simulates an urban driving cycle of 7.5 miles lasting 1372 seconds. The average speed is 19.6 mph, and the maximum speed 57

mph. The cycle includes 18 acceleration/deceleration modes separated by idle periods of up to 39 seconds. By measuring what comes out of the tailpipe, the EPA can calculate what went in—and from that mathematical exercise come the controversial numbers.

We decided to run our own tests on the RX-4 on a closed track, and under controlled conditions. In addition to our constant-speed tests, we made up two driving cycles to simulate different real-life conditions.

We are not equipped to duplicate the LA-4 (EPA) driving cycle on the track because our tests are based on a 1/10-gallon burette-type flow meter, measuring the distance by fifth-wheel odometer. Our tests are far shorter in both distance and duration, but we can separate different driving conditions and show their effect on fuel mileage. We can make more tests in a day. And our tests have proved to have remarkable repeatability.



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All our tests are made with a hot engine. The constant-speed tests are made with a flying start, and the driving cycles from a standing start. Because of the hills and curves of the Bridgehampton race circuit, constant speed does not mean constant throttle opening. It goes from wide-open throttle to near coasting. The tests do not in any way correspond to turnpike driving, and consume 15 to 30 percent more fuel (depending on the car). The results of our test:

	Ford	Mazda	VW
Constant 45mph	23.1	20.7	34.5
Constant 60mph	17.6	16.7	25.0
Slow driving cycle	17.7	16.3	29.5
Fast driving cycle	12.7	9.6	22.4

The driving cycles are designed to simulate easy and hard driving under suburban conditions typical of all parts of the U.S. That means a multilane highway with a 55mph speed limit, but frequent stops for traffic lights. The slow cycle goes as follows: Start from a standstill, 0.2g acceleration to 45mph, cruise at 45 for a half-mile, stop with a 0.3g deceleration and let the engine idle for 30 seconds. Restart at the same rate, cruise at 45 for a quarter mile, coast into a downhill right-hand turn, speed dropping to 35, then maintain 35mph through an uphill left-hand curve, resuming 45 when track levels off, maintain 45 until fuel is consumed.

The fast cycle is hot-rodding: wide-open throttle (WOT) acceleration to 55mph, cruise at 55 to the same stop light, braking at 0.5g. Same idle period, restart on WOT to 55, maintaining 55 through the curves by downshifting if necessary, and staying at 55 until the fuel is consumed.

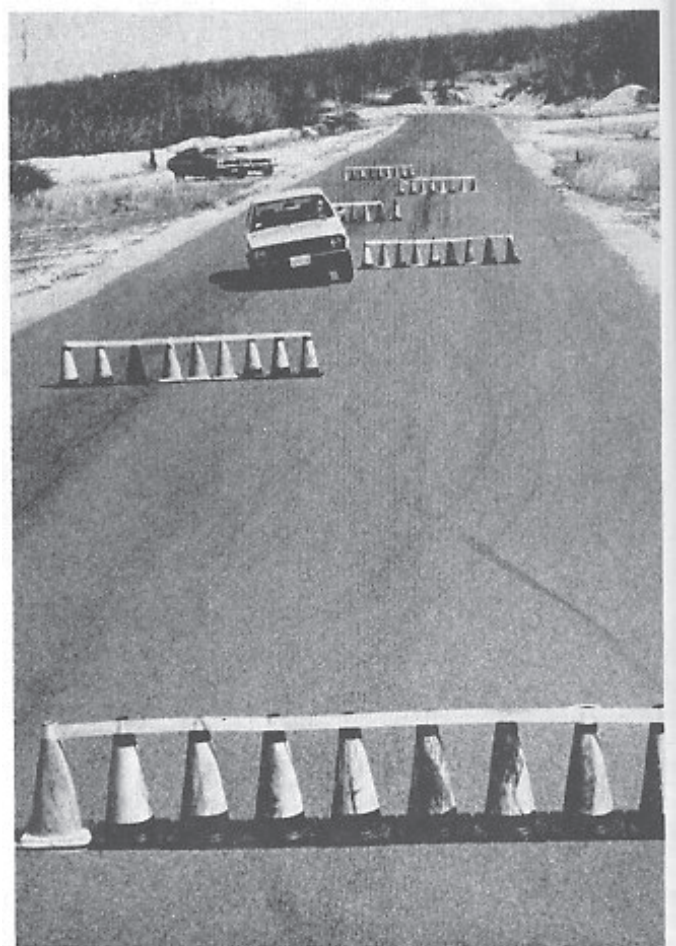
The Maverick is a little heavier than the Mazda, and the Dasher quite a bit lighter. We know that weight is a crucial factor in fuel economy, and thought of loading the lighter cars with sandbags until all had equal weight. We discarded that idea because it would be impossible to match overall gearing and equalize the engine load.

The outstanding fuel economy of the Dasher is due in no small measure to the light weight of the vehicle. The rest comes from the engine's efficiency – a lean-mixture carburetor and an intake manifold that assures near uniform air/fuel ratio in all cylinders. The Dasher engine has

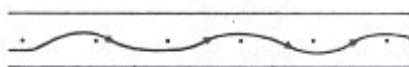
no hang-on emission controls, no air pump, no exhaust gas recirculation. And the emission test results prove that it amply meets the 1974 EPA standars (all numbers refer to grams per mile):

	HC	CO	NOx
'74 EPA Stds:	3.4	39.0	3.0
Maverick	3.21	37.48	2.515
Mazda	2.66	10.04	1.21
Dasher	2.16	26.13	1.26

The vehicle packages are fairly similar in size and shape: two-door coupes. All are available as four-door sedans, and the imports are also offered in station wagon versions. The Dasher has the smallest exterior dimensions and the roomiest interior, as well as the biggest trunk. The Dasher

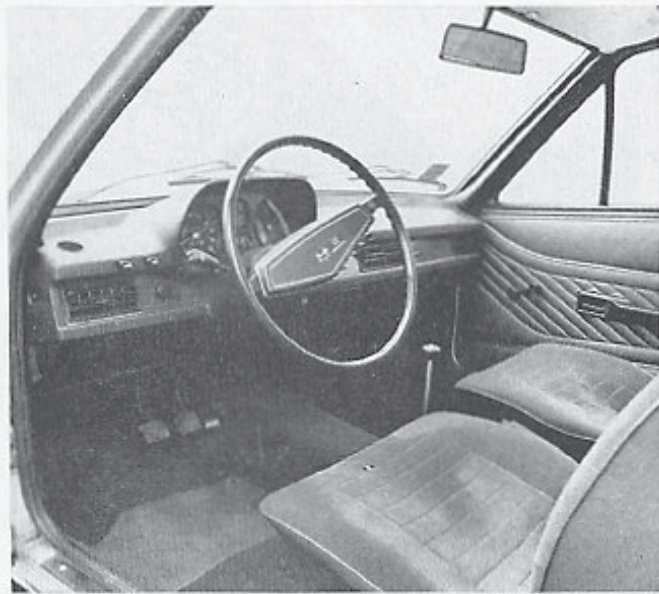


The VW Dasher's miraculous maneuverability



Snaking its slalom path between barriers spaced 48 feet apart, the Dasher reached an average speed of 30.6 mph, which rates it a solid five points for maneuverability. Despite noticeable body roll, the steering remained uncommonly precise, with impeccable stability. Front-wheel drive played a big part in this, though the rear-wheel-drive Mazda was only 1/2 mph slower, also getting a five-point rating. The power-steering-equipped Ford Maverick was slower—partly due to erratic steering response, partly to the driver's poor view.

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Spacious, comfortable, practical, and modern—that's the Dasher interior. Reclining front bucket seats are body-contoured and offer ample fore-and-aft adjustment.

has the best visibility in all directions, and the driver can see the roadway just over nine feet in front of the bumper! The Ford is the only one with problems getting in and out.

All the test cars were equipped with standard engines and manual transmissions, to eliminate the slip losses associated with hydraulic torque converters.

The Maverick was easily the best for ride comfort. It's heavier and built on a longer wheelbase, with the benefit of Ford's long experience in putting a soft ride on cars of all sizes. It can still be bouncy on bad roads, but on the freeway it's fine. The Mazda is firmly sprung, and gives you quite a jolt when a wheel hits a bump



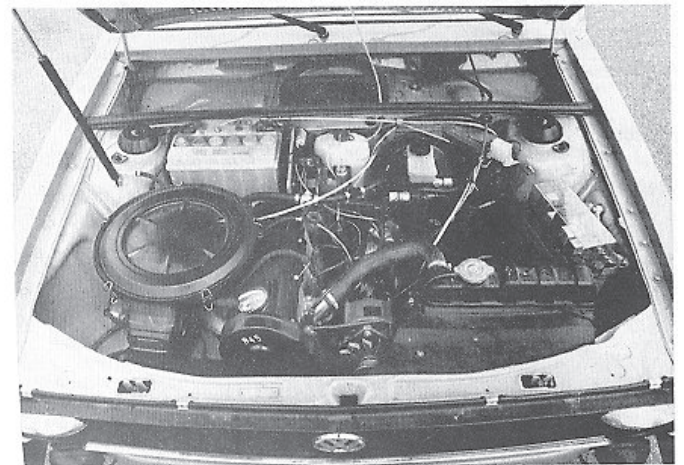
Wheel-housing intrusion is minimal in Dasher trunk, which offers more than 16 cubic feet of useful space, with a flat floor. Lifter is a reasonable 29.5 inches.

or a pothole. The Dasher has softer springs, but the ride suffers from a certain harshness.

The Mazda drive train proves smooth and flawless. The Maverick's clutch pedal has a truck-like eight-inch travel, and the column shift is slow and cumbersome to work. The VW shift linkage is imprecise in its motions and probably its least satisfactory aspect.

The Dasher is close to perfection in the steering and handling department. Despite front wheel drive, the steering is light, and the turning circle tight. Mazda runs the RX-4 front wheels with a very high caster angle, which makes for excellent directional stability, but also a high steering effort.

The Ford is equipped with power steering, and the linkage works in a non-linear pattern, which can make the steering response rather erratic. If you don't order power steering for the Maverick, you'll get a very slow-gear setup, which detracts from maneuverability.



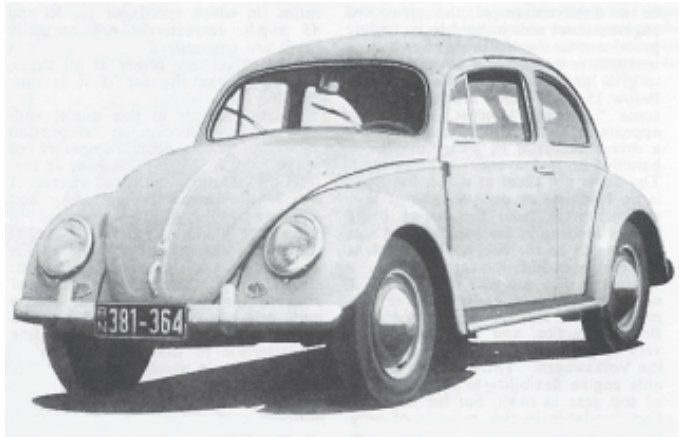
The slant-four Dasher engine is located entirely ahead of the front-wheel axis, with all the regular maintenance points easily accessible.

Engine accessibility is remarkably good on all three cars. You would expect it in the Maverick, with a narrow six standing straight up between the spring towers; all regular maintenance points are easily reached. The Mazda engine is small and placed low down, with all the most common service points easily at hand. The Dasher underhood compartment looks crowded, but much attention has been paid to making service and repair work easy.

Popular Science Magazine, August 1974

German Challenger In Britain

(This article is the first ever mention of the Volkswagen in the Sydney Morning Herald – 6 September 1953)



London- A mobile “service school” has arrived from Germany in London, staffed by technicians who will teach the British engineers and mechanics how to service the £stg 2 million worth of Volkswagen cars due to be imported into Britain before the end of this year.

The Volkswagen – a deluxe model priced at £stg 739 and a utility car at £stg 650 – will be shown at the British Motor Show in London during October.

These comparatively high prices are bolstered up by Customs and excise taxes and purchase tax, which is on all cars sold in Britain.

However, British motor manufacturers view the arrival of the Volkswagen in Britain as the biggest challenge they have had to face since the end of the war.

This German ‘people’s car’ has already made its impact on overseas markets at the expense of popular price British cars.

In the last five years, half a million Volkswagens have been sold and serviced in 50 countries and have cut down British sales in Belgium, Switzerland, and many other hard currency countries.

The president of the British Motor Manufacturers’ Society, Sir Henry Spurrier, says, “We must recognise that the Volkswagen is a first class car.”

The small car traffic between Germany and Britain is not to be one way, however.

It has been agreed that while German manufacturers can sell two million pounds sterling worth of Volkswagen in Britain, British manufacturers during the same period will ship £stg 2,700,000 worth of their cars to Germany.

Nevertheless, British manufacturers are uneasy about the rise in production of Volkswagen cars. Sales have risen from 46,100 in 1949 to 114,000 in 1952 and the German factory is likely to produce 150,000 this year.

Although excise, Customs and purchase tax keeps the Volkswagen price above that of comparable British cars in Britain, the small German car can compete on price and efficiency with British models in most countries throughout the world.

The beetle-shaped four-seater deluxe saloon has created an excellent impression in Britain, and so has the utility model, which differs only in that it is more plainly finished.

The Volkswagen is 13ft 4in long, 5ft wide and 5ft 1 in high. It has a four-cylinder overhead valve motor RAC-rated at about 11 horsepower. The makers claim it will cruise at its maximum speed of about 65mph.

Tests of the Volkswagen in Britain show its average fuel consumption is between 36 and 40 miles per gallon and that torsion bar springing holds the car firmly on the road while cornering.

A nine-gallon petrol tank and spare wheel are fitted under the front bonnet and luggage is stored in a compartment behind the back seat.

The engine is at the back with the four cylinders arranged in pairs, horizontally opposed. It is cooled by a fan.

The dashboard is simply designed and has no gauges to show the petrol level, oil pressure or whether the battery is charging.

There are three knobs – one for the lights, one for the windscreen wiper, and one for the choke – and a starter button and the speedometer.

Price of some of the comparable British cars, including purchase tax, on the home market are: Austin, £stg504; Morris, £stg529 and £stg574; Ford Anglia, £stg445; Ford Prefect, £stg526.

Ask Herr Doktor

Have you had a problem fixing your VW, or finding a decent mechanic who can? Need to find or make that special VW part? Want to know anything about Volkswagen? Got a question? Then ask Herr Doktor, c/- Club VW Sydney, 14 Willoughby Cct., Grassmere NSW 2570, or email info@clubvw.org.au

Dear Doktor,

What was the first VW to have front disc brakes? Was it the Superbug? What was the first VW to have disc brakes on all four wheels?

M.F., Birrong

Well the Aussie Superbug S (or 1302 as it was known in Europe) did have front disc brakes when it was introduced for 1971, but it wasn't the first VW to have them. Likewise, the 1500 Beetle had front discs from its introduction in Europe in August 1966 for the 1967 model year, but that still wasn't first. The honour goes to the VW 1600TL Fastback, which had front discs from its introduction in Europe in August 1965, for the 1966 model year. As for rear disc brakes, both the Golf 2 GTI and Scirocco GTI had them as standard in 1984. The twin-engined VW Motorsport Scirocco had rear discs a year earlier, but it was only a prototype. The original Audi quattro had rear discs from its introduction in 1980, with prototypes a couple of years earlier. Again we go into the grey territory of 'what is a VW?' You'll see what I mean when I tell you that the honour of the first VW with rear wheel discs was the VW-Porsche 914, which debuted in 1969. In Europe it was sold and registered as a Volkswagen; in the USA as a Porsche.

Dear Doktor,

I overheard a mechanic tell another VW owner that, although his operating manual says to use regular petrol, his VW would run cooler and smoother on premium fuel. Also, the spark plugs and exhaust system would last longer. I've always thought that premium petrol was developed strictly for high-compression engines and that the additives in it were for preventing pre-ignition. If so, then using premium fuel in a lower-compression engine is really a waste of money. What do you say?

G.N., Rockdale

Premium, or high-octane, fuels are designed for today's high-tech, high-compression engines. Their octane ratings are typically 98. There is no advantage

in using a petrol with a higher octane than the engine demands. Regular unleaded (91 octane) is normally quite satisfactory for use in our older VW engines. They will not reduce spark plug life. If you find yours pings a little, try retarding the ignition slightly. Otherwise, use one of the 'mid-strength' fuels - usually around 95 octane. Unless your VW has been modified and the compression increased, using the 98-octane premiums is a waste of money.

Dear Doktor,

I've been reading a few contradictory things about how long you should warm up your engine before driving off. My owners manual states a warm-up period of only 20-30 seconds for cold weather starting. Isn't this terribly short?

W.V., Kyeemagh

Even in snowy alpine weather (which we don't get in Sydney), there is no need to idle your engine for more than 20 seconds to warm it up. Your engine will warm up faster if driven normally after a short period than if it is idled for a prolonged period. Your engine will also last longer.

Dear Doktor,

I recently bought a 1971 VW Kombi that seems to be in generally pretty good condition for its age except for one thing. The previous owner had the engine reconditioned about 10,000 km ago, and it has a knocking noise that sounds like a big end on the way out. I've done Beetle engines before, so last month I stripped the Kombi's engine down but found nothing unusual. I reassembled it and the noise is still there. Any ideas, or should I buy another (exchange) engine?

B.A., Marayong

I would contact the previous owner and ask where they had the Kombi's engine reconditioned - I will bet they were a non-VW specialist. Assuming that there really is nothing mechanically wrong with the components in your engine, I have heard of cases where motors built by non-VW experts have suffered from knocking noises. The reason? The non-VW mechanic had fitted one or more pistons upside down! The arrow on the piston crown must always point towards the flywheel. The pistons are not symmetrical, as the piston pin axis is offset to one side. When you pulled the engine down, I bet the piston top was carboned up and you didn't notice whether they were installed correctly - or that you reassembled them correctly. I am afraid that you will

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have to pull the Kombi engine out again and check the piston positions. You should remove the cylinders and piston rings, then wire-brush the piston tops to make sure you can see and check the arrow.

Dear Doktor,

Was the VW Fridolin (Type 147) based on a Beetle chassis, or was it a unitary construction like the Kombi? I know we never got them here, so who bought them?

T.P., Hamley Bridge

The VW Type 147 was designed and built by Westfalia (the famous German Campmobile makers) and it appeared in 1963. Karmann provided the Karmann Ghia platform, while the VW bus factory in Hanover provided many of the body panels. The Ghia floorpan is wider and more squarely shaped than the Beetle platform, and hence roomier. 6,139 were made before production ended in 1974. 4,000 of them went to the German Post Office, while another 1,200 went to the Swiss Post Office. The Swiss models had windows at the rear corners, a larger rear window and a parking heater. The rest - some 920 or so - were sold privately. VW offered them for sale for DM 6500. There are several of them in Australia, all privately imported by VW collectors.

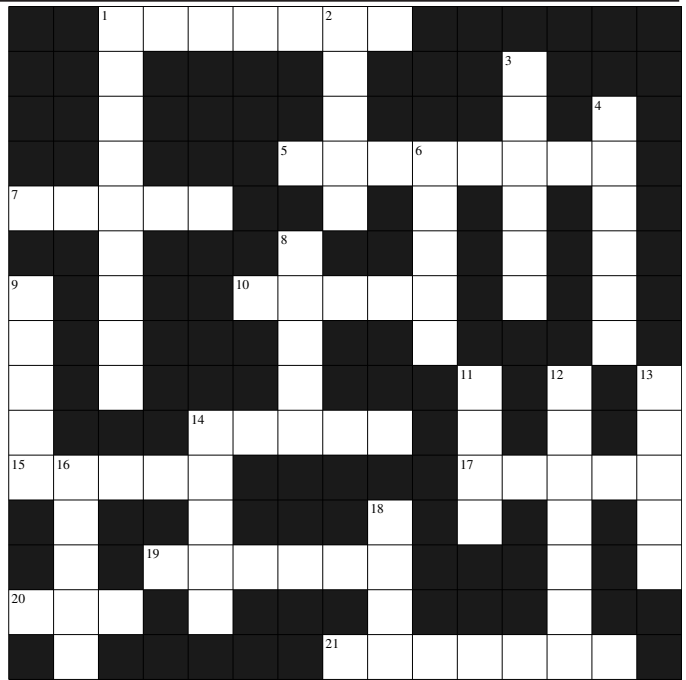
Club Veedub Crossword

Across:

1. Rod owns the fastest drag VW in Australia
5. The best farter in Club Veedub Sydney
7. The British Army Major who ran the VW factory from 1945-48
10. German maker of VW spoilers and body kits
14. The awesome short-wheelbase Audi quattro
15. German maker of collectable tool kit sets
17. What the booted Golf 3 model was named
19. The Purvis VW kit car that was an Australian Sterling
20. The abbreviation for the VW rubber shop in Harbour City CA
21. The German name for a VW station wagon

Down:

1. Adrian's famous VW performance shop at Gladesville
2. Colloquial term for a pre-1953 VW Beetle
3. Used in VW clocks and also in H4 headlamps
4. A VW guy at Lackey St. Fairfield is Hans ...?
6. French maker of powerful aftermarket spot



Created with EclipseCrossword - www.eclipsecrossword.com

- lamps
- 8. Vintage maker of front disc brake kits for link-pin Beetles
- 9. Most VW electrical parts are made by them
- 11. Number of cylinders the Audi quattro had
- 12. US name for the VW T3 Transporter
- 13. A Czech car company now owned by VW
- 14. Something found on Superbugs and Type 4s
- 16. Neville Crichton's company that sold VWs briefly in the late 1980s
- 18. A long peninsula off western Mexico

Last Month's Crossword:



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