

# Zeitschrift



Jeff Tinker's 1978 Golf Diesel.

## February 2009

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**Club Veedub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club Veedub Sydney Committee 2008-09.

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<b>VW Nationals Committee:</b>	David Birchall Bob Hickman Chris Pascoe Matthew White	(02) 9534 4825 (02) 4655 5566 (02) 9773 1637 0423 051 737
<b>VW Motorsport Committee:</b>	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003359 (02) 9639 1002

## General Committee:

Zoran Milvica	Ron Kirby
Ken Davis	Grace Rosch
Heather Pascoe	Shirley Pleydon
Ray Pleydon	Brian Vanderkly
Mike Said	Danny McFadden
Frank Watkins	Laurie & Wayne Murray

## Canberra Committee.

<b>Chairman:</b>	Mark Palmer	0416 033 581
<b>Vice Chair:</b>	Peter Bone	0423 129 744
<b>Secretary:</b>	Bruce Walker	0400 119 220
<b>Registrar:</b>	Ian Schafferius	0434 717 093
<b>Webmaster:</b>	Martin Budden	0432 939 283
<b>Events Members:</b>	Martin Budden, Mandy Conway, Tim Popham	

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

## Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$40 for 12 months.

## Monthly meetings.

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

## Correspondence.

Club Veedub Sydney  
PO Box 1135  
Parramatta NSW 2124  
[info@clubvw.org.au](mailto:info@clubvw.org.au)

## Our magazine.

**Zeitschrift** is published monthly by Club Veedub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Views expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club Veedub Sydney. Club Veedub Sydney, and its members and contributors, cannot be held liable for any consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to *Zeitschrift, Club Veedub Sydney*.

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

## We thank our VW Nationals sponsors:

### 21 years.

Volkswagen Group Australia  
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Defender Safety	Volkshaven
Mobile Model Cars	

# THIRLMERE FESTIVAL OF STEAM 2009

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

**Chairman:** Peter Berriman  
**Phone:** 0412 610 024  
**Email:** [petabear@ozemail.com.au](mailto:petabear@ozemail.com.au)

**Phone:** (02) 4681 8001

**Fax:** (02) 4681 8410

**Secretary:** Jenny Smith

**Phone:** 4681 8001

**Email:** [jenny.smith@nswrtm.com.au](mailto:jenny.smith@nswrtm.com.au)

**Official Invitation:** To **CLUB VEEDUB SYDNEY** to the **Thirlmere Festival of Steam 2009**

It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2009 at Thirlmere, NSW, on **Sunday 1st March 2009**. The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by no later than 9:30am, as pedestrian traffic is due to increase dramatically after this time. There will be overflow parking for latecomers, but it will be in the block of land next to the church and in Oak Road near the oval, so the earlier you arrive the better chance of a good spot.

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

If you could RSVP to this invitation by no later than 15 February 2009 (the earlier the better), it would assist in the organisation of the event. Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email [krmodels@gmail.com](mailto:krmodels@gmail.com)

Car club entry to the festival precinct is restricted to one entrance, and you must be on the list of invited Car Clubs to gain access. This is necessary to avoid overcrowding.

Our aim is to provide a fantastic, entertaining day with plenty to see and do, including bands, dancers, food and drink stalls, fun rides, train rides, model railways and plenty of car groups including Club Veedub Sydney.

Yours sincerely,  
**Keiran P. Ryan**  
*Parade and Events Manager*

**[www.thirlmerfestivalofsteam.com.au](http://www.thirlmerfestivalofsteam.com.au)**





**Sh  alhaven**  
**V  olkswagen**



**PRESENTS**

**Club Inc**

# **BLAST FROM THE PAST**

A display of classic VWs to be held at:

- **The Berry Showground  
On the 3<sup>rd</sup> of May 2009**
- **Gates open at 9.00am**
- **If you have a VW bring it along**
- **15 for car admittance and receive a Blast from the Past Event plaque**
- **Gold coin donation for a look around**



**Enjoy the display of Volkswagens**

- **Funds raised will be donated to the Shoalhaven Cancer Council**
- **People's choice award for the best VW**
- **Giant raffle and prizes to be won**
- **Wander to your heart's content in the Berry Township and markets**



## **VEE DUB PIT STOP CRUISE TO MORPETH SUNDAY 3rd MAY 2009**

Cruising up to the Historical town of Morpeth and on the way there stopping at my husbands (Ian) Mechanical workshop at Caltex East Maitland, with the workshop open so that any VW enthusiast can have a look over their car on the hoist and even give their VW a grease.

*Free sausage sizzle & soft drinks.*

Then cruise over to Morpeth for a coffee.

Meeting about 9.30am and heading off for the workshop around 10.00am

Newcastle VW folks to meet at the park near twin Shells at Wallsend, heading towards the freeway.

Then picking up any others at end of HWY at Beresfield, having BBQ around 11.30—12.30 then heading over to Morpeth about 1.00pm or 2.00pm for coffee or what ever browse shops at your own leisure.

Then you can head home when they please. Please note that times may vary depending on number of cars that show up.



Contact for more info: ROSE

Mobile: 0427 55 02 03

Email: [avwnut@bigpond.com](mailto:avwnut@bigpond.com)



# VW NATIONALS

## Sydney, Australia 2009



Saturday 23rd May

## Super Sprint

Wakefield Park  
Braidwood Road, Goulburn

Sunday 24th May

## Show & Shine

Fairfield City Showgrounds  
Smithfield Rd, Prairiewood

Contact David Birchall (02) 9534 4825 or david@clubvw.org.au



Proudly sponsored by Volkswagen Australia  
[www.clubvw.org.au](http://www.clubvw.org.au) – [www.volkswagen.com.au](http://www.volkswagen.com.au)



# VW Winter Break

## 14th - 16th August 2009



### **Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW**

Caravan Park is walking distance from the town centre.  
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiasts and clubs are invited to attend.

A booking has been made for the entire park accommodation.

This will expire 6 weeks prior to the event, so after that it's  
open to non-VW people.

**So call 1-800-729-835 to book a cabin or campsite. You  
must tell them that you are with the VW people.**

Campsites have not been booked. You need to book these  
ASAP as well.

I have asked that all the VW campers are put together. Please  
remind them about this when you book.

**Enquiries contact:  
Ray Vanderkly (02) 6658 4422 ah  
Steve Carter 0439 133 354**

## Von dem Herrn Präsident.

Two of our long term club members are marrying this month. Our congratulations go to Leigh Harris and Belinda Godfrey, who will be tying the knot on Saturday 28th February in the Hunter Valley, followed by a honeymoon (VW parts tracking) to Thailand. On behalf of all our members I wish Leigh and Belinda all the best for a happy and prosperous life together.

Our monthly Club run in January was to the NRMA Australia Day display in the Sydney CBD. We had about 10 or so cars attend, and were well positioned at the St James Square area. Thanks to Ray Black for organising this with the officials. Being a part of the Sydney festival, the day attracts a very large crowd. Unfortunately I couldn't make it this year, but from reports I heard there was a large and busy crowd. We gave out over 100 club membership forms on the day to interested people. Hopefully they were Volkswagen enthusiasts, and will make an effort to join our club.

Don't forget the VW Nationals 2009 is only about 11 weeks away, so start shining your VWs for our display day. And, prepare your race car or streeter for the Super Sprit at Wakefield Park, Goulburn. 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 Sunday May 24th. The decision last year to move the show away from Easter proved to be successful with a great crowd attend the day, and hopefully this will be the case again this year. There should also be a 100 percent attendance from our club members - remember that it is our biggest show of the year.

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.

Précis of Committee and General meetings:- VW Nationals, Newcastle Dyno Day, Liability Insurance, NRMA display Day, Thirlmere Steam Festival, Morebank Show n Shine, Easter events, Portland Drags, events for April and May.

KeeponKruzin',

David Birchall



## Kanberra Kapitelreport.

Happy February to you all. Things are hotting up in Canberra (literally!) and we are getting organised for the New Year of Dubbing activities. By the time you read this we will have had our first activity - a lunch cruise to Cotter on 08 Feb.

Monday 23 Feb is our first meeting back for the year, and includes our AGM. Want to have a say in our events and runnings? Like to lend a hand with the

chapter? Then come along to the AGM and volunteer your services. The old saying about many hands making light work is very true. We need YOUR help in running the local events. If you would like to know more, contact one of the current committee members, or come along to the Wig and Pen pub in Civic on the 23rd.

We have a few ideas happening for March. Currently we're working on a picnic dinner for Skyfire, as well as floating the idea for a trip to Sydney for its Drive In event. Who's interested in these activities? 22 March will be the annual Wheels carshow on the lawns of Old Parliament House, watch for more info on the website for this one.

We would like to take the time to thank the current committee for their work and effort over the past year. Without you the Canberra Chapter would be struggling. Let's have a good show of members for the AGM and show lots of enthusiasm for 2009.

Finally, make sure you check out all of the Sydney events in the magazine. As a member you can go to all the events, not just our local ones. We need to show our support by cruising up the highway and supporting our NSW brethren, please keep that in mind!

Mark and Bruce



## Klub Kalender.

### February.

**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.**

Canberra Chapter

## Annual General Meeting

**Monday 23 Feb, 7.30pm**  
**'Wig and Pen' pub, Civic ACT**

**We need your help to run the chapter. Have your say, run events, everyone has something they can offer the chapter.**

**Many hands make light work!** Become a helper for German Autofest, or offer your services in some other area.

Help us make the chapter bigger and better, offer your support and **meet new Dubbers** at the same time.

See you there! Questions to Bruce 0400 119 220



**Saturday 21 & Sunday 22nd:- Portland VW Drags 2009** at Portland South Coast Raceway, VIC. Pre-driver entry essential. Entries close 13th Feb. Street parade, show n shine. Go to [www.vvma.net.au](http://www.vvma.net.au) for more info.

**Monday 23rd:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## **March.**

**Sunday 1st:- Thirlmere Festival of Steam 2009 at Thirlmere.** Bands, dancers, food and drink stalls, fun rides, steam train rides, model railways and plenty of car groups including Club Veedub Sydney. Arrive by 10:00am, street parade at 1:30.

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

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

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

**Monday 23rd:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

**Sunday 29th:- Old Car Annual Show & Shine** at Flower Power, Moorebank. We invite you to bring your classic VW to display. \$10 display entry, \$2 spectators. Gates open 8:00am.

## **April.**

**Thursday 2nd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Sunday 5th:- Norm's VW Picnic Day** at North Head Artillery School. Details to follow.

**Thursday 9th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Sunday 12th:- Classic Car Show Day** and Easter Sunday market at Robertson Railway Station in the southern highlands. Club VW display area. Free entry from 9:30am. Country Market stalls, vintage machinery, nice wooden pubs. Contact Steve Carey on (02) 4885 2393.

**Sunday 12th:- Bendigo Bug-in** at Bendigo, Victoria. Organised by Volksclub Bendigo and VWC Victoria. Contact Dean Holden on 0412 500 588.

## **Wanted: CAMS Official Trainees**

Could anybody who is interested in being trained to be a CAMS official please contact Steve Carter, either via email [info@clubvw.org.au](mailto:info@clubvw.org.au) or by calling me on 0439 133 354 to register your interest.

We may have to move quickly to fit in with available training schedules, so I will need to send out correspondence that would miss the normal magazine mail out.

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

**Monday 27th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## **May.**

**Saturday 2nd & Sunday 3rd:- Sutherland Shire Relay for Life** for the Cancer Council at Sylvania Waters Athletics Track, 10am to 10am. Club Veedub will have a team. Contact John Weston on (02) 9520 9343.

**Sunday 3rd:- Morpeth VW Pit Stop Cruise.** Meet at Wallsend Park 9:30am, then cruise to Caltex East Maitland. Put your VW up on the hoist! Free BBQ and soft drink lunch. Then cruise to historic Morpeth. Contact Rose for more info on 0427 550 203 or email [avwnut@bigpond.com](mailto:avwnut@bigpond.com)

**Sunday 3rd:- Berry VW Blast From The Past** at Berry Showgrounds. Gates open 9am, \$15 car show entry. Enjoy Berry township and markets. Contact [d.becker@bigpond.com](mailto:d.becker@bigpond.com) for more info.

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

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

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia

# Club Shop Monthly Special

Your very own quality metal, custom-made official Club VeeDub Name badge for only \$5



## Other Merchandise (Members Price)

- \$15 Striped Club Polo Shirt, optional Pocket    \$5 Jacquard Club Polo (S/M/XXL) No Pocket  
\$15 Set of 4 colour Nats coasters in a sleeve    \$10 "Legend" cap or Children's T-Shirt  
\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

All club merchandise is available to club members at a discounted price.

Email your enquiries or orders to Raymond at [sales@clubvw.org.au](mailto:sales@clubvw.org.au) and you can pay securely online with your credit card, or direct deposit into the clubs account.

and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 23rd:- VW Nationals Supersprint** at Wakefield Park racetrack, near Goulburn. More details to follow.

**Sunday 24th:- VW NATIONALS 2009 at Fairfield Showgrounds.**

## June.

**Thursday 4th:- Magazine Cut-off Date** for articles, letters and For-Sales.

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

**Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

## August.

**Friday 14th to Sunday 16th - VW Winter Break at Sawtell.** Participate in activities or just veg out. Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1-800-729-835 to make your booking. All VWs welcome.

## Marktplatz.

*Ads should be emailed to: [info@clubvw.org.au](mailto:info@clubvw.org.au) Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. Ads will appear here for two months.*

*All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au) Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.*

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

## New Ads.

**For Sale:- 1956 VW Beetle**, oval window. Modified, needs restoration, 1914cc motor, twin Dellorto carbs. Engineer's Certificate. Spare IRS floor pan. Bonus 1600 twin-port, 1300 engine, original motor & gear box.

Also spare parts. Must be sold. Offers. Phone Trevor on 0437 806 040.

**For Sale:- VW Golf GTI**, 2006 Mk5 model, 5-door hatchback, 6-speed manual, black, 39,700 km, air conditioning, power steering, CD player, dual airbags, ABS, power steering, central locking, full service history, power windows, metallic paint, sunroof, climate control, alloys, immaculate 1-owner country car. 10 out of 10. \$32,450 neg. Phone 0420 361569.

**For Sale:- VW parts available.** Including 1967 gearbox, front end, engine cover, windscreen, rear window, rear side windows, mudguards, 6 inch steel rims. 1972 gearbox, drive shafts, bonnet, engine cover, windscreen, rear window, rear side windows, mudguards. 1600 engine – needs repair. 1 oval model fuel tank. 1600 Type 3 twin carby – needs repair. Please call John on mobile 0405113098.

**For Sale:- VW Polo** 2003, black, auto, very good condition, logs, garaged, lady owner. Rego til July 2009. 102,000 km. \$10,900 ONO. Phone 0438 394036.

**For Sale:- 1970 VW Beetle**, 1500 cc Honey Brown original condition, 120,00 miles on clock, always serviced professionally, ACT registration till May 2009, 2nd owner and only driven around Canberra \$4300.00 ono Call Ian on 02 6251 1188

**For Sale:- VW Golf 2.0-litre TDI** 2006, 6-speed. Blue, full VW service history, and under new car warranty, as-new condition. \$23,500. 0422 449967.

## 2nd Month Ads.

**Wanted:- 1960 and 1961 VW Dealership Listings**, the booklets that came with the car's owners manual. I am after photocopies if possible, but if not I am happy just to ask you questions over the phone. Please let me know if you can help! Phil, 0412 786339 or (02) 9773 3970.



**For Sale:- 1976 VW Kombi Campmobile.** Not registered. Mechanically OK. Body needs work as it has some rust. \$2900 ONO. Contact Paul in Helensvale, QLD, on 0419 523239 or (07) 5556 0996.

**For Sale:- VW Golf R32**, 2007, 3-door hatch, 6-speed direct shift, United Grey, 26,000 km only, air conditioning, CD, dual air bags, ABS, power steering, power windows, sunroof, sat nav, central locking, iPod connection, heated seats. Low profile alloys. Always garaged. Full service history, inspection certificate, warranty expires Feb 2010. As new! The ultimate Volkswagen. BBC-98P, \$49,000. Ph. 0412 338707.

**For Sale:- 1968 VW Beetle.** This is a very very regretful sale but due to my circumstances I dont have a choice. I

**Easter 10th - 13th April 2009**

Registration & Welcome Dinner  
Show 'n' Shine  
Motorsport  
Easter Parade  
Presentation Dinner  
Farewell Afternoon Tea  
Extended Tour

For more information on the 2009 Victorian Bug... visit [vwclub.com.au](http://vwclub.com.au)  
April 10th, 5 day extended tour of Eastern Victoria visiting Victoria's Murray River, High Country, Goldfields, Snow Fields and Gippsland Regions.

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ROUND CORNER 2158

purchased this car in April 11th 2006 from Wollongong NSW from the original owner it had travelled 44,516 miles. Since then its been fully restored. I have spent over 2 years and a lot of money on this car. There are thousands of things to list but here are a few: Body was stripped back to bare metal and resprayed in a custom blue including floor and interior and also rust proofed. All new body rubbers . Lowered suspension, new narrowed front beam and new front shocks and replaced all suspension components. Work done by Vintage Vee Dub. New BRM wheels with Yokohama C Drive Tyres. Front are 185/60/15 and the rear 195/65/15 with 99.5% tread. Wheels purchased from Vintage Vee Dub. Brand new carpets and mats and reupholstered front and rear seats including door trims and rear parcel shelf all in White. Roof lining was also replaced. All work was done by Crusin Interiors at Narellan. Scat chrome short shifter. Alpine head unit CD/Tuner with Alpine Amplifier and Alpine 6x9 Speakers installed on rear parcel tray. Front and rear brakes were replaced in February 2008 and front rotors machined. Once again all work performed by Vintage Vee Dub. April 2008 Engine was pulled out and a FULL rebuilt (the right way) was performed Bottom and

## Trades and services directory.



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**simple choice** MORTGAGE CHOICE

top end and all parts replaced with new VW Engine components. All engine work done by qualified VW mechanic. My mechanic can be contacted and engine is still under warranty. Replaced Generator with new Bosch Alternator and new Bosch distributor. Absolutely nothing to spend on this car just add petrol and drive, be assured this is a legitimate sale. I hope I have provided enough information however if you need to ask anything just phone me. Inspection at my place is invited and all reasonable offers will be considered. \$18,500. Phone John, 0407 993824 or (02)87837538.

**For Sale:- VW Passat 3.2 V6 FSI 3C 4D Wagon, 2006.** 6-speed auto direct shift, Granite metallic, 59,000 km. Immaculate! Rego 10/09. \$39,500 ONO. 0434 184033.

**For Sale:- 1972 VW Superbug,** written off in accident, suitable for parts. Chop top conversion. Damaged nose, rear is OK. \$1000. Please contact me for more info or photos. Riannon, 0420 985514.

## Trades and services directory.

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**CLASSIC VEE-DUB**  
Pty/Ltd

www.classicveedub.com.au

36 Bridge St.  
Rydalmere  
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fax: (02) 9638 4266  
George: 0412 434 762

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Dr. Moshe  
Tel: 9534 1077  
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# VW's second-best year ever in 2008.

Volkswagen has recorded its second-best ever sales year in Australia in 2008, according to official VFACTS sales results released by the Federal Chamber of Automotive Industries.

Volkswagen's total Australian sales for 2008 was **29,875** vehicles, a 9.0% increase over the 2007 total of 27,400 vehicles (which was then VW's third-best ever year). The 2008 result overtook the previous second-best total, the 1960 total of 28,597 vehicles (comprised of only the 1200 Beetle, Karmann Ghia and Transporter then).

This leaves only VW's best-ever year, 1964 (31,419, made up of 22,293 VW 1200s, 3,443 VW 1500s, 28 Karmann Ghias and 5,655 Transporters) ahead of last year's result. Of course, this long-standing record was set when Volkswagen Australasia Ltd had a full-on manufacturing plant in Melbourne. In fact, in 1964 VW's Clayton plant actually produced 34,588 vehicles, with the extra 3,100 vehicles being exported to New Zealand, New Guinea and the South Pacific. Today, by comparison, all Australian-sold Volkswagens are fully imported, from Germany, Spain, Portugal, Slovakia, Poland, South Africa and Mexico.

Overall, Volkswagen finished in 10th place on the Australian vehicle market in 2008, for the third consecutive year. The maker totals (all vehicle types) were Toyota (238,983), Holden (130,338), Ford (104,715), Mazda (79,826), Mitsubishi (60,692), Nissan (59,214), Honda (52,571), Hyundai (45,409), Subaru (38,492) and **Volkswagen (29,875)**. VW finished in front of Suzuki, Kia, Mercedes-Benz and BMW, the exact same finishing

order as last year. However VW's 9.0% growth was again the largest of the top fourteen makers, twice that of Suzuki (4.4%). Mazda, Toyota, BMW and Subaru all grew less than 3%. The rest went backwards; Honda by -13.1%, Holden by -11.1% and Hyundai by -9.2%. At this rate, Volkswagen will overtake Hyundai in two years, and Subaru in three years. Volkswagen was again Australia's best-selling European maker, for the fourth year in a row.

Volkswagen sold **23,604** passenger cars, **4,096** commercial vehicles and **2,175** SUVs to reach the total of 29,875 vehicles in 2008.

## Passenger Cars

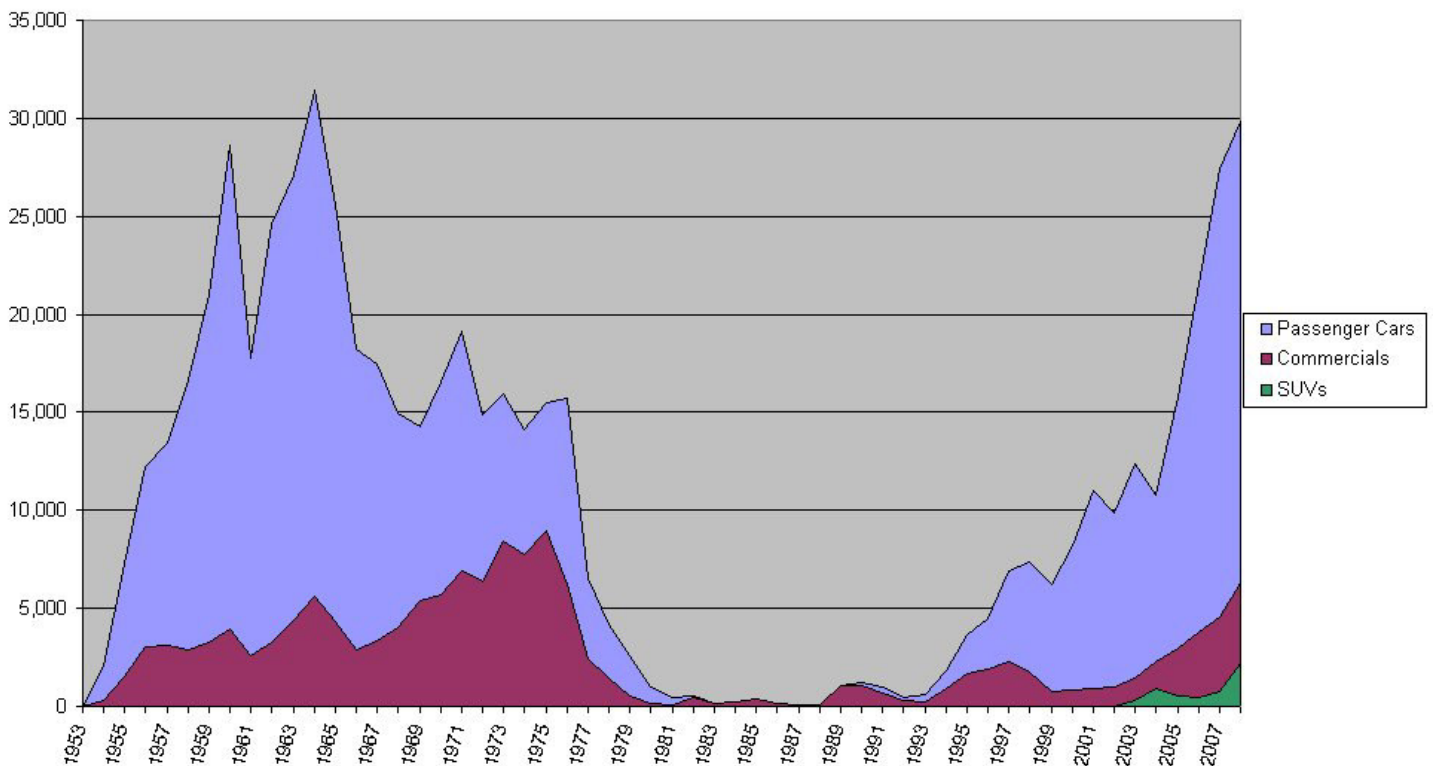
23,604 passenger cars is a 3.2% increase on 2007, and VW's third-best ever total in this category, beaten only by 1964 (25,764) and 1960 (24,652).

VW sold 11,632 Golfs, 3,334 Passats, 2,936 Jettas, 2,362 Polos, 1,852 Eos, 613 New Beetles, 289 Caddy Life/Campers, 286 Multivans, 177 New Beetle Cabrios, 90 Caravelles and 33 Kombi Beaches. VW set all-time sales records for the Golf, Polo and Eos in 2008.

The Passenger Car market leaders were Toyota (123,955), Holden (90,079), Mazda (60,887), Ford (59,144), Honda (42,759), Hyundai (35,026), Mitsubishi (27,322), **Volkswagen (23,604)**, Subaru (18,039) and Nissan (18,031). Volkswagen finished in eighth place, for the second year in a row. VW had the second-largest growth of the top ten (3.2%), beaten only by Mazda (5.1%), who overtook Ford for the first time.

**11,632** is the highest-ever yearly total for the **Golf** in Australia, eclipsing the previous record of last year, 10,982. The best Golf figure for the 1970s was only 4,429 in 1976. The Golf is now the second VW to have sold more than 10,000 per year in Australia twice; the VW 1300 only

Australian Volkswagen Sales





did it once (10,550 in 1967) and the VW 1600 likewise (10,090 in 1971). The VW 1200 did it 9 times, from 1957 to 1965 inclusive. The Golf's 2008 total is the biggest one-model, one-year total in Australia since the VW 1200's 18,077 sales in 1965. The Golf is VW's biggest-selling vehicle, and makes up 38.9% of Australian sales, nearly two in every five.

**3,334** was another excellent result for the luxury **Passat**, surprisingly VW's second-best selling model in Australia, and better than the 3,062 sold in 2007. Again it was the fourth-best result ever, beaten only by the Passat's first three years in Australia (3,411, 4,113 and 3,945 in 1974-75-76). In 2008, Passat sales were comprised of 3,297 normal Passats, and 37 Passat CCs, which have just been released in Australia.

**2,936** was a disappointing result for the **Jetta**, which dropped 27.9% from last year's record 4,071 sales, and it slipped to third on the VW popularity list. Future Jettas will be imported from South Africa rather than Mexico, although they will remain Golf 5-based for another couple of years until the new model appears.

**2,362** was a great result for the **Polo**, an all-time Australian record for the model, and a fantastic improvement on 2007's disappointing total of 1,731. The Polo's growth was an amazing 36.5%, the second-biggest of any VW model in 2008.

**1,852** was a sensational result for the **Eos** in only its second year in Australia, and 29% more than 2007's 1,436. The Eos sold more than all the Renault, Peugeot, Saab, Chrysler and Ford cabriolets put together, and more than twice as many as the Holden Astra. The Eos is rapidly gaining on the market leader, the BMW 3-series coupe/convertible, which sold 2,683 (8.1% less than in 2007).

**613** was a better but below-average result for the **New Beetle**, a 5.3% improvement on the 582 sold in 2007. The New Beetle sedan has now been on sale in Australia for 9 years, and has sold 6,461 in total in that time, an average of 718 per year. The first year's result, 1,328 in 2000, has not been equaled and makes the New Beetle's overall average higher than it would otherwise be.

**289** was a disappointing result for the **Caddy Life/Camper**, given that this includes the longer wheelbase 'Maxi' version, introduced in 2008. Sales dropped 17.2% over the 349 sold in 2007.

**286** was another disappointing result for the **Multivan**, the high-spec passenger version of the T5

Transporter. It recorded another 10.3% drop in sales over the 319 sold in 2007. The 2008 result was the lowest result for the Multivan since its Australian debut in 2005, although it did have the Caravelle join it in the VW lineup in 2008. Even so, it is a long way behind 2,949 Toyota Taragos or 1,693 Honda Odysseys – it even trails 328 Chrysler Voyagers.

**177** was a disappointing, below-average result for the **New Beetle Cabriolet**, which dropped 14.9% from the 208 sold in 2007. New Beetle Cabriolet annual sales have averaged 213 for the six years it has been available. Cabriolet buyers are choosing the Eos instead.

**90** was a fairly ordinary result for the **Caravelle** in its first time back on the Australian market for four years. The Caravelle is now a slightly lower-spec, higher-capacity and lower-priced people mover than the Multivan, so it should do better next year. The best-ever result for the Caravelle (when it was the top VW people mover) was 325 in 2003. The best ever VW 'Microbus' result was 1,298 in 1975.

**33** was a lowly result for the **Kombi/Kombi Beach**, a huge 72.3% drop on the 119 sold in 2007, and the biggest fall of any VW model. This low-spec 'budget lifestyle' model has never been popular, with the best result just 142 in 2006. It may be in the process of being discontinued, although 3 were sold in December.

### Commercial Vehicles

**4,096** VW Commercial Vehicles were sold in 2008, an 8% improvement over the 3,793 sold in 2007. The 2008 total was the highest of VW's modern era, and the highest since 6,198 VW Transporters were sold in 1976, the last year of the Clayton factory's local VW assembly.

VW sold 1,725 Caddys, 1,624 Transporters, 480 Crafters and 267 Transporter Cab/Chassis. It was an all-time record result for the Caddy, Crafter and Transporter Cab/Chassis.

The Light Commercial market leaders were Toyota (62,091), Ford (30,895), Holden (30,160), Nissan (21,080), Mitsubishi (19,752), Mazda (10,156), **Volkswagen (3,616)**, Hyundai (2,000), Renault (798) and Proton (672). VW's 7th place was the same as 2007. In the Heavy Commercial market, VW finished 13th, two places up from 2007. VW overtook Scania and Sterling, and outsold Daf, International, MAN, Renault and Toyota, but will stay a long way behind market leaders Isuzu, Hino, Fuso, Mercedes-Benz, Kenworth, Iveco and so on, as VW does not import heavy trucks.

**1,725** is a new all-time record for the **Caddy**, now VW's biggest-selling commercial vehicle, and the clear market leader in this segment again. Sales grew 27.4% over the 1,354 sold in 2007. The Caddy sold more in 2008 than the Holden Combo, Citroen Berlingo and Renault Kangoo put together.

**1,624** was a disappointing result for the T5 **Transporter**, with a drop of 5.3% from the 1,714 sold in 2007. The faithful Transporter van lost its #1 VW Commercial role in Australia for the first time ever, to the Caddy. The T5 has been more successful in Australia than the T4 or T3, although the T4 did have one good year of 2,089 sales in 1997. The T5 has dropped to fifth on the Australian van market, behind the Toyota Hiace (9,439),



Mitsubishi Express (3,169), Ford Transit (2,180) and Hyundai Iload (2,000).

**480** was a record result for the large **Crafter** van, a 7.6% growth from the 446 sold in 2007 (when it replaced the previous LT model). However this is still a poor result compared with its 'sister' vehicle, the Mercedes-Benz Sprinter, which sold 2,265. The Crafter and Sprinter share body shells and are both made in Mercedes' Dusseldorf factory. The Crafter was also beaten by the Iveco Daily and Fiat Ducato large vans.

**267** was an improved result for the Transporter Cab/Chassis, a 15.6% improvement over the 231 sold in 2007. It was the best ever result for the Transporter C/C since it first went on sale in Australia in 1994. It is gaining on the 2.5-3.5 tonne GVM truck market leader, the Ford Transit C/C, which sold only 454 and dropped 16.4%.

### SUVs

VW sold **2,175** Sports-Utility Vehicles (the modern name for 4WDs) in 2008, a 193% improvement over the 742 sold in 2007. This was VW's highest SUV total for the six years they have been in this market segment. VW sold 1,109 Tiguan in the Compact SUV category, and 1,066 Touaregs in the Luxury SUV category. VW does not have any vehicles in the Medium or Large SUV categories – VW does not make them.

The SUV market leaders were Toyota (52,502), Subaru (20,453), Nissan (20,103), Ford (14,676), Mitsubishi (13,618), Holden (10,099), Honda (9,812), Mazda (8,783), Hyundai (8,383), Jeep (5,232), BMW (4,929), Suzuki (4,844), Land Rover (4,240), Kia (2,846), Lexus (2,606), Volvo (2,314) and **Volkswagen (2,175)**. VW moved up to 17th place, from 21st in 2007, passing Mercedes-Benz, Ssangyong, Dodge and Audi.

**1,109** was a good result for the **Tiguan** compact SUV in its first year on the Australian market. For most of the year the Tiguan was only available with diesel engines, but FSI petrol models have now joined the range. The Subaru Forrester (14,423) is the Compact SUV market leader, followed by the Toyota RAV4 (14,122), Honda CRV (9,812) and Nissan X-Trail (9,794). The Tiguan is 14th in this segment, just behind the Jeep Patriot (1,153), Kia Sportage (1,711) and Ford Escape (1,794).

**1,066** was a sensational result for the **Touareg** luxury SUV, its highest ever sales in the six years it has been on sale. It was a 43.7% improvement on the 742 sold in 2007, the biggest improvement of any Volkswagen model this year. It beat the previous best result of 935, set

in 2004. The Touareg is 9th in the Luxury SUV category, behind the BMW X5 (3,408), Lexus RS (2,304), Mercedes M-Class (1,654), Land Rover Discovery (1,618), Volvo XC90 (1,584), Audi Q7 (1,297), Range Rover Sport (1,281) and BMW X3 (1,233). The Touareg did overtake the Jeep Grand Cherokee in 2008.

### Milestones

Australian Golf sales, since 1976, have now totaled 91,719 (although it wasn't available here between 1982 and 1990). It is the second-most popular VW car model ever sold in Australia, second only to the VW 1200 (which sold 183,626). At the current sales rate, the 100,000th Australian Golf is due in September this year – hopefully VW Group Australia will have a celebration then, or Club Veedub could.

The Passat's total, since 1974, is now 28,809. The Passat overtook the VW 1300's sales total of 27,361 (1966-75) in July 2008 to become the fifth-most popular VW car model ever sold here. At current sales rates, the Passat will move to fourth by overtaking the VW 1500's total of 31,129 (1963-73), in August 2009.

Total sales of the front-drive T4-T5 Transporter have now reached 21,327. The 25,000th T4-T5 Transporter is due in December 2010. This is still very much short of the combined Australian total of the T1-T2-T3 Transporter, 113,439 (1954-92), which may not be beaten for decades. Unfortunately it is impossible to split this total by generation.

VW have sold 455,514 Passenger Cars, of all types, in Australia since 1954. At current rates, the 500,000th VW Passenger Car is due in November 2010. VW have sold 141,713 Commercial vehicles, of all types, in Australia since 1954. At current rates, the 150,000th VW Commercial is due in January 2011. VW have sold 5,215 SUVs since 2003; the 10,000th is due in March 2011.

A grand total of **602,442** Volkswagens, of all types, have now been sold in Australia since 1954. The 600,000th was sold in December 2008.

### Audi

Audi had another record year in 2008, selling **9,410** vehicles - 8,113 passenger cars and 1,297 SUVs. Audi's sales increased 30.2% over the 7,225 they sold in 2007. Audi continues to gain on BMW (17,263) and Mercedes-Benz (18,540, down 8.4%). At current rates, Audi will pass both of them within three years.

The A4 was the best-selling Audi, with 3,648 sales, followed by the A3 (1,769), Q7 SUV (1,297) and TT (942). The awesome R8 coupe sold 103 examples.

Total Australian Audi sales, since 1967, have now reached 70,885. The 75,000th Australian Audi is due in June 2009, and the 100,000th in February 2012.

### Skoda

VW-owned Skoda had its first full year in Australia in 2008, after its debut in late 2007. Skoda sold 707 Octavias (including 40 Scouts) and 111 Roomsters, a total of 818 cars. Skoda's best-ever year was pre-VW in 1950, when 1,029 were sold.

Phil Matthews



## Eos wins Carsales Peoples Choice Award.

The Volkswagen Eos has convinced judges in the Sports Car category for the second year in a row, being announced as winner in the Carsales Network People's Choice Awards 2008 this week.



From November 1, 2007 to October 31, 2008, every time a Carsales Network user placed a sales enquiry on a new car, whether through carsales.com.au, CarPoint.com.au or any of their affiliated websites, the 'lead' counted as a vote in the Carsales Network People's Choice Awards 2008.

Volkswagen Group Australia's Managing Director, Jutta Dierks, said, "succeeding in the People's Choice Awards is of particular importance to Volkswagen, as it reflects the Eos' popularity amongst the public. Since its launch in 2007, the Eos has gone from strength to strength, and is obviously at the top of every buyer's shopping list."

## Golf GTI wins Drive Car of the Year.

Three in a row! The Golf GTI has won its third consecutive award at the 2008 'Drive Car of the Year Awards' - Best Performance Car under \$60,000.

Volkswagen Group Australia's Managing Director, Jutta Dierks, said, "this win is a great confirmation of



what a convincing product the Golf GTI represents.

"Since its launch, the Golf GTI has been one of our best selling models. It is an enduring performance car with good reason," said Ms Dierks.

The Drive Car of the Year judges chose the Golf GTI ahead of some highly fancied rivals, including the Mitsubishi Evo and Ford XR6 Turbo.

The Drive team remarked in their report on the award winners:

"The Golf's 2.0-litre turbo and automated manual transmission (DSG) make a perfect match, providing ample performance and a wonderful exhaust note."

This is the third year that the Drive Car of the Year Awards have been held. Nine experienced motoring journalists from the Fairfax group of online and newspaper media made up the judging panel, spending 6 days judging 42 vehicles in 13 different categories.

## Tiguan wins Australia's Best Car Award.

Volkswagen's diesel Tiguan has won the Best Recreational Four Wheel drive award at the prestigious 'Australia's Best Car Awards' for 2008.

The Tiguan TDI was launched in May 2008 and has seen unprecedented demand, leading to extended waiting lists for the limited stock available.

However, with the recent arrival of two petrol variants and increased stock, the waiting times have been dramatically reduced and customers can now get into this award winning car.



Volkswagen Group Australia's Managing Director, Jutta Dierks, welcomed the award for the Tiguan.

"We knew the Tiguan had all the makings of a great SUV. We are pleased to have this confirmed by such well regarded motoring authorities," said Ms Dierks.

'Australia's Best Car Awards' are in their ninth year as a co-operation between the seven State and Territory based car associations of Australia - the NRMA, RACV, RACQ and so on. These associations, as a combined voice, speak to approximately seven million Australian motorists; hence magnifying the importance of these awards.

## Caddy awarded 4 NCAP stars.

Australia's leading vehicle safety organisation, the Australasian New Car Assessment Program (ANCAP), has awarded its second 4-star rating for a commercial van – to the Volkswagen Caddy.



Following on from the Transporter's recent 4-star result – the first for a commercial van in Australia - the Caddy's excellent result confirms Volkswagen's commitment to safety in the commercial vehicle segment.

The Volkswagen Caddy comes fitted with a driver's side airbag and anti-lock brakes (ABS) as standard. A front passenger airbag and side airbags are optional on all models, along with Electronic Stabilisation Programme (ESP).

The Volkswagen Caddy range is available in two body styles, the standard Caddy and long wheelbase Caddy Maxi variant. Both models are available with the choice of 1.6-litre petrol or 1.9-litre TDI diesel engine. A five-speed manual transmission is fitted to both engines, while the TDI diesel can also be optioned with a six-speed DSG transmission as well.

Mr Philip Clark, Director of Commercial Vehicles, Volkswagen Group Australia, said, "this result demonstrates the commitment Volkswagen Commercial Vehicles has to delivering class leading safety. The Caddy Van is a popular model, and to receive a 4-star rating from ANCAP highlights one of the many strengths of our commercial range."

The excellence of the Caddy and its new, larger sibling



the Caddy Maxi, has also been recognised in the UK.

The What Van? Awards 2008 gave the Caddy Maxi the prestigious Editor's Choice award, while the Caddy was Highly Commended in the Light Van of the Year category.

The Caddy Maxi was launched earlier this year and joined the Volkswagen van range between the Caddy and Transporter models, offering a load volume of 4.2m<sup>3</sup>, and a payload of up to 810kg.

By comparison, the Caddy offers 3.2m<sup>3</sup> of load space and up to 730kg of payload.

Commenting on the award for the Caddy Maxi Van, What Van? said, "Volkswagen's solidly constructed Caddy Maxi Van offers fans of the standard Caddy Van, who need a bit more cargo space, exactly what they are looking for."

## New Beetle in China.

DMG (Dynamic Marketing Group), China's largest independent advertising group, have unveiled an integrated campaign for Volkswagen's New Beetle, which reinforces the automotive icon's classic status.

As agency of record for Greater China, DMG has already established Volkswagen as a must-have car brand in China. Running nationwide this campaign promotes the New Beetle as the ultimate fashion statement.



The New Beetle 新甲壳虫 经典非只在既往 时尚不限于当下



北京 2008 年奥运会汽车合作伙伴

Targeting a 30-plus age group who are individualistic, fashion savvy and hip, the integrated online, print and experiential campaign emphasise the car's elegant, timeless design through print, online, experiential and a unique collectors' book.

At the heart of the creative is a Beetle 'stamp' of approval. Every execution features the stamp, which is designed to demonstrate the brand's 'classic by design' credentials.

A series of three Beetle print executions show a young Chinese woman dressed in a classic 'Qi Pao' dress from the 1930s, opposite a hip young woman dressed in a contemporary 'Qi Pao' dress; the second shows a traditional Chinese chair opposite a contemporary chair; while the third shows the classic, original Beetle opposite a sleek new 2008 model. The message emphasises the Beetle's appeal as a classic that is always appreciated.

DMG has also created a Chinese language website [www.newbeetle.com.cn](http://www.newbeetle.com.cn), which features images from the

campaign, plus the history of the Beetle and full specifications for the car. Pictures from the various promotional events are also included.

Experiential events in cities such as Beijing, Shanghai, Guangzhou, Hangzhou and upcoming cities in China, will see a unique Beetle Book unveiled.

The coffee table collectable acknowledges the history of what makes a classic. Beetle Book features the history of the car since its creation, along with classic timeless icons such as Andy Warhol paintings and furniture, plus traditional black and white photography of Beetle models through the ages. Blank pages through the book encourage Beetle fans to collect and keep their own Beetle memories.

Dan Mintz, founder and chief creative officer of DMG, said: "The VW Beetle campaign reflects DMG's deep understanding of Chinese culture. All the creative work integrates and maintains Chinese tradition while emphasising the stylish and iconic values of the classic Beetle brand. The New Beetle is as timeless as the original. Our integrated campaign holds a mirror up to its heritage and Chinese culture to position the car as an icon of style."

## **New Golf Plus.**

Volkswagen has unveiled the second generation Golf Plus, at the Bologna Motor Show in Italy. The Golf Plus is a larger, taller body style based on a standard Golf platform, with a flexible, spacious seating arrangement. It is the ultimate 'lifestyle' Golf.



The updated design of the new Golf Plus forges a link to the bodystyle of the new sixth generation Golf hatchback, and gives a distinctive and dynamic appearance. The front is dominated by the horizontally aligned band of the radiator grille with two high-gloss black cross-bars and an integrated Volkswagen roundel, between revised headlights.

Exterior styling revisions continue with a slightly lower profile than the previous generation and with newly designed integrated roof rails. At the rear, the new Golf Plus has a fully colour-coded redesigned bumper and revised 'cherry red' rear lights incorporating LED technology. The exterior styling modifications are complemented by a range of new wheel and tyre options, including 18-inch 'Bilbao' alloy wheels.

Inside the cabin, further improvements have been made and the new Golf Plus reaches a new level of quality while continuing to be one of the most practical and versatile vehicles in its class. New upholstery materials and details are carried over from the new Golf, while clearly defined white backlit instruments, with brushed chrome surrounds, steering wheel options and air conditioning systems are similar to those in the new Golf and Passat CC.

Engines are still to be confirmed but a range of advanced petrol and diesels add further refinement to the revised model, with improved levels of fuel economy and reduced emissions. Both petrol and diesel models are linked to either a five- or six-speed manual or a six- or seven-speed DSG gearbox.

One petrol option will be a 1.4-litre 91 kW TSI engine, which is forecast to return 6.3 L/100 km with carbon dioxide emissions of 146 g/km and a top speed of 199 km/h. Common rail TDI engines, all fitted with a Diesel Particulate Filter (DPF) will be available with outputs between 67 kW and 104 kW. The 2.0-litre TDI 104 kW has a top speed of 204 km/h, and is expected to emit just 135 g/km while returning 5.1 L/100 km.

For the first time on the Golf Plus, Volkswagen's ParkAssist will be offered. This system has the ability to operate the steering automatically during reverse parallel parking manoeuvres. A rear-view camera, mounted behind the Volkswagen roundel on the bootlid, is also available as an option. The system, currently available on the new Golf, Tiguan and Passat CC, transmits an image and graphic guidelines to the dash-mounted radio or navigation screen to assist with parking.

Prices, engines and specifications for the new Golf Plus will be announced closer to the vehicle's UK launch in Spring 2009. The previous Golf Plus was never sold in Australia. The new model would be an ideal addition to the Australian range, but no plans to introduce the new Golf Plus locally have been announced as yet.

## **The Scirocco Studie R.**

From car racing to the street: In May 2008, two Scirocco GT24 race cars finished first and second in their class at the 24-hour race on the Nürburgring track. Now Volkswagen presented a street version of the race car at the Bologna Motor Show.



The Scirocco Studie R has a 198 kW engine for everyday practicality, yet it still delivers aggressive propulsive power. This power is distributed by a 6-speed dual clutch transmission. Adapted directly from car racing are the coilovers, four-piston brake calipers and a sound-optimised exhaust system.

Visually, the concept car emulates the racing version to a great extent. Homage to Italy: the tri-colors of the motor show host country are represented by green, white and red elements of both the exterior and interior.

## **Golf BiFuel.**

Clean with auto gas: Also debuting as a world premiere in Bologna is the Golf BiFuel that is factory-built for operation with auto gas. Its bivalent drive – a simple switchover and it can be powered by petrol – reduces costs and emissions. When the Golf BiFuel is powered by LPG (liquified petroleum gas), the environmental improvement compared to a petrol driven car is about 10 per cent lower CO<sub>2</sub> emissions.



Compared to aftermarket auto gas systems, the system now being presented in the Golf BiFuel offers significant advantages. For one, the car together with its fuel tanks – and this is not true of aftermarket solutions – is crash tested as a total system, so it is very safe. Second, the engine was specifically configured for LPG operation and is therefore more durable than engines originally configured as just petrol engines. In LPG mode, the 72 kW four-cylinder of the Golf BiFuel consumes 9.2 litres of LPG per 100 kilometres on average (149 g/km CO<sub>2</sub>). The bottom line for these 100 kilometres based on average prices for LPG in Germany: just •6.38\*.

## **Scirocco wins Top Gear Car of the Year.**

Volkswagen's new Scirocco has been named 'Car of the Year 2008' by Top Gear.

The judging panel was made up of members of the road test team and journalists from Top Gear magazine, the UK's biggest selling motoring and most widely read

men's magazine, and topgear.com, which boasts two million unique users a month.

Equipped with a powerful and efficient 2.0-litre TSI engine producing 149 kW, the new Scirocco is the most technically advanced production coupé that Volkswagen has produced. All models benefit from Adaptive Chassis Control (ACC) which operates via a set of four electrically adjustable dampers to alter the car's suspension, steering and throttle response set-up, and allows the driver to choose the most appropriate setting for the journey.



This system particularly impressed the judges, with them explaining in the Awards issue of Top Gear magazine, "The standard ACC system allows you to swap between soft and scythe at the touch of the button, giving you a spread of abilities far beyond what we've come to expect from the average car."

In summing up the Scirocco's success, Top Gear magazine explained, "Amongst the mega-machinery that makes up a lot of the Top Gear Awards, we're celebrating something truly unique: a common man's exotic. The Scirocco is a car we can understand, appreciate and afford."

Prices for the Scirocco start at £18,790 (RRP on the road) for the recently introduced 1.4-litre TSI with 119 kW. For the first time in the coupé, a diesel engine in the form of the advanced 2.0-litre TDI 104 kW common rail unit is also now available for ordering.

The VW Scirocco is still planned for Australian release in 2009, but specifications for any local models have not yet been released. It is uncertain whether the Australian version of the Top Gear TV show will continue, being a very low quality imitation of the UK original.

## **Passat CC Performance concept.**

Powerful performance met luxury in the VW Passat CC Performance concept Volkswagen unveiled at the 2008 SEMA show in Las Vegas. The Performance CC brings a sleek exterior treatment highlighted by black chrome exterior accents, grey pearl paint with custom front and rear bumper, side panels and machined aluminium spoiler. The black treatment continues inside with high-gloss piano black accents offset by matte black graphics. Customer black leather Recaro seats and matching floor mats are highlighted with white piping.



The 2.0L TSI engine has been upgraded with an APR stage 3 turbocharger system with three performance levels. In Full Power mode the Performance CC brings 232 kW and 424 Nm torque; GT mode offers 188 kW and 363 Nm; and in the Eco mode 166 kW and 320 Nm. Also included is the APR stainless steel performance exhaust system. Key fact to take note of is that in the Eco performance mode, horsepower went up, as well as fuel economy. A production 2.0T CC automatic gets 10.0 L/100 km in the combined cycle, while the CC in Eco mode gets 7.8 L/100 km. Even the full power mode showed a fuel economy increase!

The Performance CC sits on custom designed 20-inch wheels and high performance 245/30 R20 Yokohama tires with an H&R street coil over sport suspension kit. With all this power to handle, Volkswagen has upgraded the brakes to provide extra power to stop. The Performance CC features Brembo brakes with 4-piston aluminium alloy brake callipers and 355x32mm 2-Piece floating cross-drilled discs with billet aluminium hats.

## VW awarded 'Car Ad of the Year'.

The recent 'Polo Confidence' advertising campaign for the Volkswagen Polo – also known as 'Singing Dog' – has been honoured at this year's Autocar Awards, being named Car Ad of the Year 2008.



The 'Polo Confidence' advert features a Jack Russell dog which is shown to be nervous and timid in everyday situations, yet, while in the Polo, 'sings' happily and confidently along to the soundtrack of 'I'm a man' by the Spencer Davis Group.

On accepting the prestigious award, Chris Craft, Director of Volkswagen UK commented, "We're delighted to receive this award from Autocar – and it's really special because it's voted for by the public.

"We wanted to develop the advert to reinforce the key messages of the Polo – safety, security and therefore confidence. We are really proud to have produced such a memorable advertisement and one which has clearly captured the public's imagination."

Charles Hallett, Editor of Autocar added: "We agree with our readers' choice. It's funny, memorable and in keeping with some excellent Volkswagen adverts over the years."

Conceived and produced by Volkswagen's advertising agency, DDB London, the advert was filmed over three days in Los Angeles. Two Jack Russells, Bear and Cody, were used during the filming. Though almost identical, the two male dogs are not siblings.

One of the trainers from the dogs' agency, Worldwide Movie Animals, said, "On screen, Bear did all the happy, singing in the car stuff and Cody did all the scaredy cat, shaking stuff. Cody has a command called 'head down' where he lowers his head as you see in the commercial and it makes him look very timid. As soon as you release the behaviour, he pops his head back up and looks super happy again. They love chicken, playing ball, frisbee and tug of war. Both are really good tempered, well trained dogs that are fun to be around."

The advertisement has so far registered over one million hits on the internet video site, YouTube, while 36 fan groups were set up on social networking site FaceBook. The soundtrack also peaked at number six on the UK Rock Top 100 on iTunes.

## Jetta TDI is Green Car of the Year.

The Volkswagen Jetta TDI Clean Diesel has been honoured at the Los Angeles Motor Show by the Green Car Journal, being crowned '2009 Green Car of the Year'. The Jetta, which took centre stage at the Los Angeles Show last month, is the first diesel vehicle to receive the prestigious award.

A jury of nine environmental and automotive experts from North America commended the Jetta TDI for its strong performance, fuel economy and low emissions.

Ron Cogan, editor and publisher of Green Car Journal commented, "Hybrids have dominated the discussion of environmentally positive vehicles in recent years. The highly fuel efficient, 50 state emissions certified Jetta TDI shows that advanced clean diesel has arrived and is poised to change this dynamic. With its affordable price point, refined ride and handling, and high

fuel economy, the Jetta TDI shows that hybrids now have a strong competitor in the marketplace.”

The Jetta uses a 2.0-litre four cylinder common rail TDI engine producing 104 kW and 320 Nm of torque at 1,750 rpm. Two key modifications have been made to the ‘Clean Diesel’ engine to substantially reduce the Nitrogen Oxide (NOx) emissions.

The common rail engine in the Jetta TDI clean diesel adopts optimised combustion chamber geometries and precise injection processes at extremely high pressures reduce the production of NOx. An exhaust gas recirculation process in the combustion chamber then reduces the concentration of oxygen with which the nitrogen can react and controls the combustion temperatures. This process can reduce temperature-dependent NOx emissions by up to 60 percent.



As a further measure to reduce emissions, a highly-efficient NOx storage catalytic converter soaks up any nitrogen oxides which remain. This filter is cleaned regularly, and without the driver knowing, through an automated engine management mode.

These modifications make the Jetta TDI one of the cleanest and most fuel efficient vehicles on sale in North America. It meets the strictest emissions regulations in the world including BIN5 standard, which is equivalent to the Euro 6 standard which becomes law in 2014.

The Jetta continues to enjoy sustained popularity in the US market, enjoying popularity primarily with younger buyers. It is the best-selling European vehicle in the US, accounting for 40 per cent of Volkswagen’s US sales. The Jetta TDI with Clean Diesel has been available across North America since August 2008.

“It is a tremendous honour to have our Jetta TDI awarded Green Car of the Year,” said Stefan Jacoby, CEO, Volkswagen Group of America. “We believe the Jetta TDI provides our customers with the best of both worlds – excellent fuel efficiency combined with a dynamic driving experience.”

## MTM-tuned VW Scirocco.

Just in time for the Essen Motor Show, the successful German tuner Motoren-Technik-Mayer introduces the MTM Scirocco R, with its specially developed tuning components. The programme for the VW Scirocco includes a performance enhancement of up



to 203 kW, MTM Clubsport running gear, a 4-pipe exhaust system with rear skirt attachment, a 8-piston MTM Brembo brake system and exclusive, sportive ‘Bimoto’ rims.

There are three different performance enhancements available: up to 183, 187 or 203 kW, thanks to variations of the MTM motor electronics. The high-performance exhaust system comprises an MTM middle and end muffler, the MTM front muffler as well as the pre-tube with a metal catalytic converter. The individually produced MTM exhaust system for the VW Scirocco is available from 2,255 Euro.

The high-performance MTM Clubsport running gear (from 1,489 Euro) renders a better roadholding and curve behaviour. The road grip is perfect and the driving dynamics significantly improved. The MTM Clubsport running gear consists of lowering springs and sport shock absorbers, which allow lowering the car’s front axle by 20-40 mm and the rear axle by 10-35 mm. As a cheaper alternative, MTM offers the specially adjusted chassis springs. The MTM F-Cantronic will be available for adjusting the adaptive chassis regulation DCC.

The MTM Scirocco has the best possible braking system. Amongst others, vehicle safety is ensured by the 8-piston MTM Brembo brakes with brake discs and steel flex pipes, measuring 330 x 32 mm, 365 x 34 mm or 380 x 34 mm. The perforated brake discs were especially produced for MTM, and immensely enhance the Scirocco’s appearance with their individually punched design. Costs: from 3,462 Euro.

The ‘Bimoto’ rims created by MTM-technicians, measure 19 and 20 inches and are available in shiny silver, titanium and diamond cut shades. The ‘Bimoto’ rims can be bought at MTM, starting at 1,876 Euro. In addition, MTM offers a complete Bimoto wheel and tyre combination, with tyre partners Michelin or Continental (235/35 19), from 3,166.50 Euro. Optionally, MTM also offers a gauge extension of 20 mm per axle incl. wheel bolts, for 104.70 Euro.





## **VW Summer Run. Sunday 11 Jan.**

There are more water-cooled VWs on our roads now than ever before, and enthusiasts of Golfs, Polos and Passats are just as keen and knowledgeable as owners of classic air-coolers. And the owners of modern VWs also enjoy a nice cruise, which is why the VW Water-cooled Summer Run was organized for Sunday 11<sup>th</sup> January.

“Come and join us,” the flyer said, “for the official VW water-cooled BBQ beach fun day!” The weather looked good, nice and sunny, so it was time to polish up the Golf and join in.

The VWs began arriving at Krispy Kreme Donuts at Liverpool from around 10am. Some of the GTI owners parked some distance away – shy perhaps? – but as ten, then fifteen, then twenty shiny new VWs turned up, cars were moved about so they could all park together. Eventually around 25 Golfs, Jettas, Polos and Passats turned up, together with two Kombis and two Beetles. It was a great turnout.

There was plenty of time for a coffee and sugary donut or two, and a good chat, before Aaron called everyone together and handed out the route instructions. As always, a cruise is not a race and the idea is to stick together as much as possible and enjoy traveling together in a group.

We headed out of Krispy Kreme and down through Liverpool and Casula onto the Camden Valley Way. The traffic was a bit knotty and the big group of VWs got



broken up somewhat, but the lead drivers are getting better and learned to slow down to let the others catch up. The first stop was at the roadside rest area at Elderslie, just before Camden, where the Golfs pulled over to wait for stragglers. Both Kombis and one Beetle were missing, but the other was keeping up with the fast Golfs.

Back onto the road and through Camden, then over Razorback to Picton, and a left turn onto the road that heads to Wilton and the Cordeaux Dam. It crosses back over the freeway, where we came across another large group of Golfs waiting for us near the interchange. There was a moment of confusion, pulling over and pulling out again, before the two groups joined and we all headed towards Wollongong.



After ten minutes or so of neat cruising, the Golfs turned right onto the Mout Kiera road, which is a terrific steep, twisty road that leads down into West Wollongong. The modern VWs, with their tight suspensions, sharp engines and fantastic brakes, just loved this bit, and so did their drivers. I wondered how well my Kombi would have gone over this stretch – a lot slower, anyway.



At Wollongong the Golfs then turned and headed along the freeway towards Sydney, and powered effortlessly up Mount Ousley. At the top, the Golfs took the Princes Hwy exit, and had a short wait to turn right across traffic at the top of Bulli Pass. This steep old road is still not for the faint-hearted, but the Golfs had no trouble with the descent.

At the bottom the Golfs turned left and joined the slow traffic at Thirroul for the scenic drive along



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Lawrence Hargrave Drive. It was a procession through Wombarra and Coalcliff, but everyone enjoyed driving on the new cliff bridge, some for the first time ever.

At Stanwell Park we turned off and drove down to the beach. There were so many Golfs that the surf club carpark was soon full. Some older drivers had time to stretch their legs and have a beer, but the younger Golf



guys headed off to find a bigger parking space, which they soon did. Stanwell Park is a lovely spot now, with plenty of parking and space for families to play and relax on the grass. A neat kiosk and toilet block is nearby, right next to the sandy surf beach and shady BBQ areas.

The Golf guys soon had the BBQ sizzling, and it was great to stand in the hot sun or nearby shade and talk VWs. Brian and I had another beer, and we noticed that the Kombis and Beetles had made it – they beat the Golfs!



It pays to go straight there from the start, but they missed out on a great drive.

Many thanks to Aaron and the rest of the Golf guys for a fantastic day.

Phil Matthews



## VW Nationals 2009 Supersprint.

As indicated earlier, preparations for our inaugural May 23<sup>rd</sup> Supersprint are on the way. The event shall affectionately be known as the '09 CRACKER', which means we either have a cracker of an event or a cracking failure. Based on the enthusiasm shown so far by members willing to get trained as officials, and by the interest shown to date, I trust that the former comments will apply.

To Rod, John, Brian and Norm who recently took their first steps to become C.A.M.S. accredited, a very big thanks, however 4 officials does not a Supersprint make – so if you are interested, then kindly get 'cracking'.

Shortly, we will be providing supplemental regulations and entry forms for our event. Study these carefully, and take note particularly of the safety requirements and obligations that you are required to meet, both for your competing car and personal apparel. These items are most critical for the running of a successful event. If you as a competitor are familiar with the rules and regulations, you will enjoy the event much more and stress less when trying to drive quickly. I say this especially for the first time competitor driving either a 1962 1200cc Beetle, or a late model R32 Golf. Car preparation and safety go hand in hand, and the officials will frown upon those not up to the mark.

Don't forget it could be quite cold in Goulbourn come May, so rug up. Mind you, cold weather is great for air-cooled racers; it just takes a bit longer to warm up those tyres though.

Yours in Sporting,

Herbie Gutmann

# Oran Park Officials training day.

I'm only to pleased to file a report on the Australia Day Invitation held on the Oran Park Circuit promoted by the Festival of Sporting Cars (FoSC).

Four Club Veedub members turned out to start their trainee accreditation on Saturday 24th (this was a two- day event); Brian, John, Frank, and me, Norm.



Reporting and signing on with the Chief Flag Marshall , Les Robards , we and other trainees were briefed on on a number of issues regarding procedures and safety and protocols we would need to follow around the circuit.

We started out dismally; 3 of the 4 arriving looking as if we were headed for the beach in shorts and T shirts. I found a boilersuit from one of the competitors, which was very appropriate for the day as the temperature went up to 41 degrees.

Frank and Brian were given work on the dummy grid in their shorts and T-shirts. John was sent to sector 8 trackside, and I was located on the concrete block infield with my two mentors for the duration of the day.

Well, the day advanced on with 8 time trials and after lunch 14 races were scheduled of 5 and 7 laps on the short circuit.

First up I am given the Yellow Flag to caution any car in 7 sector with a needle in the back when the Flag is required to be displayed. What power you have when cars have to hold their position with that Yellow Flag.



The racing is promoted as a no touch under race conditions, so flag work is kept to a minimum. This did not reflect on how hard and quick cars lapped on the day. Only one Sprite had a serious clash with the wall, but this was not in sectors 7 or 8 (Club Veedub trainees' area of responsibility), so John and I were still clean sheeted.

Lunch was provided for, and Subway was on the menu. We partook of lunch in the First Aid hut where we reported to in the morning.

Sample bags of promotion material and a cap was handed out to all volunteers, and I was then returned to my concrete block.

Hey, I am now promoted to the Blue Flag, and I am soon to find out why I am on this concrete block when an orange-coloured Porsche Carrera has a big lose and is fish tailing towards my tiny concrete block.

My Subway is in my throat, and the driver disregards all the flags I wave!

All races are run as according to time and very few incidents occur with good close racing, and hey you can see some good passing moves from this concrete block.

Only 2 Beetles are entered. There is a '58 naturally painted in Herbie warpaint. Despite my help with the Blue Flag he has a mid-pack day. The second car stayed on the trailer (both cars are entered by the same team).

There are no watercooled VWs entered today. Oh well, I guess they must have stayed at Krispy Kreme donuts for the weekend.

Racing finished on the first day a little early which reflected on the good administration by the FoSC group. At the conclusion of the day we made our way to report to Chief Flag Marshall Les Robards to have our trainee sheets endorsed. A BBQ is provided to all volunteers. The BBQ is run by a Camden service group.

A bloody hot day but everyone kept their cool with some pretty good racing run with the competitor in mind. There are now 4 Club Veedub trainees on their way.

There next meeting is Bathurst this Easter. I had a good day - I drank five litres of water.

Norm Robertson

# The Toy Department.

Schuco is a German toy maker founded in 1912 by Heinrich Müller and the businessman Heinrich Schreyer. Originally this company was named as Spielzeugfirma Schreyer & Co, but in 1921 the company changed the name to Schuco.



The company made a series of successful tin toys after World War II, primarily for the American market. In the late 1960s and early 1970s there was a shift to plastic and diecast metal toys of various scales, including remote control and wind-up toys. It was at this time that the company experienced a significant downturn.



The company went bankrupt in 1976. An English company Dunbee-Combex-Marx (DCM) acquired Schuco (or large parts of it), but it too went bankrupt in 1980.

Eventually a rival German toymaker, Gama, acquired the rights in the mid 1990s. In 1996 Schuco became an independent company again, and has seen a revival of its fortunes with it producing collectible models.



Many of the collectibles are exact replicas of their famous 1930-1960 tin toys.

Today the company makes Schuco model toys (mainly street vehicles) in different scales. There are old and new models and both are very beloved by collectors. The quality of the models are superior to the average toy model vehicles, so therefore the unit prices are higher too. Some examples of VW Schuco are displayed here which include Beetle, Golf and bay-window Kombi.

In the final image you will notice a white bay window – this appears to be a similar or copy cat casting from the 1970s. The laws were very different 40 years ago when it came to copy castings of diecast models.

This model is actually made in Portugal by a company know as “Metosul” – not many of these made it into Australia.

Notice the slight variation to the front windscreen, as it does not have the right curvature.



The history of this company is exactly known but it has been suggested that celluloid dolls were made in Portugal as well as other plastic toys – the brand Luso spelt backwards combined with “Meto” (“METal & Osul”) was the brand of the diecast models.

Tony Bezzina  
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## New Premises for Canberra VW Centre (Belconnen).

Saturday 13 December saw the Canberra Chapter converge on the new premises for the Belconnen Canberra VW Centre. Having moved to larger premises, Peter was able to show off the new workshop and have a few items on display, such as a Porsche on the hoist with the engine removed. That drew plenty of attention! There were also some really nice Golfs in the spotless service area.



Quite a number of local Dubbers dropped in, with the committee running a sausage sizzle (organised by both the club and Canberra VW Centre).

Thanks to everyone who attended, and good luck in the new location Peter.

Bruce



## Christmas Lights Cruise.

After an idea earlier in the year, the Canberra Chapter tried its hand at a cruise through the suburbs to view the Christmas Lights.



Not an easy trip to plan, but nevertheless on Sunday 21 December we grabbed a handful of local Dubbers and headed firstly to a local park for a picnic dinner. Having sufficiently worn ourselves out in the kids playground, darkness came and off we trekked into one of the suburbs that is known for its large lighting displays. And spectacular they were, I can't imagine the power bills



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for some of those houses, but we were thankful for the display.

We did have some issues with getting a pile of VWs through the streets together, some displays required us to park (causing headaches in itself), however we overcame all problems and everyone made it through unscathed. A number of our brethren decorated their cars for the occasion. Top marks to the Samin household for adapting some 240v Xmas lights to their Beetle!



Some minor issues with the traffic but a great event, thanks to everyone for giving it a go, we put on a good club display.

Bruce

## NRMA Motorfest. Monday 26 January.

Our country's 221st birthday, on Australia Day, was the scene for the annual NRMA Motorfest in the heart of Sydney. It's Australia's largest gathering of vintage, veteran and classic motor vehicles, and we made sure that VWs were on display.

Bookings always go quickly, but there was some swapping of tickets from non-attenders and anyone who wanted to display was able to get a ticket. Paperwork in

order, we had to meet at the Domain Parking Station at 6:30 in the morning. After being directed to the bottom level (a VERY tight fit in a Kombi camper), the VWs parked together and we mingled with the hundreds of 'other marque' drivers while enjoying the free breakfast.

At 7:30 we were directed to swing up the Cahill Expressway and exit at Macquarie St. Ray Black again made sure the VWs had a prime display position on St James Rd, right opposite all the Hyde Park activities and right next to the huge queues (later) for the vintage double decker buses. Great spot – thank Ray.



There were around twelve VWs on display, shared between Club Veedub members and some from the Classic VW and Flat Four clubs. Ken, Ray and Shirley set up the Club Veedub marquee and made themselves comfy, while the VW owners gave their cars a last polish before the crowds came. And they soon did - all day.

It was a very busy, crowded day, and people were constantly thronging around the VWs, particularly Ray Black's Kubelwagen, Ken Davis' Superbug and my Kombi. We gave away over a hundred club brochures to prospective members. Several elderly former VW owners came up and donated VW spare parts.

There was heaps to see and do in and around the Motorfest, and the weather stayed fine all day, right up to the 'pack up' time of 4:30pm when it started to spit. We quickly packed up, and being in prime position we were able to drive off by 4:45pm.

A fantastic day to show our VWs to a huge audience, promote the VW cause and enjoy Australia Day. You should have been there.



## On Acquiring a VW Golf Mk1 Diesel.

Having recently sold my beloved 1303 Superbug S I was looking around for a new project when I thought of Auntie Maudie's 1978 VW Golf Mk 1. I knew it had been sitting unused for a while so I decided, on a whim more than passion for Golfs, to give her a call.

Works out that Auntie Maudie, now 91 and no longer driving, would like to sell it to someone she knows. I say "From memory there is not much wrong with it, is there?" "No dear, nothing wrong, but it does make that infernal clacking noise" My interest is immediately aroused. "So it's a diesel?" I ask. "Don't know dear. Don't bother me with technical matters".



I arrange to inspect her and sure enough the tell tale "GLD" badge is firmly glued to her rump. After spending a suitable amount of time trying to look knowledgeable and pointing at things, it's time to start her. "Wait for the glow-plug lamp to go out dear" she says. (At this stage I know nothing about glow-plugs and even less about the choke thingy beside the steering column) I turn the key and Gloria tumbles to life at first try. She shakes her dirty skirts and the 'beast-ess' staggers into a beautiful Sydney winters day bringing with her a plume of thick diesel smoke.

Free from her brick prison, I can clearly see her filthy condition. Auntie Maude, admiringly, says how beautiful she is and announces "We call her 'Gloria'". So Gloria it (she) is.

At first glance the tyres are flattish but no signs of rust. She's dirty but the old girl doesn't look too bad. I'm thinking that she's in pretty good order when I look at the odometer. 38,344 km! "Are these kilometres for real Auntie Maude?"

"Oh yes we only used her to go to the shops and back. Oh, and dear, the back seats have never been sat on." I quickly remove the blankets covering the back seats and sure enough they are like brand-new. Hmmm.

I consider the "bull-bars" front and back. "And, what are these for?" I ask. "Well dear, it's to stop people running into us." I quickly dismiss a fleeting thought that the opposite was probably true.

The engine is now warm, I push the choke thingy in, the smoke has cleared and she is ticking over beautifully. We agree on a price I can have her on the condition that I "take her home immediately". I risk the flattish tyres and drive the 25 km home. A slow trip but I'm accompanied by AM 70's music from a choice of 5 stations. I pick another button and unsurprisingly it flicks to AM talk-back and then easy listening.

I'm also thinking there's something not quite right with the suspension so I take it very easy as I wobble and crab my way home. It's easy to pick the problem. Three original and flattish Continental tyres, one of which has substantially bubbled, and a newish, not flat, Hankook on the left front. Make mental note for tomorrow: First job new tyres.

The next day, accompanied by questioning looks "Why is he putting diesel in that thing" I put \$20.00 worth in and I wonder what she'll get to the gallon? The 1978 sales brochure reads just like 2008 sales brochure:

*"It delivers remarkable fuel economy figures- 4.5 litres/100 km (62.8mpg) at a constant 80 km/h and 5.5 litres/100 km (51.4 mpg) at a constant 100km/h.were regularly achieved during the Golf Diesel test program."* I read on. *"A full tank of diesel, at average retail prices, costs approximately \$8.00."* Depending on how you drive, a single tank will take you between 600-800 km. That works out at between 1 to 1.3 cents a kilometre.

(Think, Is there a corollation with today's diesel prices? Are we better or worse off than 30 years ago? It now costs \$80.00 to fill the tank and I start trying to work out CPI, inflation rates and indexation. It's all too hard and I give up.)

I find on the club's web-page (thanks to Phil Matthews' VW history) that *"Racing driver Kevin Bartlett drives a demonstration model from Sydney GPO to Melbourne GPO at an average of only 3.6litres/ 100 km."* And, *"A pair of Golf Diesels are driven across Australia, from Brisbane to Sydney, Melbourne, Adelaide and Perth by Kevin Bartlett and John Leffler. The two Golfs average 3.6 and 3.7Litres per 100 km for the entire trip..."* Nice!

I look at the log books. All services (about 6) have been carried out faithfully and on time. The last service was on 20 May 1999 at 35,872 km and the mechanics reminder sticker on the flipper window reads: *"Next service due at 40,000 km. Or November 1999."* It never happened! Gloria has done only 2,472 km in 9 years, which is only 275 km a year.

I disconnect the washer bottle to clean it and a combination of seaweed and glutenous jelly oozes forth. I renew the tyres, change the thicker than treacle oil, change the timing belt and the V belt and start it. I give it a good run and the further I drive the better she goes. Gloria is a new car!

I wonder how fast/slow it is and am intrigued at the claims that VW made at the time. Again the sales brochure proudly boasts:

*"Diesel cars don't perform? - good fuel economy but too slow off the mark. Right? Wrong! It performs like its petrol engine counterparts yet still manages to take fuel consumption to the point of stinginess"* I'm thinking, after almost being trampled at traffic lights by

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anything with an engine capacity greater than a lawn mower, this can't be right. The acceleration feels glacial, but they go on to state that Gloria can do 0 to 100 km/h in a blistering 18 seconds. And, she does the standing 400 metres in, well, let's say seasons can change and fruit can ripen on trees. I think 21.5 seconds?

So what is the mystique about this strange beastess: It is slow. It has less performance than a gasping flathead. Noise levels would fail the mildest OH&S test, its suspension feels like it's stuffed (it's not) and the un-servoed brakes are frightening.

But do you know what? I don't care! I love it! It smells, clacks and vibrates like it's alive. Its fun to drive with all its foibles and it's cleaning up beautifully. Oh yes, according to the hand-book the choke thingy is a "cold starting device" and Auntie Maude (the one with my money) still gets to ride around in it. Smart lady.

See you at the Nationals.

Jeff Tinker

## Ice Cream Shop Kombi.

I thought you might want to put this photo in the magazine, it is found in an ice cream shop at Tea Gardens, which is near Port Stephens up on the North Coast of NSW. Luckily, the owner of the ice cream shop is a Kombi nut, as you can see in this photo.



Here is another photo found in her shop at the Tea Gardens Ice cream shop.



Make sure you drop in and say hello if you ever visit Tea Gardens!

Joe Buttigieg

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# Dakar 2009.

**BUENOS AIRES, ARGENTINA.** Twelve months ago, the Dakar, for so long dogged by security concerns, was cancelled at the last minute after four French tourists were killed by Al-Qaeda-linked terrorists in Mauritania. In response, this year's race was switched from Africa to Argentina and Chile in South America, a safe 7,000km from Senegal, but with the race's character still intact, claim organisers.

"I have no doubt that this is still THE Dakar," said veteran race organiser Etienne Lavigne. "This race has been organised for 30 years. It attracts professionals and amateurs. Although we don't actually go to Dakar now, nothing in this has changed."

Lavigne would not commit the rally to an eventual return to Africa. "The Dakar Rally in the past has gone through Algeria, Niger, Libya, Chad - and year by year, the territory for the race has been reduced," he said. "We talk a lot about the threat from Al-Qaeda. Last September, 12 Mauritania soldiers were kidnapped and beheaded. That's a country we went to 30 times. I cannot take people to these countries."

Argentina, meanwhile, presented its own particular challenges. On average, 22 people a day die on the country's roads; from January to August 2008, 5,427 people were killed in car crashes.

The 2009 edition of the Rally was made up of 14 stages, with 5,591 km of special stages in the total distance of 9,578 km, and saw 530 teams taking part in a race that, instead of desert and dunes, tackled the Pampas and tracks in the shadow of the Andes.

Japanese manufacturer Mitsubishi was chasing an eighth successive title, with Frenchman Stephane Peterhansel aiming for a 10th personal crown to add to

his six on a motorcycle and three in a car. Peterhansel won in 2004, 2005 and 2007, with compatriot and former skiing ace Luc Alphand taking the 2006 title.

Japan's Hiroshi Masuoka, the winner in 2002 and 2003, also returned for the 2009 event with Spain's Joan Roma, a former champion in the motorcycle event, making up Mitsubishi's four-car assault. This year Mitsubishi entered four turbo-diesel Racing Lancers, rather than the petrol Pajeros of previous years.

There was added interest in Mitsubishi's campaign in South America after the global financial crisis dealt a series of body blows to motorsport in Japan, with Honda quitting Formula One, and Subaru and Suzuki pulling out of the world rally championship.

Mitsubishi's main challenge once again came from Volkswagen, whose four-car bid was spearheaded by former double world rally champion Carlos Sainz. He is no stranger to South America, having won the Rally of Argentina three times; in 1992, 2002 and 2004. South Africa's Giniel de Villiers, Germany's Dieter Depping and Mark Miller of the United States made up the rest of the Volkswagen team, driving improved diesel Race Touaregs.



## Saturday 3 January

The opening stage was from Buenos Aires to Santa Rosa, and was clinched by Qatar's Nasser Al-Attiyah driving a BMW X3 CC, as defending champions Mitsubishi struggled. Al-Attiyah, the reigning world rally-raid champion, dominated the 371km special stage, winning in a time of 2hr 36min 15sec.

Volkswagen filled the next three places with former world rally champion Carlos Sainz (2min 17sec off the pace) taking second, South Africa's Giniel De Villiers (2:40) in third and Mark Miller of the United States (4:21) in fourth.

Sainz admitted the dust was a problem. "After 110km, already I was catching up with the bikes. It was difficult to overtake because of the dust. All I saw was dust for 250 kilometres," said the Spaniard. "There was so much that I didn't even see the Pampas."

Luc Alphand, the 2006 champion, was the best-placed Mitsubishi driver in fifth place (4:44) while his French compatriot, and defending champion Stephane Peterhansel, was sixth (4:54).

## Sunday 4 January

Carlos Sainz overcame poor visibility to take the overall lead in a congested Dakar Rally on Sunday after



winning the second stage, a 237 km special from Santa Rosa to Puerto Madryn. The Volkswagen driver finished ahead of the Mitsubishi of France's Stephane Peterhansel, the defending champion, by 1min 14sec, and 1:56 in front of his South African teammate Giniel De Villiers.



"It was a very difficult stage with all the dust and the bikes," admitted Sainz. "At times, we nearly had to stop. I even hit a biker at one point; I hope he's going to be OK."

Mitsubishi driver Peterhansel was satisfied with his second place after a disappointing sixth spot in Saturday's opener from Buenos Aires.

"This special stage was a bit more technical. There was some off-terrain work for the first time, so we had to be on our guard," he explained. "I caught up with (Mitsubishi teammate) Luc (Alphand) at one point. After that, we ended up in the dust thrown up by the bikers. There were some sections with quite thick vegetation. We were almost stopped at that point, because visibility was down to one or two metres. The bikers were all over the place, so we had to be very careful."

VW driver De Villiers also said visibility had been a problem. "The start of the special was very quick, but as soon as we arrived in the off-track part, it was not very easy to navigate and we got a little bit lost. We must have lost a minute or two," he said. "Then in the last section, there was lots of fesh-fesh (very soft sand), so it was very difficult to get past the bikers."

### Monday 5 January

Nasser Al-Attiyah climbed back up to second in the Dakar Rally, following his win in the third stage. Nasser Al-Attiyah secured his second stage win of the 2009 Dakar Rally after setting the quickest time on the 551 km run from Puerto Madryn to Jacobacci.

Having lost the lead to Volkswagen's Carlos Sainz during stage two, Al-Attiyah set about moving back up the order after a trip off-course on Sunday saw him slip from first place down to fourth.

The BMW man looked well placed to make up most of his stage two losses as he opened up an advantage of almost three minutes by the second checkpoint, but he lost time over the final part of the stage to finish just 35 seconds clear of Sainz. Despite that, Al-Attiyah was still able to move back up to second place overall after three stages, 3 minutes and 40 seconds behind VW driver Sainz,

with fellow VW driver Giniel de Villiers slipping down to third place.

On the stage, Dieter Depping and de Villiers were third and fourth quickest ahead of Mitsubishi driver Stephane Peterhansel. The Mitsubishi team has already lost Hiroshi Masuoka with engine failure, and Peterhansel lost more than five minutes. But that was nothing compared to team-mate Luc Alphand, who was forced to stop for more than half an hour and is now more than 40 minutes off the pace.

Alphand's problems mean VW driver Mark Miller has now broken into the top six, having been sixth quickest through the stage.

### Tuesday 6 January

VW driver Carlos Sainz maintained his lead in the Dakar Rally after taking his second stage win in the event, edging out Nasser Al-Attiyah on the fourth stage run from Jacobacci to Neuquen.

Sainz, who has led the event since stage two, completed the stage in 3 hours, 42 mins and 57secs which proved to be just six seconds quicker than double stage winner Al-Attiyah. However, as was the case for Al-Attiyah yesterday, Sainz saw what could have been a larger winning margin hit by a puncture late in the stage, which cost the Spaniard time. He will now take a lead of three minutes and 46 seconds into the fifth stage.

After his problems on Monday, when he suffered a fuel leak on his Racing Lancer, Mitsubishi's Luc Alphand was third fastest through the stage, with the Frenchman climbing two places in the overall standings to eighth place.

Mark Miller, Nani Roma and Giniel de Villiers rounded out the top six and remain in the top six overall, along with Stephane Peterhansel who was eighth quickest through the stage - losing nearly seven more minutes to a leader he admitted was simply 'too fast' through the opening legs of the event.

Volkswagens are now first, third and sixth overall, with the BMW in second, and Mitsubishis are fourth and fifth.

### Wednesday 7 January

BMW X3 driver Nasser Al-Attiyah took the lead on the Dakar Rally following the fifth stage on Wednesday, despite setting only the fourth-fastest time for the stage.

Al-Attiyah, who had been running second behind VW Touareg driver Carlos Sainz, completed the stage





between Neuquen and San Rafael in 5 hours 53.06 seconds, which was enough to promote him up to first place overall.

Sainz meanwhile was only eighth through stage five after rolling his Touareg in the sand, and dropped to third in the overall standings. Fellow VW Touareg driver Giniel de Villiers was the stage winner, and moved up to second overall.

Dieter Depping completed the stage in second in his VW Touareg, with Robby Gordon third in his Hummer H3, and overall leader Al-Attiyah fourth. Mark Miller and Luc Alphand rounded out the top six.

Defending champion Stephane Peterhansel had a late scare and subsequently picked up a 15-minute penalty. "We descended a sand dune and were heading for the foot of a second dune, when the Mitsubishi hit a patch of camel grass and flipped over," he explained. "The impact damaged the bodywork and the radiator and this affected the temperature of the engine, causing it to rise. Now I hope that the mechanics can repair the car here at the service park."

Volkswagen Race Touaregs are now second, third and fourth behind the leading BMW, which is just 2 minutes 24 seconds ahead.

### Thursday 8 January

BMW driver Nasser Al-Attiyah increased his overall lead more than three-fold on day six of the Dakar Rally, but he missed a way point, which resulted in his expulsion from the event.

Al-Attiyah, who began the day 2 minutes 24 seconds ahead of Giniel de Villiers, completed the shortened 178 km run between San Rafael to Mendoza in 2 hours 7 minutes 26 seconds. That was good enough to allow the BMW man to stretch his overall lead to 7 minutes 31 seconds, but race stewards disqualified him out of the race.

"We missed a way point," he confirmed. "Due to the engine overheating, we couldn't go through the dunes. The oil temperature rose to 120 degrees. The engine stopped and I preferred to choose a different route and avoid the dunes. When we push too hard, the engine temperature gets too high. It should have been repaired yesterday. If we can't repair this problem, then we won't be able to carry on. It is bad news, but we'll have to wait and see."

Sven Quandt, sporting director of BMW TEAM X-Raid, later added: "We had a problem with the radiator.

In spite of the work of the mechanics, the overheating engine was still too much of a problem today at the entry to the dunes.

"Nasser had the choice between engaging in sand or going around. He chose the second solution but he missed several waypoints which, in accordance with the rules, means an automatic exclusion."

VW Touareg driver de Villiers was 'best of the rest', 5 minutes 7 seconds slower, while Mark Miller was third and Carlos Sainz fourth.

"It was quite tricky in the beginning in the dunes," said de Villiers. "A few times we had to turn around because we couldn't make it up some dunes. In some places it was very soft. If it hadn't rained last night, it would have been really, really tricky."

"The end of the stage was quite easy. In the Dakar, every day you have to finish the stage without problems and so far the Touareg is going very well. We've had no problems so far. There's still a week to go, so we need to keep it there in terms of our speed and reliability."

Luc Alphand meanwhile had to withdraw his Lancer after his co-driver, Gilles Picard fell ill at the 12 km mark. He was evacuated to Mendoza, although fortunately the doctors reported it was nothing serious. This left just two Mitsubishi's remaining.

De Villiers (Volkswagen) now leads the race, 7mins 39secs ahead of Spaniard Carlos Sainz (Volkswagen). American Mark Miller (Volkswagen) lies 17mins 52secs off the pace.

### Friday 9 January

VW driver Carlos Sainz retook the lead on the 2009 Dakar Rally following the seventh stage of the event on Friday.

Sainz, who began the day in second overall behind Volkswagen team-mate Giniel de Villiers, completed the shortened seventh stage between Mendoza and Valparaiso in 2 hours 35 minutes 27 seconds.



Mark Miller was second and 'best of the rest', 3 minutes 41 seconds adrift, while American Robby Gordon came in third in his Hummer H3, another 32 seconds further back. Nani Roma was fourth for Mitsubishi, followed by Guerlain Chicherit (BMW) and de Villiers (Volkswagen), who inherited the lead on Thursday when Nasser Al-Attiyah (BMW) was disqualified.

Sainz's quickest time - his third stage victory of the event - was enough to give him the overall lead, albeit just 9 seconds up on his South African team-mate. Miller is third, to leave Volkswagen 1-2-3 going into the rest day on Saturday.



Mitsubishi driver Stephane Peterhanel again had problems, and an engine fire has robbed him of any chance of grabbing a tenth victory on what is his 20th Dakar outing. He was later towed out of the stage. This left Nani Roma as the only remaining Mitsubishi.

### Sunday 11 January

VW driver Carlos Sainz won the eighth stage of the Dakar Rally, which extended his advantage at the head of the pack.

After Saturday's rest day, Carlos Sainz was once again the man to beat as the 2009 Dakar Rally resumed with the 294km stage from Valparaiso to La Serena.

The Volkswagen man, who held a lead of less than ten seconds going into the test, dominated proceedings at the wheel of his Touareg as he led a VW 1-2-3 on the stage ahead of Dieter Depping and Mark Miller.

Importantly for Sainz, the fourth VW of Giniel de Villiers - which held second place going into the stage - was only fifth quickest and more than ten minutes behind so the Spaniard now leads the event by just under eleven minutes.

"As long as the rally isn't over, then nothing is certain," Sainz admitted. "Today was the first time we have driven on tracks. In fact, this stage was very much like a traditional rally stage. Up until now, those are the first real tracks that I've seen. But it was very nice, very slippery and sometimes quite tricky. I'm keeping my fingers crossed and I hope that we'll carry on being as successful as we have been today".

Sole Mitsubishi driver Nani Roma was able to split the VWs on the stage with the fourth quickest time, and retains fourth place overall, some 33 minutes off the pace.

The top six remains as it was going into the stage, with the Volkswagen Touaregs of Sainz, de Villiers and Miller 1-2-3, Robby Gordon (Hummer H3) fifth and Krzysztof Holowczyc (Nissan Navara) sixth.

### Monday 12 January

VW driver Carlos Sainz extended his lead and now leads the Dakar Rally by nearly 20 minutes, following

victory on the ninth stage of the event from La Serena to Copiapo.

The Spaniard was nearly two minutes quicker than VW team-mate Mark Miller over the 449 km special stage, with the American moving up to second place overall.

Miller had looked good for a potential stage win but lost vital time when he suffered a broken wheel and damaged suspension, although he was still able to move ahead of fellow VW man Giniel de Villiers who lost time himself after taking a wrong turn early through the test. "I've been waiting a year for that stage," Miller said. "We caught up with Carlos (Sainz) after 60 kilometers on the off-road section. We overtook him after around 150 kilometres and things were going quite well. We were back and forth more or less battling. In the last off-road section, the track was a bit difficult to find and there were big boulders. I hit a big boulder on the right. I broke the steering, so we had to stop and repair the steering and at the same time fix a wheel that broke.

"Carlos beat us by a bit more than a minute I guess, but it was a great day, a really, really fun day. I had a smile on my face from the start until the finish. I gave it everything today, because I thought I could pull back six or seven minutes, but we were just really unlucky. Tomorrow it should be fantastic again, and I'm really looking forward to it."



American NASCAR ace Robby Gordon in his Hummer H3 was an impressive third quickest through the stage, while BMW pairing Orlando Terranova and Leonid Novitskiy sandwiched de Villiers in fourth and sixth place. The Volkswagen Touaregs of Sainz, Miller and de Villiers remain 1-2-3 in the event, while the sole remaining Mitsubishi of Nani Roma is now 58 minutes back in fourth.

### Tuesday 13 January

Volkswagen Race Touareg driver Carlos Sainz achieved his fourth stage victory in a row to increase his overall lead after the tenth stage. Sainz finished the 476-kilometre Copiapo-Copiapo loop stage through Chile's high Atacama desert in a time of five hours 32 minutes and 55 seconds, overtaking the Hummer H3 of Robby Gordon who trailed home 21 seconds behind.

American Mark Miller took third place in his VW, over seven minutes behind team-mate Sainz in the arid, sandy conditions. Sainz has now won six stages in total and now leads the overall standings by 27 minutes and 37 seconds from Miller.

The day was marred by a heavy crash for Spanish motorcycle rider Cristobal Guerrero, who was left in a coma following the incident and airlifted to hospital for further treatment. This follows the earlier death of rider Pascal Terry, whose body was found three days after he went missing. In another bad accident, British pair Paul Green and Matthew Harrison suffered thorax and spine injuries during the rally's first stage, and medical staff placed them in induced comas.

The Volkswagen Touaregs of Sainz, Miller and de Villiers remain 1-2-3 in the event, with the sole Mitsubishi of Roma in fourth, now 1 hour 13 minutes behind the leading VW. Gordon in the Hummer is fifth, only 21 minutes behind the Mitsubishi.

### Wednesday 14 January

Stage 11 of the Dakar Rally was cancelled, after heavy fog clouded the route for the timed special stage between Copiapo and Fiambala.

The competitors instead completed a liaison (or transport), passing through the dangerous Andes mountains from Chile into Argentina in convoy.

Due to the precise nature of the day's route, organisers could not move it elsewhere.

With fog forecast throughout the day, it was decided that the Dakar convoy should move across the border without competing for time.

### Thursday 15 January

Race leader Carlos Sainz crashed out of the Dakar Rally on Thursday when his Volkswagen tumbled into a ravine, robbing the double world rally champion of victory.



The Spaniard had started the 12th stage with a 27-minute lead over his American Volkswagen teammate Mark Miller, and was comfortably on course for a maiden win in the gruelling event. But that was before disaster struck after 79km of the 220km stage.

"We couldn't see. Suddenly, a four-metre deep hole appeared in front of us. We fell into it and landed on our roof. I braked but I couldn't stop," said Sainz who hurt his right shoulder in the crash.

Sainz's Volkswagen teammate Giniel De Villiers, of South Africa, won the stage from Miller and also inherited the overall lead. De Villiers now has a 2min 35sec advantage over the American.



"It was really a tough stage. In places we would go around in circles for 15 minutes to find the right trail," said the South African. "It was very dangerous and the sand was really soft."

Sainz's co-driver Michel Perin suffered a broken arm in the ravine and both men were airlifted back to the bivouac at the stage's start in Fiambala.

"Luckily I wasn't driving fast. If we were attacking then it would not have been very pleasant," added Sainz who had won six of the stages of this year's event.

Perin was left ruing a missed turn and a road sign that was not as clear as he thought it should have been.

"We had made a small mistake in the first part," said Perin. "We took the wrong direction at a Y crossing but it was not too bad because we did end up on the right track. We were tailing (Volkswagen teammate) Giniel De Villiers who had started about 10sec after us, so it was still sort of okay. Then there was a hidden waypoint with a wadi indicated as 'danger'. But it should have been indicated as 'extremely dangerous'.

"By the way, the car behind us, Nani Roma's Mitsubishi, would have fallen in the same hole as we did if we had not been there already. I just have something broken in my arm, but I'm alright."

At the start of the stage, Sainz had been 27min 31sec ahead of Miller with De Villiers almost 14min further adrift. Sainz, who was competing in his third Dakar, with his best showing a ninth-placed finish in 2007, was the latest in a long line of big names forced out of this year's race. Defending champion Stephane Peterhansel and his Mitsubishi teammates, and fellow former winners Luc Alphand and Hiroshi Masuoka, all pulled out in the first week. Early leader Nasser Al-Attiyah of Qatar, in a BMW, was disqualified.

Sainz' withdrawal leaves the other two Volkswagen Touaregs running 1-2 overall, with De Villiers just 8 min 59 sec in front of Miller. In third is Robby Gordon in the Hummer H3, 1 hr 36 min behind. The sole remaining Mitsubishi of Nani Roma suffered mechanical problems and crashed back to tenth place, now 17 hrs 27 min behind.

### Friday 16 January

South Africa's Giniel De Villiers was tantalisingly within reach of the Dakar Rally title on Friday as Spanish driver Nani Roma claimed Mitsubishi's first stage win of the 2009 event.

De Villiers, in a Volkswagen Touareg, was eighth on the 13th and penultimate stage, and will take a 2min 20sec lead over teammate Mark Miller of the United States into Saturday's final stage, which ends in Buenos Aires.

Friday's stage was cut from a 545km special stage to a 220km run following heavy overnight rain, which had left large parts of the track from La Rioja impassable. De Villiers' safety strategy was obvious from the outset. He did not want to suffer the same fate as former leader Carl Sainz, who crashed out of the race after an accident on Thursday. The South African has a massive 1 hour 27min advantage over third placed American Robby Gordon in a Hummer H3.

The new course worked wonders for Roma, who gave defending champions Mitsubishi their first stage win and helped ease the misery of seeing their top three drivers - Stephane Peterhansel, Hiroshi Masuoka and Luc Alphand, all former winners - pull out in the first week.

### Saturday 17 January

Volkswagen driver Giniel de Villiers has finally brought Mitsubishi's seven-year domination of the iconic Dakar Rally to an end, by winning the 14th stage today to claim his maiden triumph on the arduous event. It was Volkswagen's second-ever win in the event, nearly thirty years after the first.



Indeed, Volkswagen was left with dual reason to celebrate, for not only did de Villiers' success mark bring to an end a Dakar drought stretching all the way back to Swede Freddy Kottulinsky in a VW Iltis back in the rally's second edition in 1980, but Mark Miller came home second to crown a crushing one-two, with the leading Mitsubishi that of Czech pair Miroslav Zapletal and Tomas Ourednicek down in seventh place.

De Villiers won the final stage, the 791km Cordoba-Buenos Aires route, which included 227km timed against the clock which he completed in one hour 35 minutes 43 seconds, finishing ahead of Russian Leonid Nowitskiy (BMW) and Krzysztof Holowczyc (Nissan).

"It's just incredible, I've never felt this way. I was so nervous in the last kilometres. I kept looking at how many kilometres we still had to go," De Villiers said. "I am so thrilled for the whole team, for Volkswagen, who have supported us for five years before reaching this victory."

Runner-up Miller, also of Volkswagen, added: "Finishing second is great. It could have been Giniel or me - that's the race. I am still young and I will have plenty more opportunities to win this race.

"The team won and that was our goal. It's really awesome."



The VW Race Touareg becomes the first diesel engined-machine to win the king of all rally-raids, and de Villiers ended his charge in style with the fastest time on the last special stage - but it was not an easy run.

The suspense regarding the overall win was diluted somewhat victory with VW's team orders stipulating that barring any unforeseen circumstances or a serious driving error or problem for de Villiers, Miller was to dutifully play a respectful supporting role and not put any unnecessary pressure on his team-mate, especially given the duo's significant advantage over third-placed Robby Gordon in his Hummer H3.

De Villiers, however, was clearly in no mood for taking it easy, and the South African had to see off challenges from the BMW X3 of Guerlain Chicherit at CP1 and both Leonid Novitskiy and Krzysztof Holowczyc at CP2.

On fast and windy trails that he knows as well as the sand they are made of, however, the canny 36-year-old was not to be denied, and his fourth stage victory of 2009 - and twelfth of his impressive Dakar career - saw de Villiers cross the finish line just under nine minutes ahead of Miller.

Gordon completed the entirely English-speaking podium with his Team Dakar USA Hummer, with the top six being rounded out in the final reckoning by Ivar Erik Tollefsen, Holowczyc and Dieter Depping, and former Dakar motorcycle winner Joan 'Nani' Roma winding up tenth of the 88 finishers aboard his Team Repsol Mitsubishi Ralliart diesel-engined Lancer.

### Argentina-Chile Dakar 2009 - Final Positions:

1. Giniel de Villiers Volkswagen Touareg 48hrs 10m 57s
2. Mark Miller Volkswagen Touareg +0hrs 08m 59s
3. Robby Gordon Hummer H3 +1hrs 46m 15s
4. Ivar Erik Tollefsen Nissan Navara +6hrs 04m 34s
5. Krzysztof Holowczyc Nissan Navara +6hrs 37m 49s
6. Dieter Depping Volkswagen Touareg +8hrs 43m 29s

**Stop Press** - Mitsubishi Motors has now withdrawn from all world rally events, including future Dakars, blaming the economic downturn. This follows Honda withdrawing from F1, and Subaru and Suzuki from the WRC.

# Ask Herr Doktor

Dear Doktor,

The other day I set off for work in my VW Superbug, leaving my husband in the house watching TV as usual - he is currently unemployed. I hadn't gone 200 metres when my VW stalled, rolled to a stop and refused to restart. I walked back home to get my husband's help. When I got home, I found him in the bedroom. I couldn't believe my eyes. He was parading in front of the wardrobe mirror, dressed in my underwear and high-heel shoes, and wearing my makeup. I am 32 and my husband is 34 and we have been married for 12 years. When I confronted him, he tried to explain he was dressed in my red bra and panties because he couldn't find any clean underwear of his own. But when I asked about the makeup, he broke down and admitted he had been wearing my underwear for six months. I told him it had to stop immediately or I would leave him. He lost his job six months ago and said he was feeling increasingly depressed and worthless. We have a good sex life and I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him any more. Can you help?

V.M., Kareela

A Volkswagen that stalls after driving such a short distance could have any one of a number of faults with the engine. Start by checking that there is no blockage or debris in the fuel line. Blow it out with compressed air. Also clean or replace the fuel filter(s). If the line from the tank is clear, check the jubilee clips holding the vacuum pipes onto the inlet manifold as a vacuum leak is a common problem. Inspect the carburettor jets for blockage, as sediment can accumulate over time. If none of these approaches solves the problem, it could be that your fuel pump is faulty, causing low fuel delivery pressure to the carburettor float bowl. Have your Superbug checked by a reputable Volkswagen workshop.

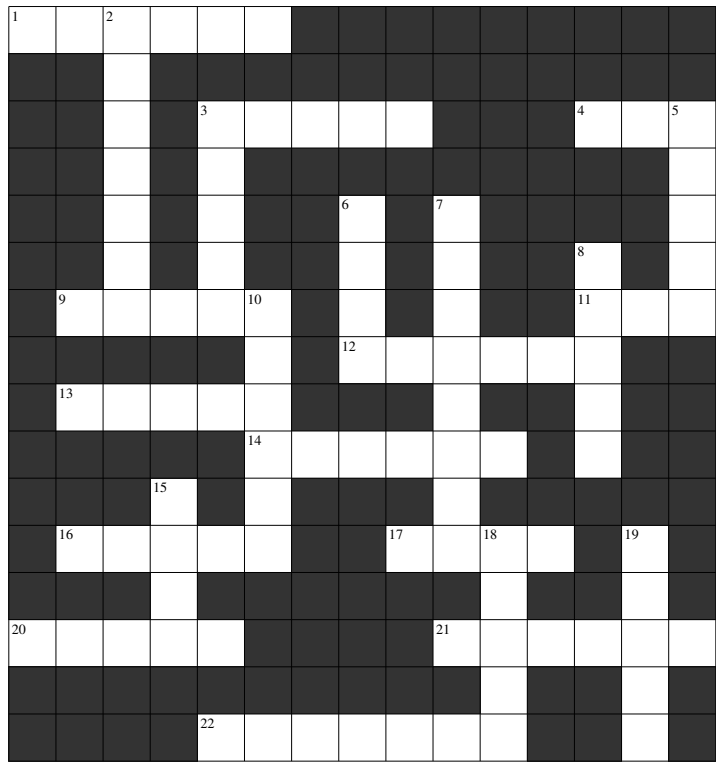
# Club Veedub Crossword.

**Across:**

1. A new CC version of this VW is now available
3. The best-selling VW Commercial in 2008
4. Winner of the Drive Car of the Year award
9. A Kubelwagen is owned by Ray ...?
11. Winner of the CarSales People's Choice award
12. Wakefield Park will host the May Super ...?
13. You might find one in an ice cream shop
14. A German-based toy car manufacturer
16. Town where the Blast From The Past is held
17. The biggest-selling VW car model in 2008
20. Country now selling New Beetles
21. Jeff Tinker's Golf is one
22. The Pit Stop Cruise will visit this town

**Down:**

2. Where the VW Winter Break will be held
3. The Canberra suburb where VW club meetings are held
5. VW that won the 1980 Dakar Rally



6. Big version of the Golf, not sold here
7. The sporty Volkswagen coupe
8. Named Green Car of the Year
10. The Watercooled Summer Run started at ...? Kreme
15. The Flag Marshall training day was held at ...? Park
18. He is finally marrying Belinda in February
19. The Thirlmere Festival features lots of ...?

# Last month's crossword.



# Sit beside Laurie Whitehead and discover VOLKSWAGEN — a new world of performance and comfort



Laurie Whitehead, brilliant trials driver and ex-motoring editor says, "I've test-driven them all, but the car I've chosen for my family is Volkswagen. Here are a few of my reasons:



**Cushion-comfort:** Each wheel is independently sprung on a torsion bar — every bump is cushioned. Wherever you go, Volkswagen gives a 'luxury' ride.



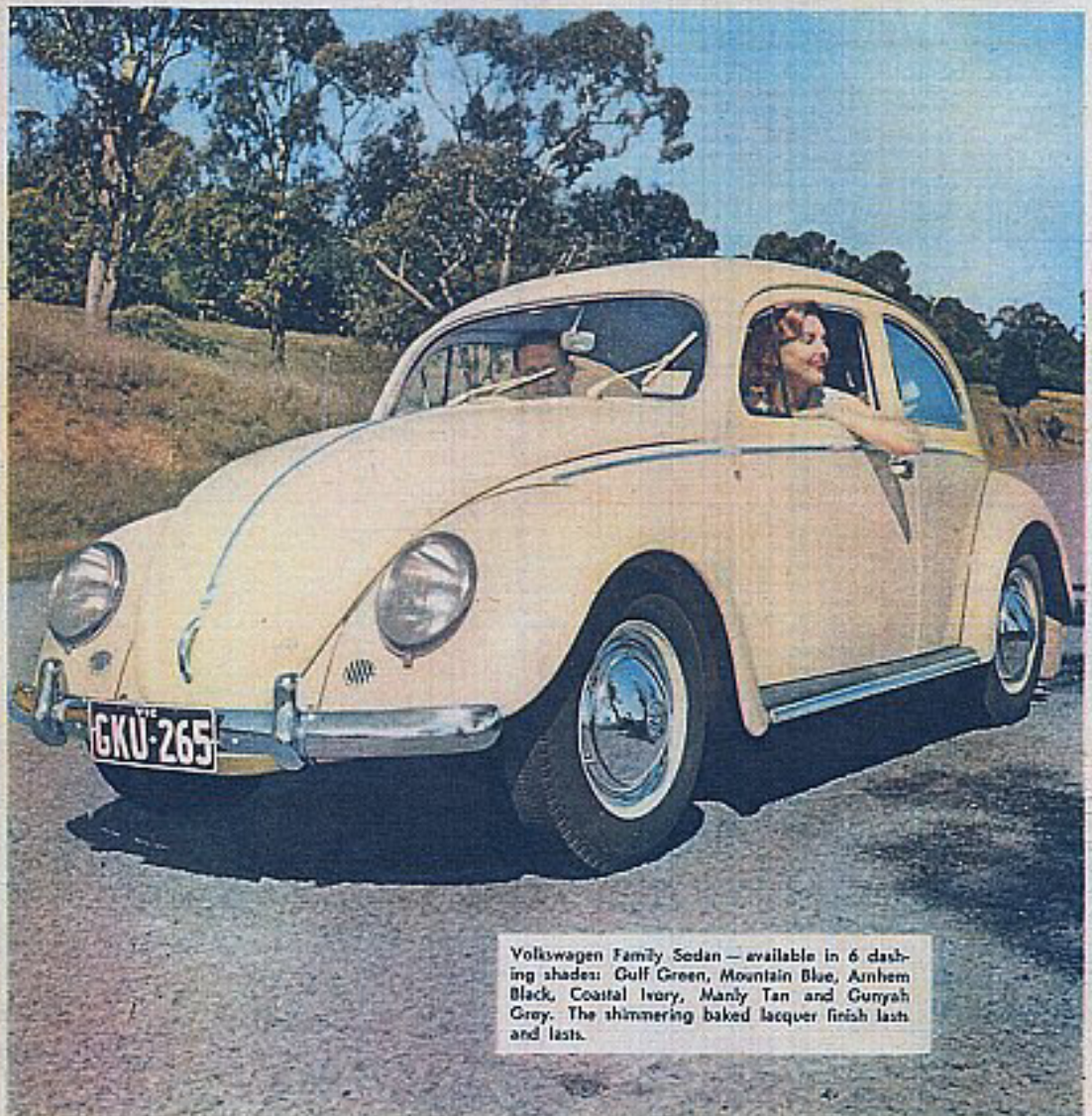
**Easy to manoeuvre:** Flick your fingertips and steering responds instantly. That means Volkswagen is easier to park, too. Perfect for shopping trips.



**Air-cooled engine:** On a hot, dusty road, or in mid-Winter, air-cooling automatically keeps the engine at correct temperature — it can neither freeze nor boil.



**Super service:** Travelling interstate or abroad — wherever you go — you'll find an authorised Volkswagen station to give you fast, reliable and inexpensive service.



Volkswagen Family Sedan — available in 6 dashing shades: Gulf Green, Mountain Blue, Anhem Black, Coastal Ivory, Manly Tan and Gonyah Grey. The shimmering baked lacquer finish lasts and lasts.

**Laurie Whitehead names 6 questions for a family man to ask before he buys a new car:**

"My decision to buy a Volkswagen was based on sound, practical reasons", says Laurie. "Not on a hunch! I asked each dealer six basic questions — and only Volkswagen could answer 'yes' to each one."

**Q. "Is it easy and safe to drive?"**

**A.** Ask women motorists. They say, "Volkswagen is a joy to drive. Gear changing is fast and smooth — steering responds trigger-fast — and years-ahead design gives you clear, all-round vision — no blind spots".

**Q. "Is the engine dependable?"**

**A.** More than 50,000 Volkswagens have travelled over 60,000 miles without major repair to the precision-engineered rear engine. Low piston speed and low revs. per minute mean you can travel at top speed all day without engine strain.

**Q. "Is the suspension system independent on all four wheels?"**

**A.** Yes! VW suspension is by torsion bar — the system perfected by Volkswagen and only now being incorporated in the most expensive overseas makes.

**Q. "Is this car economical on petrol and oil?"**

**A.** Volkswagen cruises an assured 38 miles on only one gallon of petrol. The VW requires only a minimum of oil — 4½ pints each oil change.

**Q. "Is the after-sales service reliable?"**

**A.** Volkswagen offers the most complete after-sales service in Australia. This includes the unique VW Service Booklet which contains voucher coupons showing maintenance and lubrication operations to be carried out at regular mileages. The VW Service Booklet increases re-sale value — authentic as a log book. Other Volkswagen Service features are: complete spare parts stock, 6 months warranty, specially trained mechanics working with Volkswagen-designed tool kits.

**Q. "Is the price under £1,000?"**

**A.** The Volkswagen Family Sedan is only £971 including sales tax — Australia's best car value.

Next thing to do? Arrange with your Volkswagen distributor to "traffic-test" this remarkable car. See if you don't agree with Laurie Whitehead — "Volkswagen is the ideal family car".

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