

# Zeitschrift



David Carter wins his Bracket at Warwick Drags.

## November 2009

### IN THIS ISSUE:

David's Warwick win  
Hubertus Oktoberfest  
The Toy Department  
Sth Highlands Motorfest

Golf Mk6 GTI released  
Boris' Picnic Day  
Wolfsburg's Archives  
Plus lots more...



**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 2009-10.

<b>President:</b>	David Birchall david@clubvw.org.au	(02) 9534 4825
<b>Vice President:</b>	Jeff Dunn vdubrod@yahoo.com.au	(02) 9771 1543
<b>Secretary and: Membership:</b>	Bob Hickman hicko@iinet.net.au	(02) 4655 5566
<b>Assist. Secretary:</b>	Heather Pascoe chrispascoe2@bigpond.com	(02) 9773 1637
<b>Treasurer:</b>	Martin Fox martin@clubvw.org.au	0411 331 121
<b>Editor:</b>	Phil Matthews philjmatthews@optusnet.com.au	(02) 9773 3970
<b>Webmaster:</b>	Steve Carter clubveedub@alpha.net.au	0439 133 354
<b>Book and DVD Librarian:</b>	Danny McFadden carolynm-1@hotmail.com.au	(02) 9792 2586
<b>Tool Librarian:</b>	Bob Hickman	(02) 4655 5566
<b>Merchandising:</b>	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	Leigh Harris leigh@clubvw.org.au	0419 685 738
<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>Motorsport Captain:</b>	Cameron Hart cameronhart@ozemail.com.au	0407 003 359

## VW Motorsport Committee:

Herb Gutmann	Rudy Frank
Brian Walker	Norm Robertson (JP)
John Ladomatos	

## General Committee:

Ron Kirby	Laurie & Gwen Murray
Ken Davis	Grace Rosch
Ray Pleydon	Shirley Pleydon
Mike Said	Wayne Murray
David Carter	Kay Hart

## Canberra Committee.

<b>Chairman:</b>	Mark Palmer	0416 033 581
<b>Vice Chair:</b>	Bruce Walker	0400 119 220
<b>Secretary:</b>	Megan Wadey	0415 567 541
<b>Registrar:</b>	Ian Schafferius	0434 717 093

## Club Veedub membership.

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

## Monthly meetings.

Monthly Club Veedub 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 or Club Veedub (Secretary)  
PO Box 1135 14 Willoughby Cct  
Parramatta NSW 2124 Grassmere NSW 2570  
[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 Sydney web page, are sanctioned by the Club and its Committee.

## We thank our VW Nationals sponsors:

### 22 years.

Volkswagen Group Australia  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
C & S Automotive  
H&M Ferman  
Klaack Motors  
Stan Pobjoy's Racing Engineering  
Vintage VeeDub Supplies  
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### 20 years and over.

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Aust VW Performance Ctre Mick Motors  
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Dr Moshia the VW King Shannons Car Insurance  
Korsche VW Performance Wolfsburg Motors

### 10 years and over.

Alpha Dot Net Reliable Automotive Services  
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Indian Automotive Unicap Pty Ltd  
Macarthur Grange Auto Wayne Penrose VW  
Mobile Model Cars

### 5 years and over.

All Metal Bumpers Cupid Wedding Cars  
Black Needle Trimming Defender Safety  
BWA Auto NRMA Insurance  
Canberra VW Centre Volkommen Art  
Classic Veedub Wolfsburg Automotive



# You're invited to the Flat Four Drive-in night!



**Blacktown Drive-In**  
Cricketers Arms Rd  
**Saturday 28th Nov**  
from 7:30 pm

## SEE 'THE TWILIGHT SAGA - NEW MOON'

Bella is devastated by the abrupt departure of her vampire love Edward, but her spirit is rekindled by her growing friendship with the irresistible Jacob Black. Suddenly she finds herself drawn into the world of the werewolves, ancestral enemies of the vampires, and finds her loyalties tested. Rated (M)



- Meet at the Narellan McDonalds (off Camden Valley Way) at 5:30pm for a VW get-together, chat and a bite to eat
- Cruise to Sydney's last Drive-in theatre for the movie
- \$16.50 adults, \$10.50 children. Kids welcome (M-rated) - bring their PJs and pillows
- Phone Murray on (02) 9618 2205 for more info

**ALL VOLKSWAGEN OWNERS WELCOME !!**

# NRMA MOTORFEST® 2010



## Celebrating 25 Years

In 2010 NRMA Motorfest® celebrates twenty-five years of showcasing Australia's love for all things automotive.

From its start in The Rocks in 1986, NRMA Motorfest® has grown to be one of the largest annual motoring displays staged in the Southern Hemisphere with over 1,000 veteran, vintage and classic cars, commercial and military vehicles plus motorcycles and other vehicles on display in Sydney on **Australia Day (Tuesday 26 January 2010)**.

## NRMA Motorfest® 2010 Registration

To be eligible to participate in NRMA Motorfest® 2010, your vehicle needs to be at least 30 years old, meaning it must have been built before 31 December 1980.

If your registration is accepted you will receive a letter confirming arrival times and set-up details in December.

Entry will be accepted on a first-in basis, depending on the number and variety of vehicles. Applications will close on Friday 23 October 2009 or earlier if the total space allocation has been filled. Don't delay!

To register, go to [www.mynrma.com.au](http://www.mynrma.com.au), select Community Partners, and NRMA Motorfest. Our club is **Club Veedub**.

## Set-up & pack-up

Assembly of vehicles will commence at the Domain Car Park from 6:00 am. Free breakfast will be provided at the Domain Car Park forecourt by the Rotary Club of Granville. Toilet facilities will be available.

Vehicles will travel in convoys from 7:00 am to their designated display positions. Club Veedub is normally on St James Rd near the church.

NRMA Motorfest® marshals will assist drivers to position vehicles according to the space available. If marshals have to change the allocated position of a vehicle during set-up, drivers are requested to obey the marshals instructions at all times.

Entrants displaying flags or banners must affix them to their vehicles only and not to fences or buildings.

For crowd safety reasons vehicles must stay in their allocated position until 5:00pm.

## Activities during NRMA Motorfest®

The Australia Day Council of NSW will provide a full program of entertainment throughout the day. There are lots of stalls, shows, activities and fun events all day for all the family.

Information about NRMA Motorfest® will be available from Australia Day and NRMA booths located throughout the precinct. Updated information for the day's activities will be available in December.

## What you will receive prior to the event

An information kit and an NRMA Motorfest® sticker designating your location.

## What you will receive on the day

A free BBQ breakfast at the assembly area, an NRMA Motorfest® map and an NRMA Motorfest® 2010 medallion.

Any vehicle accepted to display in NRMA Motorfest® and travelling to or from the event on Tuesday January 26 2010 will receive free roadside assistance.

## What to bring

Your NRMA Motorfest sticker, without which you will not be allowed entry.

Sunscreen / Raincoats - NRMA Motorfest® goes on rain, hail or shine.



## Participation in NRMA Motorfest® is FREE.

Registration is on a first in basis depending on the number and variety of vehicles. Registrations will be accepted until Friday 23rd October 2009 or earlier if the total allocation of spaces has been filled. Late entries will not be accepted due to space limitations.

Show enquires to John Flower 0403 442 046

**Classic Volkswagens wanted !**



## Von dem Herrn Präsident.

It has been a busy month with past events.

On Sunday 1st November we had Boris' annual Picnic Day. The venue at Dolls Point, beside Botany Bay, was the same as last year and proved to be a hit again with everyone who attended. The weather was perfect, with the sun shining all day long. We opened the gates at 8:00am and soon many of the nice shiny VWs and swappers were coming in and parking beside the bay. The BBQ was going by 9:00am and we were all set for a great day. Thanks again to all the volunteers who helped out on the BBQ, the gate, the club shop, and the raffle, a job well done.

I was worried the local council might have caused us some problems as the Wollongong bike ride was on the same day, and we were told they were closing off the street near the entrance. However this did not impact on the day and no one reported any problems getting into the park, thank goodness.

We had two events on over the weekend of the October long weekend. Firstly the Warwick Drags in Queensland was a great success. David Carter ended up winning the bracket races, a great effort and you can see him on this month's cover. There is a report in this issue by David's proud Dad, Steve. You can also see some great colour photos of the day in the latest VW Magazine Australia, on sale in newsagents now.

Our annual Oktoberfest at the Hubertus Club was also a great success, in spite of some rain and there were more VWs this year than before. Brian and Phil tell me that the beer and the frauleins were as good as ever. Thank you Raymond for organizing this event for our Club. Look for the report in this issue.

Several of our members also went to the Southern Highlands Motorfest at Bowral, which I am told was a very good day even though the rain came down. It was a good VW turn-up, and Wayne Murray won the only VW trophy (for best Commercial) – well done Wayne.

As you know Flat Four are not organizing their VW Shootout show this year. Instead, they are organizing a night at the Blacktown Drive-in on 28th November, to see the new Twilight New Moon vampire movie. Bring your VW to the McDonalds at Narellan at 5:30pm for dinner, then cruise to the drive-in. So if you like a VW cruise and vampire movies, don't miss it. Kids are OK – it's rated M.

Organisational plans for VW Nationals 2010 are well underway. Our Sunday show at Fairfield Showgrounds will be on as usual. As always we will need as many hands as possible helping out on the day. Also we welcome any new VW sponsors or trade stand businesses to be part of the VW Nationals. If you know of any businesses who might be interested in sponsorship, or putting on a display on the day, please let me know so I can forward all relevant information.

Plans are also well advanced on our second VW Nationals Supersprint at Wakefield Park on the Saturday. The track is booked and confirmed, so get working on your VWs guys & girls and let's see even more VWs running than last year. Chris Fraser will again be the event secretary, and Herb Gutmann will be the event director again. Most people who obtained a CAMS license for the 2009 event will need to renew it for this event. Phone Steve Carter for for info or if you are in any doubt.

Don't forget to come along to our last meeting of the year, on Thursday 17th December at the Greyhound Club, which doubles as our Christmas party. Everyone who comes must bring a wrapped Xmas present (to the value of \$5), otherwise you will be charged \$5 at the door. All the presents go into the lucky door prize raffle, and that way everyone wins a prize. So if you'd like to come along to the Xmas party meeting, please buy a modest gift(s) (one for each person in your group), wrap them and bring them along.

If anyone has an outing they would like to plan, please tell us or come along to a meeting, and we will find a free day well in advance. Please check the Club Calendar first!

Precis of Committee and General meetings: Past events, Flat Four Drive-in night, NRMA Motorfest, VW Nationals 2010, December Xmas party.

Keep on Kruisin',

David Birchall



## Kanberra Kapitelreport.

Hello from Canberra,! We have some great upcoming events and look forward to seeing many of our members out enjoying the good weather in their VWs.

**Change of Meeting Venue** - after many years of meeting in the Wig and Pen pub, we have located a better venue for our meetings and will now be at the **Canberra Labor Club**, Petrie Plaza, Civic (near the Merry Go Round). Same times and days (last Monday of the month, 7.30pm), just a different venue.

On 22 Nov we have the annual Marques In The Park, a large carshow of all makes - this will be held in a new location this year - Patrick White lawns (where we had Autofest). We're planning a convoy from the Russell carpark, be there for a 9am departure. Come along and support the local VW fraternity, show the car off, and have a relaxing day!

On Sunday 29 November we are taking some locals to the local Skidpan (Sutton Driver Training Facility), although all places are filled, spectators are welcome to come along and watch. Contact us if you would like more details about being a spectator.

In late December we hope to run another Xmas Lights Cruise. Last years event was successful and certainly we'd love to try it again. Keep your eyes open for more details.

A big rollup for Marques In The Park would be appreciated, come along and show the cars off. See you there!

Bruce Walker



# Club Shop Monthly Specials

Did you know that you can pay for your club membership, merchandise and other payments via PayPal or direct deposit?



## Nationals Merchandise (Members Price)

\$30 2009 Nationals Polo Shirt (\$25)

\$25 Set of 4 cork backed Coasters (\$20)

\$15 2007 Car Badge (\$10)

\$10 Pre 2009 Polo Shirts (\$10)

## Other Merchandise (Members Only Prices)

\$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

\$8 "Legend" cap, hat or Children's T-Shirt

\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

\$5 Official Club VeeDub Metal Name Badge (Back due to popular demand)

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 Club's account.

## Klub Kalender.

### November.

**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.

**Saturday 28th:- Flat Four Drive-In Night** at Blacktown Drive-in. See 'Twilight - New Moon' (to be confirmed). Meet at Narellan McDonalds at 5:30pm for a feed and a chat, then cruise to the drive-in. Gates open 7:30, movie 8:30. Kids welcome, bring their PJs. Contact Murray on (02) 9618 2205 for more info.

**Sunday 29th:- Volksfest Adelaide**, at Todd St Port Adelaide from 9:00am. Show n Shine, swapmeet. Phone 0412 332 632.

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

### December.

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

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

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

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

### January 2010.

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

## **Wanted: CAMS Official Trainees**

We are looking for Club Veedub members interested in becoming CAMS officials - people to act as flag marshals, timers, scrutineers, entry officials etc. These are a vital roles that make club motorsport possible.

If you are interested, please contact Steve Carter on 0439 133354 or email [info@clubvw.org.au](mailto:info@clubvw.org.au).

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

**Tuesday 26th:- NRMA Motorfest 2010**, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display - to join it, you need to register before 23 October. Meet at Domain Parking Station at 6:00am for breakfast, then convoy to display position at 7:00am. Cars in place until 5pm. Heaps of Australia Day activities. See page 6 for more info.

## **February.**

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

**Sunday 7th:- Bathurst Swap Meet**, organised by the Bathurst Historic Car Club. Bathurst Showground, gates open 6:00am. \$3 entry per person. Enquiries Mick Hope 0408 415 525 or 6337 5694 or Norm Rutherford 02 6337 1770. email:

**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.

**Sunday 21st: Dubs By The Pie Shop**, Queensland. Meet at Boondall and cruise to the Humble Pie Shop. Phone Shaun on 0406 129953 for more info.

**Monday 22nd:- Canberra General Meeting** at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

## **March.**

**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.

**Saturday 20th:- Flat Four Supercruise 2010**. Meet at Powell Park, Hoxton Park Rd Miller (opposite Liverpool Catholic Club), at 1:30am. BBQ lunch, then a relaxing cruise, and finish at same destination. Contact Murray on (02) 9618 2205 for more info.

**Monday 29th:- Canberra General Meeting** at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

## **April.**

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

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

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

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





## May.

**Sunday 2nd:- Newcastle Veedub Pitstop Cruise.** Meet at twin Shell servos at Wallsend at 9:30am, cruise to Beresford and to Ian's NEW workshop at Unit3/30 Shipley Dr, Rutherford. Free sausage sizzle and drinks. Then cruise to historic Morpeth for coffee. Phone Rose on 0427 550 203 for info.

**Thursday 6th:- Magazine Cut-off Date** for articles, letters and For-Sales.

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

**Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 22nd:- VW Nationals Supersprint** at Wakefield Park circuit, Goulburn. CAMS licence required. Contact Steve Carter on 0439 133 354.

**Sunday 23rd: VW Nationals 2010** at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, kids rides, new VW display, entertainment all day.

**Monday 31st:- Canberra General Meeting** at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

## Marktplatz.

All 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. All ads will be published 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:- COLLECTOR AND RESTORERS PROJECT.** Twelve years ago my boys and I mounted a 1967 TYPE 3 WAGON BODY on a 1973 FLOOR PAN. This gave us a classic, old style look with more modern technology-12 volts, IRS, front disc brakes, high back seats. The body was completely dismantled, painted and put back together with new carpet, head lining, window rubber and inertia reel belts. Important mechanical parts - master cylinder, brake drums, etc were replaced. 70's styled alloy wheels were fitted. All three teenagers got their license in the T3 and drove it for

## Trades and services directory.



### Scott G. Blyth

Commercial Vehicle  
Sales Manager

The Denlo Group  
14 - 18, Church Street  
Parramatta NSW 2150  
PO Box 665 Harris Park NSW 2150  
Phone (02) 9828 9700  
Fax (02) 9891 5687  
Mobile 0407 220 434  
[scott.blyth@inchcape.com.au](mailto:scott.blyth@inchcape.com.au)

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

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[WWW.VINTAGEVEEDUB.COM.AU](http://WWW.VINTAGEVEEDUB.COM.AU)

many years. We found it a reliable, stylish and very useful vehicle. BUT it has sat unused for five years and has deteriorated. Can someone please give our beloved T3 a new home, a new paint job and some TLC? It is too much of a classic to have it rust away! \$1200 ONO. Contact David in Newcastle on 0405108284 or [kerda3@bigpond.com](mailto:kerda3@bigpond.com)

Also I have 1973 beetle guards, bonnet, curved windscreen. \$50 each item.

**For Sale:- VW Beetle 1972**, commemorative model, 1600 automatic, 50,000 miles, restored 5 years ago. Rego May 2010 (EGI401) two tone colour honey brown and beige (Parisian style). Only two owners since new. Would suit an enthusiast (\$6,500) Tel: 0414 971 324 (Paul)

**For Sale:- Pair of Beetle heater channels and front pillars**, perfect for your resto project. All excellent condition, no rust. \$50. Ray. 0419 200 517.

**For Sale:-** Hi, I have a collection of **vw models** I am planing to sell if you have any collectors in your club, also VW magazines from the 70's and 80's, as well as books. these are my contact numbers for anyone interested. 94570451 best



## Trades and services directory.



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**Bruce Lyons - Manager**

t: (02) 9683 4529 f: (02) 9683 2174  
Unit 46-47, No. 2 Richard Close, North Rocks NSW 2151

after 4pm. Or 0401 861 620 Sue

**For Sale:- VW New Beetle** 2005, 2-door cabriolet model 9C, 5-speed manual, silver, good condition, just 42,800 km. 4-cylinder petrol, 2.0-litre, \$14,500 ONO. Contact Andras on (02) 6248 8357.

**For Sale:- VW 1600**, 1970 model, purple, good condition, rego expires October 2010. \$4,000 ONO. Car is in Melbourne. Phone 042 0626699.

**For Sale:- Volkswagen T4 Transporter** SWB van, 2004 model. 5-speed manual transmission, red paintwork. Air conditioning, power steering, airbags, full service history, tow bar, alloy wheels. Always garaged, excellent condition. Only 122,000 km. Rego until 06/10. \$15,000. The best T4 you'll see! Phone 0419 444684. .

## 2nd Month Ads.

**For Sale:- VW Touareg**, 2006 model, V10 TDI model upgraded, awesome performance. Extended 5-year new car

## Trades and services directory.

### Autohaus Volkswagen

252 Pennant Hills Road Thornleigh NSW 2120  
Tel. 02 9980 7980  
Fax. 02 9980 9485  
Email [service@autohausvolkswagen.com.au](mailto:service@autohausvolkswagen.com.au)  
Web [www.autohausvolkswagen.com.au](http://www.autohausvolkswagen.com.au)

### Autohaus Volkswagen is offering to all Club Veedub members:

- **Free loan cars**  
(Only applies if organised in advance)
- **A 10% discount on all repairs**  
(Our hourly rate is already 30% less than any Volkswagen dealership in Sydney)
- **Free rotate and balance with all oil and filter services**
- **Free car wash with all work carried out**

To qualify for this offer, you must bring in a copy of Zeitschrift showing this ad to show that you are a member of Club Veedub.

We are a Volkswagen dealer, but have over 30 years experience on all European makes and models. Unlike other Volkswagen dealers, we can and will work on any year, make and model of car, and this offer is extended to those other vehicles. Terry our parts manager has over 25 years experience in parts.

If you have any queries please feel free to contact us.

David, Terry and Lauren  
Autohaus Volkswagen  
(02) 9980 7980  
[service@carsautohaus.com.au](mailto:service@carsautohaus.com.au)

For new and used car enquiries,  
contact the Sales Team:  
(02) 9980 6844  
[sales@carsautohaus.com.au](mailto:sales@carsautohaus.com.au)

warranty. Rego until 08/10. For more info please phone Elizabeth on 0412 080181.

**For Sale:-** 30+ classic cars at the Sydney Classic Car Spring Auction. Among featured Aston Martins, Corvettes, Mustangs, Jaguars, Pontiacs and Bentleys, is a 1960 Porsche 356B and a **1957 VW Kombi**. Monday 12th October at 7pm, 65 Reserve Rd Artarmon. For more information phone (02) 9438 9315 or visit [www.shannons.com.au](http://www.shannons.com.au)

**For Sale:- 1969 VW Beetle.** Monza seats, new carpet throughout. Cd radio sound system. Electric central locking, alarms. Mags, motor balanced and blueprinted. Two tone metal flake enamel, silver/blue. Reasonable offers considered Contact Robert on 0427022200.

**For Sale:- VW Golf**, 2005 Mk5, rego expires 05/10. \$28,500. Phone John on 0404 898897.

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## Expansion for VWGA.

Anke Koeckler, the new Volkswagen Group Australia Managing Director, has revealed some of her plans as she settles in to her new role. As well as a raft of new models, Koeckler aims to keep Australia's Volkswagen dealers on their toes.

In her previous role Ms Koeckler was responsible for 150 Volkswagen dealerships in northern Germany. During her time in that position she was known to spring surprise visits to dealerships under her command. This would allow her to get a hands-on feel for how staff were treating Volkswagen's most important assets - its customers.

"In Germany sometimes I put my cap on and went to a showroom just to figure out how I will be treated," said Koeckler.

Ms Koeckler expects her mystery shopping habits to continue in Australia, "Why not? I have a lot of caps. Why should I change my habits?"

"You get a feeling, all the processes, how the welcome is. How close the dealer principal is to the staff. Everybody as a customer should be treated well, absolutely."

Jutta Dierks, the previous MD, saw Volkswagen Australia grow from 10,000 annual sales in 2005, to a figure fast approaching 30,000 in 2009. By any measure, that's a big jump. Anke Koeckler knows she'll have a tough job matching such impressive growth, "We plan to have growth, then stabilisation, then growth again. We can make this happen," she said.

Helping her, and Volkswagen, achieve those aims is an impressive line up of new products soon to be launched, including, the new Golf GTI (October 2009), a revised Transporter T5 (early 2010), new Golf Wagon (March 2010), new Polo (by June 2010), the eagerly awaited Golf R (June 2010) and in late 2010 there will be an updated Touareg and new Amarok SUV.

Interestingly, unconfirmed talk remains that the on-again-off-again Scirocco is still a possibility. It is also

interesting to note that the Golf GTD is not listed among those new models, even though there does appear to be some evidence the car is planned for Australian shores.

## Golf R – fastest ever.

While the R32 nameplate may be missing from the latest generation Golf range, Volkswagen has not left the hot hatch without a flagship – officially introducing the new Golf R at the Frankfurt Motor Show.

Enthusiasts need not be disappointed by the retirement of the trademark V6, with the new Golf R boasting the title as the fastest-accelerating Volkswagen ever.

The Golf R is equipped with a 2.0-litre TSI four-cylinder engine producing peak power of 199 kW at 6000rpm and 350 Nm coupled with a new generation all-wheel-drive system.

Not only is the new engine 35kg lighter and 15kW more powerful than the 3.2-litre V6 from the outgoing Golf R32, it is also more efficient with a combined fuel economy figure of just 7.1 litres per 100km while CO2 emissions fall from 257 g/km to 199 g/km.

Despite its gains in efficiency, the new car can accelerate from rest to 100km/h in just 5.7 seconds, or 0.2 seconds quicker when equipped with a six-speed DSG transmission.



The four-cylinder 2.0-litre engine is derived from the MkV Golf GTI and features a reinforced cylinder block, uprated pistons, conrods, high pressure injectors, an uprated turbocharger and new intercooler.

The new 345mm front brakes are joined by uprated suspension that has been lowered by 25mm with revised spring and damper rates and new anti-roll bars.

The Electronic Stabilisation Programme (ESP) has also been revised for the Golf R with two stages designed for track use.

Unlike the four-wheel-drive system offered on the R32 that relied on differing wheel speeds between the front and rear axles to engage the four-wheel drive, the system fitted to the Golf R uses a pre-charged hydraulic system that's able to react more quickly while also limiting the torque being channelled through either axle to reduce wheelspin.

In certain circumstances, the Golf R is able to channel 100 per cent of the torque available to the rear wheels if required.



To differentiate the Golf R from the standard Golf or GTI model, it features new front and rear bumpers complete with LED running lights at the front and a gloss black diffuser at the rear housing a pair of central exit exhausts.

A set of Xenon headlights, new black grille and wing mirrors create a menacing look which the sill extensions are flanked by 18-inch five-spoke wheels complete with 225/40 tyres as standard – 19-inch wheels with 235/35 tyres are optional.

Inside, owners will be greeted by a set of distinctive aluminium 'R' kick plates, which are joined by new seats finished in grey Alcantara contrasted against high-grip black mesh cloth.

The new Golf R is set to arrive in the UK in December, with local prices and specifications due to be announced closer to launch. No details on Australian availability have been released as yet.

## VW Golf wagon coming.

Brands under the VW umbrella have some station wagons coming to Australia, in the form of the Audi A5 Sportback and Skoda Superb Combi. Volkswagen also has a Golf Estate (or Variant) on the way early next year. For Sportback, Combi, Estate or Variant, read 'station wagon' in Aussie lingo.

The first Golf to have a station wagon version was the Mk3 in 1993, but that was not sold in Australia (nor was the following Mk4 and Mk5 Golf wagons). The Golf 5 wagon was, however, displayed at the 2007 Sydney Motor Show.

The new Golf Estate is based on the European Golf 5, but has been given a styling makeover to bring it into the Golf 6 line, with new front fascia, lights, interior touches and more prominent exhaust tips.

The Golf in hatch form has a choice of four engines, but Volkswagen Australia says it will not bring all of those. "We'll probably limit the number of engines ... it won't be as many as in the hatch," their spokesman Karl Gehling says. "It would make the line-up too complex if we had every variation." However there are no further details other than 'every second Australian Volkswagen is a diesel'.

And with Volkswagen's diesel reputation in Australia it would be a fairly safe guess that one of the engines will be a diesel, and with their stated goals of continually improving economy the other is likely to be the frugal 90kW



turbocharged petrol, while the diesel could be either the 77kW 1.6-litre or the 103kW 2.0-litre.

Or both. Transmissions will most likely be a six-speed manual and the twin-clutch DSG automatic in either six or seven speeds depending on the engines.

It has also not been stated what the Golf wagon will be called when released in Australia next year – whether they will sell it as the 'Golf Compact Wagon' (what it was called at the Sydney show in 2007), or use the UK 'Golf Estate' or German 'Golf Variant' nametags.

## VW E-Up! – zero emissions.

Volkswagen has announced its all-new zero-emissions vehicle – the E-Up! concept – at the Frankfurt Motor Show.

Powered by an electric motor capable of delivering 60 kW peak / 40 kW nominal power and 209 Nm of torque, the front-wheel drive E-Up! manages the 0-100km/h run in 11.3 seconds and on to a top speed of 135 km/h.



With 240 kilograms of lithium-ion batteries on board the E-Up! still manages a low tare weight of just 1085kg all told.

The batteries have a capacity of 18 kWh which allows a theoretical range of over 130 km. Through the use of proposed public charging stations 80 per cent of the vehicle's battery capacity can be made available within an hour. Using a domestic system would require a charging time of around five hours. The process is aided by a series of solar panels (totalling 1.4 square metres) mounted on the roof.

Housed under the floor of the E-Up!, the batteries are protected by a specially designed crash structure and are kept cool by a series of heat exchangers. The entire system, including the electric motor, transmission and differential are all extremely compact to free up as much space inside the car as possible.

Drawing inspiration from the new design direction established by Walter de Silva (Head of Design, Volkswagen Group) on the Golf as well as the Up! concept from the 2007 Frankfurt Show, the new E-Up! evolves the look with a distinctive 'face' and clean, minimalist lines complemented by intricate detailing around the front and rear lights. The E-



Up! measures just 3199 mm in length and sits on a 2190 mm wheelbase with minimal front and rear overhangs.

Despite the diminutive dimensions the E-Up! is spacious inside and is capable of carrying three adults plus a child. The 3+1 seating arrangement means two adults can sit on the passenger side of the vehicle with the passenger seat mounted 50 mm further forward than the driver's seat to allow this to be possible. On the driver's side a small space is available for occasional use by adults or children. The total loadspace is 85-litres, rising to 320-litres when the seats are folded.

The innovative approach to the drivetrain and packaging is continued in the design of the interior. To reduce demand on the vehicle's batteries simple mechanisms such as the mirror adjustment and windows are manually operated. These simplistic methods extend to the touchscreen HMI (Human Machine Interface) system that relays critical information to the driver including the amount of charge remaining and offers advice on nearby recharging stations.

"Cars with pure petrol and diesel engines – which in the foreseeable future will continue to be unbeatable for mid-to long-range distances – will be supplemented by cars like the E-Up! in coming years," said VW boss Prof. Dr. Martin Winterkorn. "And that will happen starting in 2013. The concept now being presented in Frankfurt very realistically shows how we envision such a Volkswagen with pure electric drive technology, visually and in terms of size."

## VW '1-litre' returns.

Volkswagen has shown a updated concept two-seat car capable of obtaining a fuel economy figure of just 1.0 litre per 100 kilometres (282 imperial mpg) at this year's Frankfurt Motor Show, according to a report published in German newspaper Bild.



It is an extension and development of the 1-litre concept car first shown in 2002 (see last month's Zeitschrift). To be known as the L1, for obvious reasons, the new concept uses carbon-fibre extensively in a bid to keep vehicle weight below 500 kilograms.

Aerodynamic drag has been reduced thanks to a sleek, redesigned passenger-behind-driver body with the rear wheels covered by skirts to improve air flow. Air intake ports for engine cooling and cabin ventilation also open only as required to further assist the car's slippery shape.

The L1 is 3800mm in length and has a canopy roof for passenger entry and egress. A small cargo area allows 50 litres of luggage to be carried.

Powered by a twin-cylinder (27kW) turbo-diesel engine the L1 uses a seven-speed DSG transmission. In addition to its outstanding fuel economy figure, it also achieves a CO2 output of just 39 grams per kilometre.

## Latest Polo at Frankfurt.

Volkswagen has premiered its most recent update of the Polo family at the Frankfurt International Motor Show, held in Germany in September.

The agile three-door shares the new styling cues as seen on Tiguan and Golf for a more consistent family look.



The new Polo will be available in Europe with a choice of six engines, ranging from 44 to 77kW, and in three model grades (Trendline, Comfortline, Highline) which include the new Polo BlueMotion which will also be available as a five-door.

The world's most fuel-efficient car in its class, Polo BlueMotion develops 55 kW from its turbo-diesel engine, while managing 3.3 litres per 100km and 87 grams of CO2 per kilometre. Although on display at Frankfurt, the Polo BlueMotion will not go on sale until midway through 2010.

Volkswagen is also offering the Polo with an automatic seven-speed dual-clutch gearbox (DSG) for the first time.

The model's entry-level version will now be the three-door Polo 1.2 Trendline with standard ESC.

Engine selections across the range include three diesel and three petrol units as follows: 1.2-litre 44 kW petrol; 1.2-litre 51 kW petrol; 1.4-litre 62 kW petrol; 1.6-litre 55 kW turbo-diesel; 1.6-litre 66 kW turbo-diesel; 1.2-litre 77 kW turbo-petrol. All engines comply with strict new Euro V emissions legislation.

Volkswagen has not yet released details on the Polo GTI version, which will not be released until 2010. It is likely to retain the existing 1.8-litre turbo engine.

No dates for the Australian market introduction have been confirmed yet. Our existing Polos are sourced from VW's Uitenhage factory in South Africa, so this factory would need to upgrade to the latest model first.

## VW saves Karmann.

Earlier news reports had said that German specialist body builder Karmann had gone bankrupt, their workers laid off and their Osnabrück factory closed down.

Now, however, Volkswagen has struck a deal worth “at least 10 million Euros” with Wilhelm Karmann GmbH to keep the insolvent coachworks and specialty builder alive so it can reorganize a new company and “focus on building electric-powered cars.” That’s according to an unsourced report in the Neue Osnabruecker Zeitung that can be found on Bloomberg News’ website. A separate report on HLN.be says that the EV deal is worth 20 million Euros, the fruits of which are expected to go on sale in 2011.

Earlier this year, Karmann showed off an EV concept called the E3 Limosine, co-developed with utility company Oldenburg Energy Group (EWE). Last October, Karmann said it would help build some of DuraCar’s Quicc! DiVas Electric Vehicles.



So while Volkswagen no longer uses Karmann to design and build its Cabriolets, Coupes and Campmobiles, there may be a future for VW-Karmann in electric vehicles. We hope so, as no one wants to see Karmann close.

## Phaeton to return to US?

Volkswagen is considering the re-introduction of its large, luxury Phaeton model to the US market.

The Phaeton, VW’s largest and most luxurious car model, debuted in Europe in 2003. It is based on the VW D1 platform, shared with the Audi A8 and Bentley Continental and Flying Spur. The Phaeton is available with V6, V8 and W12 petrol engines, and V6 and V10 TDI diesel engines. All Phaetons come with 4Motion all-wheel drive. They are built in VW’s impressive ‘glass factory’ in Dresden.

The Phaeton has been a success in Germany, but even so the Phaeton sells less than half the volume of the Mercedes Benz S-class and BMW 7-series. Export markets have been particularly disappointing. US sales began in 2004 and VWoA budgeted to sell as many as 10,000 per year, but US sales were only 1,400 in 2004 and just 820 in 2005. The Phaeton was discontinued on the US market in 2007.



The upgraded Phaeton will feature a TDI (diesel) powertrain which VW hopes will be a strong selling point when it reverses the earlier decision to pull the car after four consecutive years of slow sales.

“I have to admit that it was a mistake to take this car out of the market,” said Mr Stefan Jacoby, CEO of Volkswagen Group of America. “We think that the Volkswagen brand is a good place for this. We are looking at various alternatives for the re-launch of the Phaeton.”

Mr Jacoby said that strong demand for VW’s diesel models during the US ‘cash for clunkers’ program suggest that a diesel Phaeton might work as a high-tech, energy-efficient model.

The VW brand sold about 11,500 vehicles during the program, but it might have sold more if it had not run out of popular diesel-powered vehicles like the Jetta TDI station wagon.

## US mid-size VW.

As part of a far-reaching interview with Stefan Jacoby, Volkswagen’s North American CEO, some new details have been revealed about the German automaker’s forthcoming Chattanooga, Tennessee-built sedan, as well as the potential viability of the Polo subcompact in the States.



In the main, Jacoby allowed that the unnamed Chattanooga-built sedan will hit the market in the spring of 2012, with a targeted price tag of “around \$20,000,” and the car is tipped to rely on versions of the company’s 2.0-litre and 2.5-litre engines that are already in production. Although the design has not yet been made public, Jacoby notes that the car was finalized over the last few weeks in Wolfsburg, and a rendering of the car has been shown.



What else will be made in VW's new Tennessee plant? At the moment, there have been no firm decisions, but up for consideration, says Jacoby, are a compact SUV, a mid-size SUV, or something from "the Polo family."

About the latter – Jacoby says they have polled the company's dealership body in the States, and their response has been that the Polo is not large enough to succeed in America. That seems to make sense, as the larger Golf has not been a success in the USA either. That said, VW appears to be considering a next-generation Polo sedan and/or a larger hatchback. While stopping short of confirming a model, VW's CEO did sound quite positive about the chances for a Polo when he said: "We are investigating what model we should start with and when we should start — in 2011 or 2012."

## Chinese B2 Passat to end shortly.

Although the second-generation Passat was never sold in Australia, it was enormously popular in the UK and Europe. In the USA, it was called the Volkswagen Quantum, and it never became as popular in the States as its successor, the Passat has. The second-generation model, known as the Santana in China, once again proved that Volkswagen is indeed the 'people's car.' And now, after being built domestically through a joint-venture with Shanghai Volkswagen Automotive since 1983, word is that the venerable sedan's time is limited. According to new reports, the Santana will leave VW showrooms in 2012, meaning that the Santana will have enjoyed a model run of 29 years in China.



Along the way, the car has received a number of updates, including an enlarged engine with electronic fuel injection, a fifth speed for the manual gearbox, ABS, etc. – but in its bones, the Santana is still very much the same car that plied European and American roads back at the turn-of-the-Eighties. Despite China's rapidly evolving market, the elderly VW still all but rules many of the nation's roads, particularly in Shanghai, where livery versions of the Santana rival New York's Ford Crown Victoria for ubiquity. There are everywhere.

The Santana was even built under licence by Nissan in Japan for a short while in the early 1980s. It is a pity that VW Australia's owners at the time, LNC Industries, could not have imported those Japanese Santanas into Australia, instead of Subaru Sherpas, Renault Fuegos and Fiat Stradas of the time.

According to TradingMarkets, fully 3.21 million VW Santanas have been built in China, with 2009's sales already totalling 126,020 units through September.

## Volkswagen to buy Suzuki?

Following weeks of rumour, German publication Automobilwoche has today published a report that states, "Volkswagen is expected to take a stake in Suzuki by the end of this year," citing an unnamed Suzuki executive as reference.

"We expect that there will be a basic agreement this year," the unnamed source was quoted as saying at Frankfurt Motor Show. "For Suzuki and VW this connection would be a win-win situation. Suzuki would have access to a variety of VW's technology, while Volkswagen would have a solid supporting leg in India and Southeast Asia."

There has been speculation previously that VW would be interested in such a partnership with Suzuki, with a news article in June stating the two manufacturers were in talks on the topic of ultra-small car production, a claim later denied by both parties.

Last Monday, VW's CEO Martin Winterkorn said that the product portfolio of Suzuki would fit well with that of VW, declining to comment further.

We will keep you posted on any developments with the situation as they come to hand.

## VW Routan killed off.

That the US-market Volkswagen Routan has been a dismal failure is probably one of the worst kept secrets in the industry, but until now, few have taken stock of just how poorly the badge-engineered minivan was selling.

The idea was fairly straightforward, if a tad ill conceived: take a Dodge Caravan, slap on a fresh face and a VW badge and give it an unpronounceable name. The minivan is built alongside its Chrysler and Dodge counterparts at Chrysler's Windsor, Ontario, plant... or at least it was until Wolfsburg asked VW of America to stop production. Apparently, not a single Routan has rolled off the assembly line since last December, and there are no immediate plans to resume production.





Nor should they, necessarily: Of the 22,037 Routans produced between its introduction in September 2008 and the cessation of production just a few months later, only 5,582 (less than a quarter of those made) have actually been sold. With that much back-stock, Volkswagen of America has been offering some attractive incentives, and dealers are likely super-motivated to sell, but the Routan's retail price is still a couple grand higher than a Dodge Caravan's, part of which goes towards recouping Brooke Shields' pay cheque for that ridiculous advertising campaign. And with no sign of the remaining Routans' value going anywhere but down, there's little motivation for VW to ask Chrysler to resume production, much less green-light its replacement.

If there's a bright spot here, it's that the Routan actually isn't a bad minivan, particularly now that good deals are available. It's been said that it is the best-driving Chrysler minivan (with the best interior of the bunch), and that's probably true – even if the name, marketing and idea that this is a proper VW has never managed to resonate with consumers.

And being one of the lowest-selling VW models of all time on the US market, there is plenty of scope for long-term collectors to put one away. Who knows, a 2008 VW Routan could be worth big \$\$ in 20 years.

## Porsche almost went bankrupt.

These are some confusing times in the automotive world. For the past few years, it seemed as though Porsche was primed to rule the world. It was selling plenty of product, and more importantly, it was quickly gobbling up shares of giant German juggernaut Volkswagen. Tiny Porsche almost managed to take over a company 20 times bigger than itself. Dried-up credit markets, global recession and slow sales have conspired to put a big wrench in Porsche's plans, though.



We already know that the Stuttgart sports car (and SUV) maker has ditched plans to take over VW and instead plans to merge the two companies. German magazine Der Spiegel is reporting that times are currently so tight at Porsche that it actually skirted bankruptcy for three days in March. Porsche's former boss Wendeling Weideking, who tried to engineer the VW takeover and accumulated the huge debt, was sacked from the company in August.

The German automaker received a 700 million Euro loan (US\$978 million) from VW to stay out of trouble, but needs another 2.5 billion Euro (nearly US \$3.5 billion) to stay in business. Porsche has tried to tap the German government

to receive more loans to pare down the enormous debt it had incurred in attempting to buy VW. In fact, Porsche, which sells fewer than 100,000 vehicles per year, has accrued an astonishing 9 billion Euro worth of debt (around US\$12.6 billion). That's 50% more debt than Chrysler has.

## Porsche Panamera problem.

While the board of Volkswagen AG may have already voted to axe the Panamera from the Porsche line-up, a report published today has said the four-door Porsche coupe's platform will be used by at least one of the company's other premium brands.

With so little clarification available we're left wondering as to what the future may hold for a platform with a lifespan still some eight years long.



In the short term at least the answer is unclear and looking through the VW retinue of brands it's hard to find an answer. Costs, and the up-market target, would seem to rule out the Volkswagen, SEAT and Skoda nameplates.

Audi already has a number of similar vehicles in production, or in the pipeline, and it seems very unlikely it would get the nod.

Then there's Bentley, which could use the platform in its next Continental GT, but rumour has it this job will be filled by an aluminium platform from Audi in a bid to save weight.

Bugatti is also considering a four-door sports coupe (called the Bordeaux), but with a final decision already close to production it also seems highly unlikely the Panamera platform will be used here either.

That leaves Lamborghini, which has already stated that its Estoque will not use the Porsche platform either.

So, as far as we see it and unless VW itself is going to do something less prosaic, the \$1 billion Panamera platform could be shelved, at least for the next few years.

That begs the question - will this ensure that the Panamera becomes Porsche's ultimate modern-day collector's item?

# Mk6 Golf GTI now available in Australia.

The latest-generation version of the legendary VW Golf GTI could account for nearly one-in-three Australian sales of the popular VW Golf range.

The sixth-generation Golf GTI was released in Australia last week, joining the rest of the TSI and TDI Mk6 range released in March. Volkswagen Group Australia believes the GTI will be even more popular than its successful predecessor.



Volkswagen Australia has sold nearly 9,000 Mk5 Golf GTIs since it debuted in early 2005, with a peak of 2,453 in 2007. The company is expecting the new version to again be its best-selling model, and help propel its sales out of the financial downturn.

“25 per cent of Golf sales have been GTI, and we will keep that mix... I think it even goes a bit farther in the beginning of the [new model's] product launch to about 30 per cent. That is what we are projecting,” says new Volkswagen Australia boss Anke Koeckler.

Pricing for the new GTI is identical to before, with the three-door starting at \$38,990 and the five-door at \$40,490. Swapping the standard six-speed manual for a six-speed dual-clutch (DSG) auto adds a \$2,500 premium.

Golf GTI Mk6 gains new features, including a so-called Extended Electronic Differential Lock (XDL) that's designed to reduce understeer (the front-end pushing wide) in corners.

Up front, a new 2.0-litre four-cylinder turbo petrol engine delivers more power but also reduces fuel consumption compared with the old unit. Power is up from 147 to 155 kW (there's no change to torque, at 280 Nm), and fuel economy drops from 8.2 to 7.7 litres per 100km for the manual and from 8.1 to 7.6 L/100 km for DSG. The recommended fuel also drops from premium 98 to the slightly cheaper 95-octane unleaded.

Volkswagen says about 60 per cent of Australian buyers will opt for the dual-clutch transmission, though while it's more fuel efficient than the manual it goes against the industry norm by not being quicker. Both gearboxes propel the new GTI from 0-100km/h in 6.9 seconds, a time that is also identical to the previous-generation version.

VW says the new engine is designed to be more driveable in the middle rev range than the previous 2.0-litre – and peak torque of 280 Nm is available over a slightly broader range from 1700-5200rpm – while the new diff aims to make the GTI a sportier drive.

“The electronic diff is designed to counter that classic front-wheel-drive hot-hatch trait of pushing wide in corners,” says VW Australia's general service manager, Phil Murray. “When the electronic stability control detects the inside front wheel slipping it momentarily brakes that same wheel.”

Some rival hot-hatches such as the Mazda3 MPS use a cruder mechanical limited-slip diff to control the differing rotating speeds of their front wheels. The new Porsche 911 Turbo however employs a similar hi-tech set-up to the GTI (albeit on the rear wheels).

Golf GTI buyers can also pay \$1,500 for adaptive dampers (called Dynamic Chassis Control) that were introduced on the Mk6 Golf and offer a choice of three settings, ranging from Comfort to Sport.

The rest of the Volkswagen Golf GTI's underpinnings are carried over from the Mk5 with modifications, including stiffer springs and dampers as with the regular Mk6 Golfs that debuted earlier in 2009. The GTI, of course, sits lower to the ground than regular Golfs.

The latest Mk6 VW Golf GTI is now available at Australian VW dealers.

## Recommended Retail Prices:

Golf GTI 3-door 6-speed manual	from \$38,990
Golf GTI 5-door 6-speed manual	from \$40,490
6-speed DSG	add \$2,500

## GTI - first Australian drive.

There are few times a skier would be happy carving down a mountain in the Victorian Alps when there's no snow. But this is one of those moments. I'm on the road rather than the slope, and I'm strapped into the new Volkswagen Golf GTI rather than onto a pair of skis.

The exhilarating sensation is similar, however, as the 17-inch tyres roll onto their edges to ensure the sixth-generation Golf GTI tackles the downhill bitumen slalom with tenacious grip and delicate poise.

Turning sharply helps to scrub speed into corners just like skis, though while a skier uses poles to help initiate turns the new GTI has a new trick for cornering.

The Extended Electronic Diff Lock (XDL) sounds complicated, but is simple in operation. The system is standard on the new GTI and is designed to help quell understeer – the





natural inclination of a front-wheel-drive car to push its nose wide of the intended cornering line.

It's an electronic aid that would prove useful if it was fitted on the Golf-based Octavia RS hot-hatch of sister company Skoda, which has a bad habit of spinning its inside front wheel when accelerating around tight corners. Same with many of the cruder European and Japanese 'hot hatches' from other companies.

No such behaviour from the Golf GTI. Start to reapply throttle mid-corner, and the XDL uses the stability control system to dab the inside front wheel brake to maintain traction as that wheel naturally becomes unloaded as the car leans on its outer wheels.

It sounds like some form of reverse logic making a car quicker by slowing it, but it works.



It's an incremental improvement to the handling of a Golf GTI that rediscovered its dynamic mojo in its previous (Mk5) guise after two generations of lacklustre pretenders. The Mk1 and Mk2 Golf GTIs were legendary, but the Mk1 GTI was not sold in Australia at all. Our Mk2 GTI was a low-spec 8-valve 'run out' model that was not even imported until 1990. We didn't see the flabby Mk3 GTI at all – the then-importers, TKM/Inchcape, chose to import the VR6 instead. The Mk4 GTI, the first turbo GTI, was released in 1999 but it was merely competent rather than brilliant. The Mk5 GTI was a 'reboot' of the GTI concept and it was a huge success around the world.

The new Mk6 Golf GTI arrives less than five years after its predecessor debuted in Australia, so it's perhaps no surprise that, like the regular Mk6 Golf, it carries over many components – notably the underpinnings – from the old model.

The suspension is slightly firmer than before, but on the launch roads around Mount Hotham the GTI doesn't seem to have lost its



ability to offer both ride comfort and fun, predictable handling.

That's the case whether you choose the standard suspension or pay an extra \$1,500 for adaptive dampers that come with three settings: comfort, normal and sport.

The differences between the three Dynamic Chassis Control modes are subtle but noticeable.

So pick Comfort for more relaxed, everyday driving – especially when the roads look more like a mogul field; pick Sport for more focused responses – including weightier steering.

Propulsion once again comes from a 2.0-litre four-cylinder turbo, though the engine is new. Power rises from 147 to 155kW and arrives between 5300 and 6200rpm. Torque is unchanged at 280Nm, but covers an even wider slice of the rev range – from 1700-5200rpm.

This is another turbo engine that closes the gap to the ultra-linear response of a good naturally aspirated engine. It's tractable from down low, turbo lag is negligible, there's a strong mid-range but the engine also has an engaging top end.

If refinement has been improved incrementally – there's a theme developing here – the characterful exhaust blurts of the old GTI seem to have been lost (at least from the inside of the car).

VW's moves to improve the Golf GTI's noise refinement – with thicker side glass, for example – could be partly to blame



(though road noise is still noticeable, though not intrusive, on coarse surfaces).

Volkswagen says there's no change to the GTI's claimed 0-100 km/h sprint time of 6.9 seconds (both six-speed manual or six-speed DSG dual-clutch auto), as the company aimed for better all-round driveability.

Fuel consumption is superior with the DSG gearbox (7.6 L/100 km v 7.7) that about 60 per cent of Australian GTI buyers will opt for, though the manual makes a convincing argument with its slickness and precision.

Whichever gear lever you choose, the GTI's interior benefits from the same (more than incremental) lift in cabin materials as the regular Mk6 Golfs.

And the GTI again has only subtle variations to its interior just like its predecessor: flat-bottomed steering wheel (ergonomically spot-on), sports seats (snugly comfortable with great driving position) and tartan cloth seats. The GTI also has two classy red grille stripes that hark back to the same red-edged grille of the original Mk1 GTI. The only thing it doesn't have is the '70s-style golf ball gearstick.



Road testers regarded the previous Golf GTI as a car that was greater than the sum of its parts, and most of those parts have been incrementally improved.

It means the new Golf GTI, on first local meeting, feels like an even greater all-rounder. It's a hot-hatch that's still as happy to do the blue run to the shops as it is taking on the black run of your favourite stretch of challenging road.

## Golf GTD coming to Australia?

The Volkswagen Golf GTD looks set to be heading Down Under as the efficiency push hits the hot hatch brigade. Volkswagen Australia is planning to introduce a diesel version of its iconic GTI hot-hatch by the end of 2009.

VW has just released its sixth-generation Golf GTI locally, and believes Australia is ready for the GTD version already on sale in Europe.

"We are thinking about bringing as well this [diesel GTI] version into the Australian market," says Volkswagen Australia boss Anke Koeckler.

"We have big competence in diesel and we have still a kind of USP [in Australia]; before at times we have had about 50 per cent of the [local] diesel market just with VW, even if that has

changed a bit because competitors have seen there is a good opportunity with diesel.

"Diesel is [now] well regarded in the Australian market. And from the point of the environment, you have [with the GTD] a very great ratio on performance combined with [low] fuel consumption."

The Golf GTD is powered by a 2.0-litre four-cylinder turbo-diesel. At 125 kW it has 30 kW less than the petrol GTI, but boasts an extra 70 Nm of torque (350 Nm).

Volkswagen's GTD would follow diesel hot-hatches from Renault (Sport Megane dCi 175) and sister company Skoda (RS TDI).

The GTD is 1.2 seconds slower (8.1sec) than the GTI in the 0-100 km/h acceleration run, though offers a significant fuel economy advantage – 5.3 litres per 100 km v 7.6 L/100 km (GTI DSG). Emissions are 139 grams (CO<sub>2</sub>) per km v 178 g/km.

As with the GTI, the GTD is available with a choice of manual or dual-clutch auto gearboxes – both with six ratios.

Volkswagen says the GTD is "aimed at diesel drivers who value maximum dynamics". In Europe it's priced slightly below the GTI that starts at \$38,990 in Australia for a three-door manual version.

The GTD sits on sports suspension and 17-inch alloy wheels. It looks nearly identical to the GTI with the same front bumper, honeycomb grille and headlights, though it gets chromed stripes at the front instead of the iconic hot-hatch's trademark horizontal red stripes.



Volkswagen Australia has yet to officially confirm the diesel GTI, though says it is much closer to signing off the business case than it is for the Golf-based Scirocco coupe, which is probably not going to be sold here (the earlier Mk1 and Mk2 Sciroccos, and the Corrado, were never sold in Australia).

"We are still considering the Scirocco," says Koeckler, "but for now we are focusing on the launch of the GTI. Then we will see if there is still a need for the Scirocco."

"We always have to make sure there is potential for volume for a car. If it's only 200 or 300 cars per year, it's not affordable as a business case. It still has to be a profitable for the dealers. We would need to sell 500 at least."

Volkswagen's fastest ever Golf, the 199 kW R, will definitely be on the boat to Australia, due about mid 2010, replacing the 6-cylinder R32. The turbo-four all-wheel-drive Golf R is claimed to sprint from 0-100 km/h in 5.5 seconds.





## Hubertus Oktoberfest. Sunday 4 October.

Oktoberfest is a famous German celebration and festival that dates back to the marriage of Crown Prince Ludwig of Bavaria in 1810. The Munich Oktoberfest is the largest people's fair in the world, with over 6 million visitors to the 14 main tents on the 42-hectare grounds over the 16 days of celebration. The Germans go through 6.9 million litres of beer, 520,000 chickens, 142,000 pairs of pork sausages, 38 tonnes of fish and nearly 60,000 pork knuckles in that time.

Sydney's Oktoberfest at the Hubertus German Club at Luddenham is considerably smaller than Munich, but it is just as much fun, and it has become a major annual event in the Club Veedub calendar. Once again Raymond had arranged for prime parking and seating for our members, and Volkswagens were the only German cars on official display. The Hubertus Club again was generous in donating a number of prizes for the Volkswagen owners.

The Hubertus Oktoberfest ran all weekend, but we were only involved officially on Sunday. The day dawned grey and damp, and the club's front field was a little boggy but the VW parking area was front and centre on the concrete apron in front of the club. Raymond's Golf was first to arrive - in fact he was still there from the day before - but soon the VWs began arriving. Brian parked his Golf next to



Raymond's, and then there were three Kombis - mine, Wayne's and Grace's. Shirley brought her brown Beetle (and Ray of course), and the Ram family brought their blue Beetle. A few more VWs joined as the morning wore on, including Martin in his T3 Bus, and Matthew in his Audi.

The food was very German and smelled great in the large dining marquee. There were pork, chicken and beef sausages (würst) on hot rolls; roast pork (Schweinsbraten) and pork knuckles (Haxn); potato dumplings (Knodeln), and a range of pretzels and potato pancakes (Reiberdatschi). Of course there was plenty of sauerkraut to go with it. The club volunteers were flat-out on the barbecues most of the day. The beer taps were right alongside the food, served from a specially-erected bar. Souvineer Hubertus Oktoberfest beer steins were again on sale, with a range of delicious German beers to sample, a litre at a time. Erdinger, Flensburger, Hofbrau, DAB... Ahh, that's what Oktoberfest is all about.



Raymond's girls Bettina and Kira, and my daughter Lily, went off to try the kids' rides before the crowds arrived. They had a few pony rides but the rain became steadier. Lily had a few goes on the giant blow-up slide but the rain was heavier now and she made a bow-wave as she slid down. She was soaked! After half a dozen more slides I took Lily back to the Kombi and she took off her wet clothes. She stayed wrapped in a blanket in the Kombi, with Kira, while Raymond kindly put her soaked jeans and top in the club's clothes dryer. Note to self - put a spare set of Lily clothes in the Kombi next time. Thanks Raymond. In 20 minutes she





## Club Veedub. Aus Liebe zum Automobilklub.



was changed and warm, and the girls went back up to the auditorium where the adults were seated at the front-row Club Veedub tables. The show was about to start.

The Hubertus Club put on a fantastic display, with a troupe of Bavarian slap-dancers taking the floor. This is where the girls wear traditional, pretty German dresses and the boys wear Lederhosen, long socks and hats. To traditional German oom-pah music, the boys and girls dance together until the boys pretend to have a fight. Very entertaining to watch! After the troupe finished, the Hubertus' own group did their own version and some nice steps. Raymond and Grace were very proud that both Bettina and Kira were both part of the dance group, for the first time. They were great!

The Club's own German band played some more dance music, and the crowd joined in. The kids danced the Chicken Dance, the Macarena and of course the Nutbush, while the adults enjoyed the food and beer. It was also great fun just to

wander around the club with a beer in hand, looking at the craft stands, food stalls and the rides outside (but the rain wasn't letting up). It was even more fun to look at all the pretty young frauleins.

Dolph, the Hubertus president, was kind enough to give away some prizes to several of the VW owners, but as I was helping Lily with her plaster painting I didn't see who won what. But we did notice that many of the crowd came down to look at the VWs when the rain let up. It was great to see such a nice lineup of Volkswagens, especially when no Mercedes or BMW clubs made the effort, and the Hubertus Club were happy to have us there. There were also some new Golfs, Jettas and Passats scattered through the general parking area, so we made sure they all got a Club Veedub membership form under the wipers.



Thank you to the Hubertus Club for their hospitality, and thank you to Raymond for all his organisation. The Oktoberfest is a fantastic way to spend the day, enjoying the best German food and drink, while showing off our Volkswagens and promoting our club at the same time. If you've never been - make a point of coming along next year. Prosit!







## Southern Highlands Motorfest. Sunday 25 October.

Our Club went along to the Southern Highlands Motorfest last year, but our turn-up was pretty weak and only half a dozen VWs came along. We vowed we could do better in 2009, as it's a good day down in the southern highlands and well worth the trip.

We met up at Uncle Leo's petrol station at the Crossroads, Liverpool, at 7:30am for an early coffee and breakfast, and soon there were more VWs than last year. Brian and Robyn, and Ray and Shirley, were keen to get going so we swallowed our coffees and headed out in convoy at around 7:50am (yes, 5 minutes late). This time I led the convoy in my Kombi camper, and I sat on 80 km/h until we were clear of Campbelltown. There were a couple of VW latecomers still getting fuel or finishing their coffee as we left, so this gave them all a chance to catch up.

We sped up to 100 km/h+ for the rest of the run, and although my heavy Kombi had no trouble with this speed downhill or on the flat, it couldn't maintain 110 up the grades

and slowed to 90. At least it kept our convoy together – I have been on VW watercooled cruises where the leading Golfs blast away at 130+. None of that on this trip! In any case we soon reached Mittagong, veered left and took the single lane highway to Bowral. We began to notice other vintage and classic cars heading in the same direction – including one pre-war thing that pulled out suddenly in front of Brian. Golfs have superb brakes, thank goodness.

The Chevalier College is a large campus to the south of Bowral, actually at Burradoo rather than Borwal

proper. We turned left off Highland Way and into the grounds. We were earlier this time and there was no delay in paying the \$10 entry and parking together on the grass. There were already four or five VWs already waiting for us, including Andrew Dodd in his Fridolin and the Murrays in their Kombi single-cab, and several Beetles I didn't recognise.

After we parked and set up, Ray put up his marquee and we made ourselves comfy. We had 10 VWs parked together, with another two or three with 50 metres. A much better turnout than last year. The weather was grey and threatening, but it held off for the moment.

We took it in turns wandering about the large open area, looking at all the other classic cars, trucks and bikes. Again they had a country wood-chopping competition happening, and there was a display of vintage farm engines and machinery – all working. There were kids' rides, and lots of craft and food stalls to browse. Up in the school buildings there was a bric-a-brac sale, a BBQ and more stalls to look at.

The row of VWs looked very impressive. None of the locals had ever seen a Fridolin before so there were plenty of questions from passers-by. Ken's Superbug S looked as impressive as always, as did the Ram family's metallic blue Beetle with chrome spider. Gary had the only Type 3, his







mighty yellow notch, and it was nice to see Brian and his wife bring their nice tan Superbug as well.

As lunchtime approached, the first spots of rain began to fall. There was a flurry of umbrellas going up, but most people kept wandering among the cars. The rain started to settle in, and it became a continual light shower that made everything damp. I expected owners to get out their chamois, but no, most of them were content to sit under their tents or umbrellas and watch the rain fall.

The grass was firm where we were parked, but up near the school where all the stalls and displays (and toilets!) were located, the ground soon turned to mud. No one seemed to mind; in fact it added to the country atmosphere. Even the local car judges, going about their duties with umbrellas, plastic ponchos and wide hats, stuck to their tasks with a smile.

The presentation was at 1:00pm, by which time the rain had eased. There were 12 trophy categories for general cars, trucks and bikes, classic and custom, with three trophies in each category. Last year no VWs won anything, but this year Wayne Murray picked up a trophy for Best Commercial (post 1960), beating a number of nice Ford F100s and so forth. The first winning VW - well done Wayne!

The organizers also gave away a series of trophies especially to Morris Minor owners. Apparently they ask for



nominations for a 'feature' marque each year, based on guaranteed turnout and support, with the Minor owners filling the role this year. The extra trophies are paid for by local sponsorship. This would be a great opportunity for Volkswagen to be the 'feature' marque next year, but we would have to have twice as many cars turn up – say 25 to 30 – to make it possible. I wonder if we can do it?

The trophy presentations over, most owners decided to quickly pack up and head off home before the rain returned, as it soon did. There was soon a queue to get out of the college gates, so some of the VW group decided to huddle under Ray's tent for a bit longer. A TV crew came over and interviewed Ray about Shirly's brown Beetle. We tried to send them over to Wayne as well, but he and Laurie had already headed off.

And so it was that we did the same. It was getting very grey and gloomy, with continual showers, as we drove out of the college, back through Bowral and thence onto the freeway and home. In spite of the rain it had been a very enjoyable day looking at cars and talking with lots of enthusiasts – VWs and otherwise. I hope we can get an even better turnout next year, as this day is worth supporting.





# Boris' Picnic Day. Sunday 1 November.

One of the longest-running, as well as most enjoyable VW events in Sydney, is Boris' Picnic Day. Boris organized the first one at Fitzpatrick Park at Picnic Point back in 1986, and it was a great event even back then. It's always been a day to shine up your VW and park it on sunny grassland, relax with a few beers, have a BBQ, buy or sell some VW parts, and generally talk cars all day.



For a number of years it was at Deepwater Motorboat Club at Milperra, which was pleasant enough but a bit out of the way. In more recent times, Boris has moved it to Dolls Point near Sans Souci, at Cook Park right beside Botany Bay. It's a wonderful spot, with safe parking on tarmac, plenty of grassy shelter, gorgeous views across the sparkling water and even a safe little sandy beach and clean water for the kids. And it's on a major cycle/walking thoroughfare, which means continual crowds of people passing through all day.

Boris and his helpers – Dave, Steve and David, Brian and Bob – all got there at around 8:00am to unlock the gates and set up. The early-risers got the prime parking and Boris soon had the BBQ set up on the grassy verge. Raymond and Grace set up the Club shop right next door, under the shady marquee.

Brian manned the gate as always, and the shiny VWs soon began arriving. The weather was perfect, clear and sunny and quite warm, but a cooling breeze was blowing off the water and it was a delight to wander up and down as the VWs parked. The BBQ was quickly fired up, with John and



Rudy doing the duties on the grille at first but other VW enthusiasts helped out during the day.

Lily soon sold all her home-made cupcakes – 50c each or 3 for \$1, all made with love – then she changed into her cossie and headed down to the beach with Kira and Bettina. I quickly lathered her back, arms, legs and face with 30+ sunscreen against the fierce sun, and the girls had a great time playing in the sand and venturing a little out into the water.

Meanwhile the carpark was getting pretty full. Flat Four VW Club arrived pretty much in one big group, and parked together a little further down near the swappers. It was great to catch up with them again, as we hadn't really had a joint run since the Supercruise back in June. A few people suggested a bowling night early next year, which sounds like a good plan. Stay tuned ...



It was great to see Scott Blyth from Denlo Volkswagen at Parramatta come along on the day, with his sons, in a brand-new VW Crafter van. He parked this giant VW van near to the Club stand, and a number of VW enthusiasts we keen to have a look inside and out. They are the next size up from the T5 and have as much as twice as much space inside. They make great campers! Scott's one was empty but it was possible to imagine any number of conversions.

Scott had tried to get a brand-new Golf Mk6 GTI to bring along, as they had only gone on sale three days before. However Scott said that all the first shipment they received had been sold – the last one on Friday! Pity, it would have been our first public sighting of one, but I'm sure we'll see a lot more around soon. It was great to talk modern VWs with



## Club Veedub. Aus Liebe zum Automobilklub.



Scott and I hope he enjoyed the day. We look forward to doing more with Denlo VW in future.

Almost all of the VWs sitting in the sun were air-coolers, many of them being pre-'68 6-volt Beetles and Kombis. There were only three or four modern VWs in attendance. Where were all the Golfs, Boras, Polos and Passats of the watercooled boys and girls? It was very disappointing that they didn't come along. I hope they make the effort next year.

The BBQ sausages and rolls were extremely popular when lunchtime came around. Brian shut down the entry gate at midday, as VWs had stopped arriving by then (and some were already starting to leave). There was nothing more to do except wander up and down in the bright sun, looking at the gleaming VWs and chatting pleasantly with everyone.



By 1pm many of the VWs were starting to leave, no doubt with things to do at home. The carpark began to thin out but the BBQ was still going strong. Raymond began the raffle draw at 2pm as the BBQ started to get a bit low on buns and sausages, and many of the VW fans (me included) started to glow a bit pink in spite of slipping, slopping and slapping.

Lily and I packed up and headed off around 3pm, the same time as Raymond headed off to work and Grace packed up the shop. Boris was putting the BBQ as Frank gave instructions nearby and Brian enjoyed a beer in the shade.

Many thanks to Boris, and Vintage Veedub Supplies Campsie, for another successful and very enjoyable picnic day. The weather was certainly on our side – again. Let's hope it's just as much fun next year!







## The Toy Department.

Westfalia was the designation of various specially converted Volkswagen camper vans. It is named for Westfalia-Werke, the contractor that built the vans, which is headquartered in the town of Rheda-Wiedenbrück located in the Westphalia region of Germany.

Westfalia-Werke also converted non-VW vans, and made trailers and other products, but they were best known for their Volkswagen camper conversions. Westfalia began converting Volkswagen buses in 1951. Their famous 'pop-top' package was added later, and became very popular on the second-generation VW Bus from 1968-1979, as well as its successor the T3 (Vanagon), and then the T4 (Euro Van), which was discontinued in 2003. Westfalia was purchased by Mercedes-Benz, so all of today's factory VW campers are now made in-house.

Their design also inspired many imitators, with dozens of other companies worldwide offering pop-top van conversions. Therefore, not all pop-top Volkswagens are Westfalia conversions (although in the U.S., the Westfalia conversion was by far the most common). They were not sold in Australia - our factory campers were made by the Sopru company - although Westfalia campers could be ordered through Australian VW dealers as part of a European delivery program for buyers going overseas.

This month I have featured a Westfalia Camper which is typically common in the UK and very highly sought – this



Camper was recently on Ebay in the UK with starting price of £12,500 or just over \$A23,000. Not bad for an exceptional classic VW.

Alternatively you could buy this 1/43 scale 1977-79 Westy for \$70 and still get the same joy but only on a smaller scale.

Made by Premium classixx diecast models this collectable model is one of 1,500 in a nice two tone green.



And here's a real-life example. This really amazing vehicle was listed on Ebay in the USA, starting at US\$14,000. Only 60,000 miles and auto too.

Tony Bezzina  
[kbezzina@bigpond.com](mailto:kbezzina@bigpond.com)

## Watty's Corner.

I caught up with Herb and Greg at Glen Innes!

Unfortunately I wasn't able to put an entry in for the recently run 'Classic Outback Trial', because of waiting on bits to fix the engine for my Beetle, but I will be ready for the next one!

The Classic Outback trial started on the 31st of August at Forbes NSW, and consisted of 35 competitors, with two Volkswagen Beetles being Ben Seehusen and Cameron Langley in their (ex-Andrew Dodd's) wonderfully prepared 1968 dark blue VW Beetle, and Robert and Starr Mifsud in their yellow 1976 VW Beetle. The distance of the trial was around 3,500km long, travelling from Forbes, through to





## Club Veedub. Aus Liebe zum Automobilklub.



Coonabarabran, Inverell, Glen Innes, Lismore, Casino and onto the finish at Tweed Heads. It coincided with the Repco Rally Australia.

Besides the two Beetles, the other cars consisted of a couple of Galants, Peugeots, Ford Falcons, Mustangs, Commodores, Ford Escorts, Datsuns, Porsches, a Torana, and a Lotus Cortina and an MG and a Mercedes 280 sports. Some of these cars competed in last year's Red Centre to Gold Coast trial, and one being David and Kate Officer in their last year's winning Mitsubishi Galant, and they were one of the favourites to win this event, but lost out towards the last day finishing down the list at 24th O/R. Most of the competitors found the conditions of the roads were fantastic, although rough here and there at times, and some roads fast and some a little hairy so I was told.



Out of the 35 starters, there were 31 finishers, with 1st Outright going to Terry Naish and Ross Runnalls in a 1970 Datsun 1600. 2nd Outright went to Steve Ashton and Ro Nixon in a 1972 Mitsubishi Colt, and 3rd Outright going to Michael Pinkham and Tommi Flegl in a 1982 Commodore.

Ben and Cameron came home a respectable 18th outright, and won their class (go the VolkSY), and this time finishing on all four wheels across the line, instead of three like in last years RC to GC Trial! Rob and Starr finished 21st outright, a much better result than last years Red Centre Trial, when they didn't get past day one at Alice Springs! I was expecting all the Rally cars and back up crew to arrive in Glen Innes sometime during the day, but didn't know which way they would be entering the township, until around 5 pm and one or two cars went right past where I work at Home

Hardware! First I looked out the window and spotted an XR Falcon, then a Mustang, and a few more cars. I then wandered out and spotted Ben in his Beetle driving past, it made me so excited to see at least a Beetle, then along came Rob Mifsud in his Beetle. My Boss said to me, I bet you wish you were in it? Well what would you think my answer was?

Anyway after work I went down to the Glen Innes Showground and caught up with Herb and Ben, and followed them to where they were staying for the night at Craigieburn Van Park. As I drove into the Van Park I spotted Ben's Semi Trailer and the service crew which consisted of Herb Gutmann, Greg Hart, Fred Perret (who use to Navigate for Andrew Dodd some years ago), and Ben's son David. As you can see by the photos, the service crew got to work on the Beetle, as Ben and Cameron went and had some rest! One



thing that they were in need of working on the Beetle was some 243 Loctite, and so I went home and grabbed a bottle of it and donated it to the team! What I worked out, that at this stage of the rally Ben was 29th O/R, and by the finish of the rally at Tweed Heads, Ben climbed to 18th O/R, and wins his class, it must of been the good ole' Loctite that did the trick forshore! \_!

Here's a snap of my Beetle in 'dry dock', still waiting on Boris to cash me up a crankshaft for my 1916 engine!

Likewise Julie and I have settled well in Glen Innes, and my Homehardware job is great, life style is great, but I do miss club meetings, and VW events. I will attend VW Warwick Weekender and various other events, although can't drive far at the moment!



Happy Dubbing,

Watty





## **David Carter wins bracket at Warwick Drags 2009.**

My son David had his first taste of Drag Racing at Warwick in 2008; he was still on his learners in 2008, so his trip down the 1/8<sup>th</sup> mile (201.1 metres) was actually logged as part of his driver log book record.

This year he returned in his newly restored 1974 Superbug L (known as the 1303S in Europe), with a slightly warmer power plant (1904cc with twin 40 mm Dellorto carburettors) and won his bracket against many faster cars and more experienced drivers.

David was undefeated in the three qualifying rounds, and went on to take the win when his opponent didn't get a clean start. David's water burnouts ensured that he had a wheel spin-free launch every time.

The whole weekend was a festival of fast and fabulous VWs with spectators and competitors coming from almost every corner of the country.

Most people attending choose to camp at the track for the weekend which makes it a more affordable weekend away. David and I drove up Friday morning in a small convoy with Rose and Ian from Newcastle and Rose's friends from Tasmania. The newly installed motor ran flawlessly all the way up and it was a real pleasure to drive on the open road again in a Bug with a bit of power. Even though we were heavily loaded with camping gear the 1904 powered up the



hills without raising a sweat.

Friday night we fed to bursting with a beautiful Paella made by club member Lou Guevara who now resides in sunny Queensland.

Saturday morning we went on a street parade into the Warwick CBD and stopped in nice park in the main street so that the locals could come and look at the VWs, then it was back to the track for scrutineering and practice runs.

The officials at Warwick are a very hard working and nice bunch of people so after running the track all day they then made us a yummy baked dinner. After dinner there was tappet cover racing. I will have to make one of these things one day. Then we all sat around and did some bench racing and had quite a few drinks and laughs. There was bit of rain Saturday night and I felt every drop in my swag, I was hoping that it would blow away and not affect the racing on Sunday.

Sunday was race day and it was fine weather, yippee. Time was allowed on Sunday morning for additional practice runs but David didn't have any further practice runs, as David's car is not a 'trailer queen'. As we had to drive it home we thought it wise to not take any more risks with the gearbox; it's about the only part of the car that hasn't been rebuilt or replaced as yet since buying it from Dave Becker a few years ago.



All competitors got three runs in the heats of the bracket race. Bracket racing is like a handicap race. You nominate a time that is close to what you have been running in practice. If you're slower than your opponent you get to take off first with the difference being the time that you and your opponent have nominated. All being equal both competitors should arrive at the finish line at the same time, but there are few things that can vary how well each car runs. You could wheel spin too much on takeoff; the car could bog on takeoff; you might leave the line too early, which will in most cases will give the win to your competitor; the other driver could also miss a gear or the car could breakdown or misfire. The time you nominate is called your dial-in time.

David went through and won all his heats, then he was up against a pretty serious looking Bug in the finals. Both cars were the only ones to go through the heats without losing.

David had a slower dial in time than the other Bug, so David left the line first and the other car had to chase him down. David did his usual water burnout and I was praying to the god of transmissions that we would make it home again. David did a perfect launch but his competitor wheel spun off



the line and David won the final.

David was presented with a really cool trophy and engine stand by Craig Hughes from VW Magazine Australia.

We then packed up and drove to Tenterfield where we met up with Boris, Wayne, Paul and Birchall to watch the footy grand final. We stayed at the Royal Hotel right across the road from the Tenterfield Sadler and we were made feel very welcome. Next day the rain that had threatened to ruin the weekend for us finally came, but we had uneventful trip home.

I would like to congratulate Craig and his crew for a great weekend and of course the team from the Warwick track.

### David Carter's 1303S Beetle

David's Beetle was his 16<sup>th</sup> Birthday present and we sort of share it and a Corolla until my new Bug is finished. My new Bug is a similar model, so it's good to live with this model, having never owned a 1303 before.

Specification on David's car:

74mm stroke (counterweighted) x 90.5 mm bore  
Heads by V Force, stock valves, hemi cut with swirl chamber, solid rocker shafts. Cam is a SP2  
Twin 40mm Dellortos  
4 into 1 stainless headers with muffler supplied by Westside Mufflers, very quiet.  
Berg sump  
Filter pump  
An oil cooler with thermo fan is fitted in the nose of the car  
Kennedy Stage 1 pressure plate  
Lightened flywheel from Uncle Frank,  
009 with Pertronix ignition.

The car is 1974 Super Beetle curved-windscreen strut model, known as a Volkswagen L in Australia or 1303S in Europe. The car was painted by Cooltop Smash in Peakhurst in the original factory colour, Crystal white. The car is in the German Look style, which is sort of opposite the Cal Look as in its meant to stop and corner as well as go. A front air dam which is a replica Kamei is fitted. Optional pop out rear windows are also fitted, and other than that the body is stock.

The front end is lowered with skinny adjustable struts. The front brakes are stock apart from some early Type 3 calipers, which have a slightly bigger piston size than Beetle ones. The whole front end has Urethane bushes and a strut brace has also been fitted on the front strut tops.

The rear end is from a pre-1986 Porsche 944. This just about bolts straight in with very few modifications. It uses the

same 23.5 mm torsion bars as a Type 3 wagon, has adjustable height spring plates and easily adjustable camber & caster and the most important improvement is rear disc brakes. The 944 calipers have been replaced with lightweight Brembo two piston calipers from a Porsche 911 Carrera. A 24 mm Whiteline sway bar is fitted as well. A three bar Kafer Cup bar from Vee Dub Engineering in Canada keeps the back end tied down, mid transmission mount has been fabricated, and the bell housing mounts have been swapped to the pre-1972 type.

Wheels are BBS 17x7 with a 55ET from a Subaru Liberty; these wheels are very light. They fitted easily on the front with the skinny struts, but on the rear end they went in too far. The 944 rear end was chosen to correct this issue as it pushes the wheels out 25 mm per side.

Of course any P plater needs a good stereo. JVC factory outlet to the rescue here; JVC head unit with iPod dock, 6 inch JVC speakers in the front foot wells, 6x9 JVC speakers in the rear and a JVC 12 inch dual core Sub in the rear as well (the sub will move your hair), and a JVC amp under the passengers side seat.

Front seats are from a Honda Prelude. A Momo steering wheel and hub is fitted.

Electrically it has LEDs in the speedo, tacho, oil temperature and pressure gauge. As David is quite tall he couldn't see the top part of the stock speedo. The stock speedo housing now has a SPA digital speedo fitted where he can see it. A Hella intermittent wiper module is fitted along with an electric windscreen washer pump. An LED interior light from Jaycar is fitted to the stock interior light. Headlights are 7 inch Hella H4 semi sealed beam units with Narva Blue power bulbs. The reverse lights are 55 watt halogen from Phillips.



Thanks to:

Anjor Engineering  
Cool Top Smash  
LMS Engineering  
Rod Penrose Racing  
V Force  
Westside mufflers

Arthur Johnston Engineering  
Geoff Squires motor trimming  
Retro Wheels  
Solomon's Steering  
Vintage Vee Dub Supplies

No wonder I have no money or time to finish my own Bug.

Steve Carter



# Wolfsburg Archives Australian VW information.

Attached is the info I gathered from the files in the VW archive on my visit to the Wolfsburg factory in Sept 2003.



## 31st December 1962

Western Australia - August 1962, Contract signed for erection of workshop. Expenditure £49,626.

## Whole sale deliveries 1961 to 1962:

1,909 Sedans, 252 Commercials

Increase of 1961 figures 71.8% sedans & 47.3% commercials

Early 1962 an additional agent REGENT MOTORS was appointed in metro area and replacement agent LITTON MOTORS ammenced in MIDLAND JUNCTION

## Industrial Engine Department:

1962 LION MOTORS hold franchise for VICTORIA  
104 units sold

## Staff Overall:

1961 - 1280

1962 - 1585

## Exchange Engines:

Commenced in May, 900 units procured from KASSEL. From August, 480 engines returned to KASSEL for reconditioning

Lead time 4 months.

## Maunufacturing Division:

Production	Type I	Type II
January	979	179
February	1627	222
March	1861	300
April	1650	310

May	1987	432
June	1946	326
July	2207	283
August	2204	284
September	2074	286
October	2275	366
November	2036	279
December	1250	93
	22,096	3,369

## 31st December 1963

Production	Type I	Type II	Type III
January	1268	301	
February	1530	274	
March	1620	251	
April	1442	195	
May	1537	261	
June	1138	259	
July	1000	265	124
August	840	244	199
September	1541	220	433
October	2036	257	574
November	2235	125	307
December	1780	209	214
	17,967	2,861	1,851

## Production CKD Type I:

August	396
September	300
October	180
November	24
December	0
	900



## 31st December 1964

First mention of Queensland - Two Senior Engineers

Production	Type I	Type II	Type III
	25,298	3,115	7,280
	and 1,704 CKD export		

## Club Veedub. Aus Liebe zum Automobilklub.



### 31st December 1965

Production	Type I	Type II	Type III
	18,067	2,020	5,310
	and 1,896 CKD export		

### 31st December 1966

Production of Model 312 and EA177 commenced in February 1966

Production	Type I	Type II	Type III
	9,735	1,568	3,445
	and 2,004 CKD export		

### 31st December 1967

Queensland - The position of VWA resident representative in the area was terminated in April and the office in Brisbane closed.



Production	Type I	Type II	Type III
	10,580	2,405	5,059
	and 1,440 CKD export		

### Planning

Major projects during 1967 were the designing of jigs, fixtures and tooling up for the 'Country Buggy'

Alterations to jigs and fixtures on Type I and II, to accommodate EA196 and EA141 to be introduced in 1968.

### 31st December 1968

Production	Type I	Type II	Type III
	6,433	2,253	4,156
	and Country Buggy 842.		



### 31st December 1969

no information

### 31st December 1970

Production	Type I	Type II	Type III
	7,502	3,723	5,516
	and 120 CKD export and Country Buggy 243.		

Grahame Rumballe





## VWs not sold here #7: Volkswagen Routan.

The VW Bus (T1 and T2) became part of the American psyche in the 1960s and 1970s. The Vanagon (T3) of the 1980s didn't quite reach the same heights thanks to rising prices, while the 1990s Eurovan (T4) was dropped from the US lineup in 2003.

Aging American hippies may never forgive VW for shelving the T4-based 'Microbus' concept it showed at the 2001 Geneva Auto Show, but it too would have been too expensive. Nonetheless, VW has always wanted to provide a people-mover aimed at U.S. buyers. The question was how to do it in a timely, cost-effective manner. The European T5 Caravelle and Multivan are not suitable for the US market, as they are classified as a 'light truck' by US legislators and hence subject to an additional 25% import duty on their price – the so-called 'chicken tax'.

The answer? Find a domestic partner who'd already done most of the heavy-and expensive design lifting. It so happened that an all-new version of the world's most popular minivan, the Chrysler Town & Country / Dodge Grand Caravan, was already coming from the underutilized Chrysler plant in Windsor, Ontario, in Canada.

Now when it comes to minivans, Chrysler has been the top seller since it "invented" the MPV segment in 1984 with the Plymouth Voyager. Others point out the fact that Volkswagen had a 'minivan' in the 1960s - the loveable little Microbus. It only made sense then that when VW wanted to introduce a minivan, it partnered up with the Chrysler Corporation to produce the 2009 Volkswagen Routan, which went on sale for the first time in September 2008.

Contrary to popular belief, this platform sharing is more intense than just a little badge engineering. VW spent hundreds of millions of dollars to create exclusive exterior and interior designs, as well as improved handling capabilities that buyers have come to expect from the German automaker. Given VW's rich and successful history of vans, it was interesting to see how VW's Routan stacks up against its modern competition like the Honda Odyssey, Toyota Sienna, Nissan Quest or Hyundai Entourage.

Volkswagen of America claims the Routan is the only minivan on the American market with German engineering. They even paid actress and mother Brooke Shields to head up a marketing campaign. There was a series of goofy commercials where Shields urged American couples to "have babies for love, not German engineering." Pretty wacky. And

of course, the VW Routan is NOT German engineered. Under the skin, it's still a Chrysler, albeit with some considerable VW tweaking.

Volkswagen's first step on the Routan was to come up with a design that was both completely separate from the Chrysler vans and, more importantly, worthy of the VW badge. In the end, only the four side doors and roof are shared across brands – all other sheet metal is completely original. While the Chrysler vans are both stylish vehicles, the Routan has a little more character with the VW-signature headlamps and a long sloped hood. One notable departure from other VW models is the lack of a large chrome shield grille, which in this case is a good thing. The most beneficial change the Routan makes over the Chrysler vans is the redesigned D-pillar and liftgate. The rear of the new Routan is more shapely and stylish than the Chrysler twins and allows it to tie in better with other VW vehicles.

One of the things we've noticed when driving new Volkswagen vehicles lately, is the fine attention to detail on the interior, and the Routan SEL we tested did not disappoint. Compared to the Chrysler Town & Country, the Routan features plusher carpet, softer leather on the seats and door panels, more supportive seats and a completely redesigned instrument panel. To allow for optimal comfort, VW chose not to use Chrysler's second-row Stow N' Go or Swivel N' Go seating. The base Routan S does offer a second-row bench seat, but the higher trim levels get two rows of bucket seats and the Stow N' Go third row seat, which easily fold flat into the rear cargo hold or tilt back into a tailgate-friendly position either with the use of integrated nylon straps or optional power control. In addition to the power-folding third-row seat, the Routan also comes with the option for power sliding side doors, power liftgate and a rear view camera.



While the Routan's interior has a genuine focus on comfort, the storage capabilities are quite impressive. The centre console has three tiers of storage space in addition to the top bins and quartet of cupholders, while the instrument panels features a good-sized storage compartment located above the spacious glove box. In all, front seat passengers have access to three power outlets. Under the second-row seat floorboards are two spacious cubbyholes that are lined with plastic for item that might be wet or muddy, but getting into these bins proved to be slightly difficult if the front seat is too far back. Finally, the large compartment where the rear seats fold into proves to be quite useful for storage when the seats are up. The Routan SEL we was equipped with the optional



\$3,100 rear-seat entertainment system that offers two separate LCD screens for those in the second and third rows.

My biggest beef with the VW Routan's interior is the steering wheel. The wheel is way too close to the dashboard and cannot be adjusted for arm length. So, to have my arms close enough to drive correctly, I have to squish my legs by bringing the seat up forward. Plus, the Routan doesn't come with any steering wheel controls. So, the driver has to lean forward to change the station and the volume on the radio (which I do frequently with a teenager in the car).

As for the rest of the Routan's interior, I was also disappointed. The flat dashboard is unattractive with a drab use of plastics and other textures. The seats are a bit uncomfortable and made of an easy-to-get-dirty beige fabric. The controls built into the dash are not eye catching and seem placed rather haphazardly rather than in true VW style.

Very unfortunately, the transmission shift lever on the Routan is clumsily built into the dashboard, making the driver lean forward in her seat every time she wants to shift gears. The space between the driver and the passenger is not pretty – it's like a big hole with an ugly plastic bin and adjustable cup holders. So, if the driver does not use the small armrest, the driver's right arm hangs down with nowhere to go. And, you can't hold onto a stick shift because it's on the dash, remember?

Lastly, the 2009 VW Routan has a huge cargo capacity of 4,080 litres with its power-folding third row seat and its removable second row seats. Did I say removable? Oh my, I don't know anybody who wants to take the time to remove and then store seats. Can't the second row seats just fold completely flat like so many other models such as the Dodge Grand Caravan and Chrysler Town & Country?

In fact, why doesn't the 2009 VW Routan come not only with completely flat-fold seating, but a Caravan-like table as well? In fact, I wouldn't consider buying a minivan unless it was equipped with the following: power EVERYTHING including seating and liftgate, table, TV with DVD player and even a refrigerator. Truthfully, the modern minivan should be a rolling, mobile living room for active families who live on the road and in their cars. Don't car companies understand this concept?

Under the hood, the Routan shares the majority of its components with the Chrysler twins. We were able to experience both V-6 powertrain options of the Routan, a 147 kW 3.8-litre and 189 kW 4.0-litre, and we felt the latter was smoother, quieter and felt more refined than the base engine. Both are paired with the slick six-speed Chrysler Sportmode automatic. While both engines are carried over from

Chrysler's parts bin, Volkswagen did spend extensive time and money upgrading the steering, suspension and the transmission's shift points to give the Routan a more European feel. Don't think that the Routan will be able to handle a turn like a Golf R32, but the Routan exhibited tighter steering and significantly less body roll in curves than its Pentastar cousins.

Fuel efficiency is pretty good compared to other minivans at 10.2 L/100 km highway and 14.7 L/100 km city for the 3.8-litre V-6. Oddly enough, the 4.0-litre SEL gets better fuel economy ratings than the base 3.8-litre model, 9.4 L/100 km highway and 13.8 L/100 km city.

The 2009 VW Routan S starts at around US\$25,200 and it is certainly a basic model with manual sliding doors and seats. The SE features heated seats, power sliding doors and driver and passenger seats, but lacks a power liftgate and power third row seats. This model begins at \$29,735. The top-of-the-line SEL gets the more powerful 4.0-litre engine with better fuel economy and other luxury features such as a rear entertainment system, upgraded audio system and touch-screen navigation system. The SEL starts at \$33,890, while the SEL Premium is \$38,500.



As for safety, the 2009 VW Routan gets top ratings. The National Highway Traffic Safety Administration gives the 2009 VW Routan five stars for front and side crash ratings and four stars for rollover.

Like all other VW models, the Routan comes with the Carefree Maintenance Program and Stability Control as standard features. The Carefree Maintenance provides all suggested maintenance work free of charge during the basic warranty period (three years or 36,000 miles). One disadvantage the Routan has is the lack of Chrysler's lifetime powertrain warranty.

Our day spent touring highways and byways in Virginia established that the Routan merits a respectable place at any minivan party table. We're less sanguine about its chances of meeting VW's 45,000-unit sales target for 2009. Loads of high-value features should help the Routan's competitive cause, but racking up numbers on that scale would be a remarkable feat, but US sales up to mid-2009 have been disappointing.

In fact, VW requested that Chrysler end Routan production in February 2009, after 29,000 had been shipped to US VW dealers. By October 2009 just 16,026 of these had been sold. The VW Routan was also sold in Canada, from September to December 2008, when just 335 found buyers.



## Formula Volkswagen.

Formula Volkswagen, the newest South African motorsport series, kicked off in a blazing début at Kyalami in March this year. These high-performance single-seater racing cars, all fitted with 162kW Golf GTI engines, 5-speed sequential gearboxes, aerodynamic aides and slick tyres, have injected a shot of adrenalin into the local racing scene.

The identical rear-wheel drive race cars of the Formula Volkswagen series have more power than the 3.2 V6 engine of the Golf R32, and yet the body weighs just 600kg – that's 489kg lighter than a 1.4 Volkswagen Polo!

These powerful vehicles, driven by the best of South Africa's up-and-coming driving talent, promise to deliver some of the fastest lap times of any racing series in the country. For the hard-core sceptics there is another point worth noting. At the first race meeting these single-seater race cars achieved lap times faster than the WesBank V8 Supercars – something that was only expected to happen after the first three race meetings.



“This formula will create a wow-factor for the race-going public in South Africa,” says Matt Gennrich, General Manager of Volkswagen Sales and Marketing. “The cars are fast and loud and are all prepared to the same level. The racing will be close, competitive and exciting. It is because of this, that we believe this series will be the ideal training ground for drivers who are serious about carving a career as a racing driver.”

Meticulous assembly of parts and painstaking production results in high-performance vehicles. At an affordable R295 000, and with the benefits of Volkswagen Racing providing infrastructural, technical and parts support, buying into the series is well worth the cost. In keeping the engines and managing the vehicles, Volkswagen Racing ensures that Formula Volkswagen is well orchestrated and fair for all competitors.

To ensure that the series got off to the most equitable start possible, all the teams participated in a draw in February. The results of this draw determined the allocation of the vehicles to the teams. The draw also served the purpose of helping to build the excitement surrounding Formula Volkswagen.

The expectation of fast-paced action was met at the 15 March début of the series at Kyalami. Horrendous racing conditions aside (the first race took place in an incredible



rainstorm) the 162 kW machines showed themselves to be formidable cars with a genuine pedigree.

At this first event there were a number of comments from competitors regarding the new series. The overriding statement was that the new formula is exciting, the cars are good to drive and that there is a very real future in this single-seater formula.

“The first race meeting was proof that Formula Volkswagen not only delivers on its promises, but in fact delivers more than promised,” says Mike Barnard, Volkswagen Racing Competitions Manager. “In this formula there is much more to come, teams have a great deal to learn and the level of engineering of these cars shows just how much work lies ahead for them. The teams with the right people can do well. It is no easy task to successfully race a car capable of hitting 200 km/h at least three times per lap on a circuit like Kyalami.”

Given that the level of knowledge amongst the teams on the single-seater formula was low, the standard of racing

## Club Veedub. Aus Liebe zum Automobilklub.



was remarkably good on their début. Now with four race meetings under their belts, drivers are already showing signs of progress and dominant teams are starting to emerge.

There is more to it though. The series is far more than just a South African motorsport formula sporting slicks and wings. Formula Volkswagen is a grooming ground for single-seater drivers to compete at the highest levels in the motorsport world.

One of the possibilities is that Formula Volkswagen will act as a feeder series for A1GP. This could see local racers competing for a national title – and also a place in high

profile international competition. This is a definite possibility as the Formula Volkswagen management team is already negotiating for the top three drivers from each season to participate in a testing session with A1GP Team South Africa.

Outside of this sphere though, Formula Volkswagen drivers will amass single-seater racing experience that will stand them in good stead for similar competition anywhere in the world.

The local series complies with F3000 specifications as recognised by the FIA and drivers will have the credentials required to prove they can compete with the best globally.

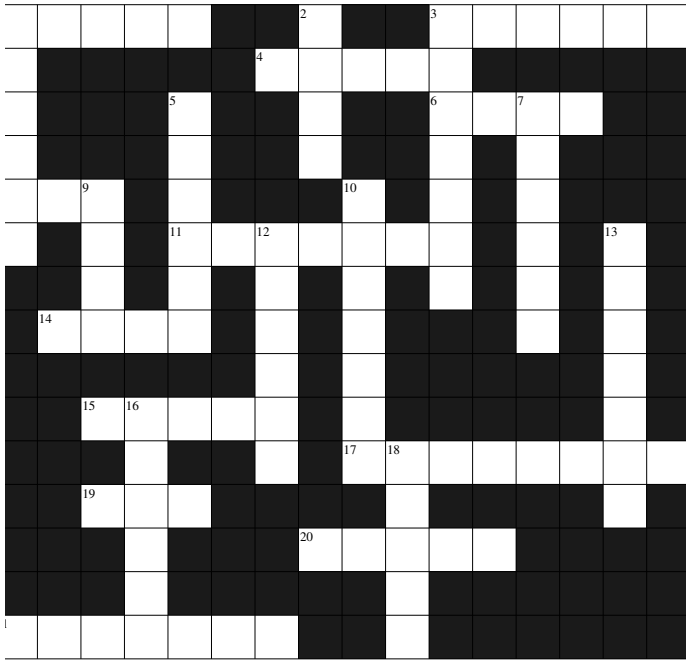
“South Africa is overdue for a single-seater motorsport series which provides exciting and close racing that will both entertain the racegoing public and serve as a platform for racing drivers to springboard their careers,” says Matt.

“There is no doubt that Formula Volkswagen will become the premier track-racing formula in South Africa; the performance, the sound of the cars and the competitiveness of the drivers is a recipe for success.

“Whatever the weather conditions, the Formula Volkswagen racing series is a blast and spectators around South Africa can look forward to catching the action at the Wesbank Super Series event in their area,” said Matt.







## Club Veedub Crossword.

**Across:**

1. The Canberra suburb hosting the Canberra Chapter meetings
3. A Japanese car company recently rumoured to be a VW takeover target
4. The most popular VW model sold in the USA
6. The organisation putting on the Australia Day Motorfest
8. The new small zero-emissions VW
11. The bankrupt German specialist body maker recently rescued by VW
14. The number of cylinders the new 199 kW Golf R has
15. The heroine in the New Moon movie
17. A very popular vampire book and movie series
19. The hottie version of the Mk6 Golf that has just been released in Australia
20. Once again he organised a fantastic Picnic Day at Dolls Point
21. The large VW limousine, never sold in Australia and most unlikely to be

**Down:**

1. Winner of the Warwick Drags bracket racing was David ...?
2. Examples include Erdinger, DAB, Hofbrau, and Reschs
3. The Chinese name for the ever-popular Passat
5. Manning the gate at Boris' Picnic Day all morning was Brian ...?
7. Winner of the Best Commercial

- trophy at the Southern Highlands Motorfest was Wayne ...?
9. The top selling small VW, just updated in Frankfurt
10. The European word for 'station wagon'
12. A Chrysler designed and built Volkswagen that has been a sales failure in the USA
13. A famous Stuttgart-based car company that Volkswagen recently purchased
16. The British word for 'station wagon'
18. The German word for sausages, as eaten at Oktoberfest

## Last month's crossword.



# Our 1.6 litre GTO 2+3

If the name is a bit hard to take, call it the new Volkswagen Fastback.

But it does have a 1.6 litre (1600cc.) engine in the back to make the going easier when the road isn't. It's air-cooled so it doesn't touch water or anti-freeze. The engine will move you along at a cruising speed of 80 mph. That makes it a fast-enough fastback.

We earned our GTO by making some changes. Like a new front end. It's 5 inches longer than last year's fastback. A passenger compartment with adjustable bucket seats and door-to-door carpet makes Grand Touring grand comfort.

We've added beefier bumpers, front and back, an improved rear-light assembly and wrap-around turn indicators.

Incidentally, the 2 + 3 means two people in the front, three in the back. Our fastback qualifies.

The luggage compartment has been made 25% bigger. Remember the clothes you used to hang on the hook in the back seat?

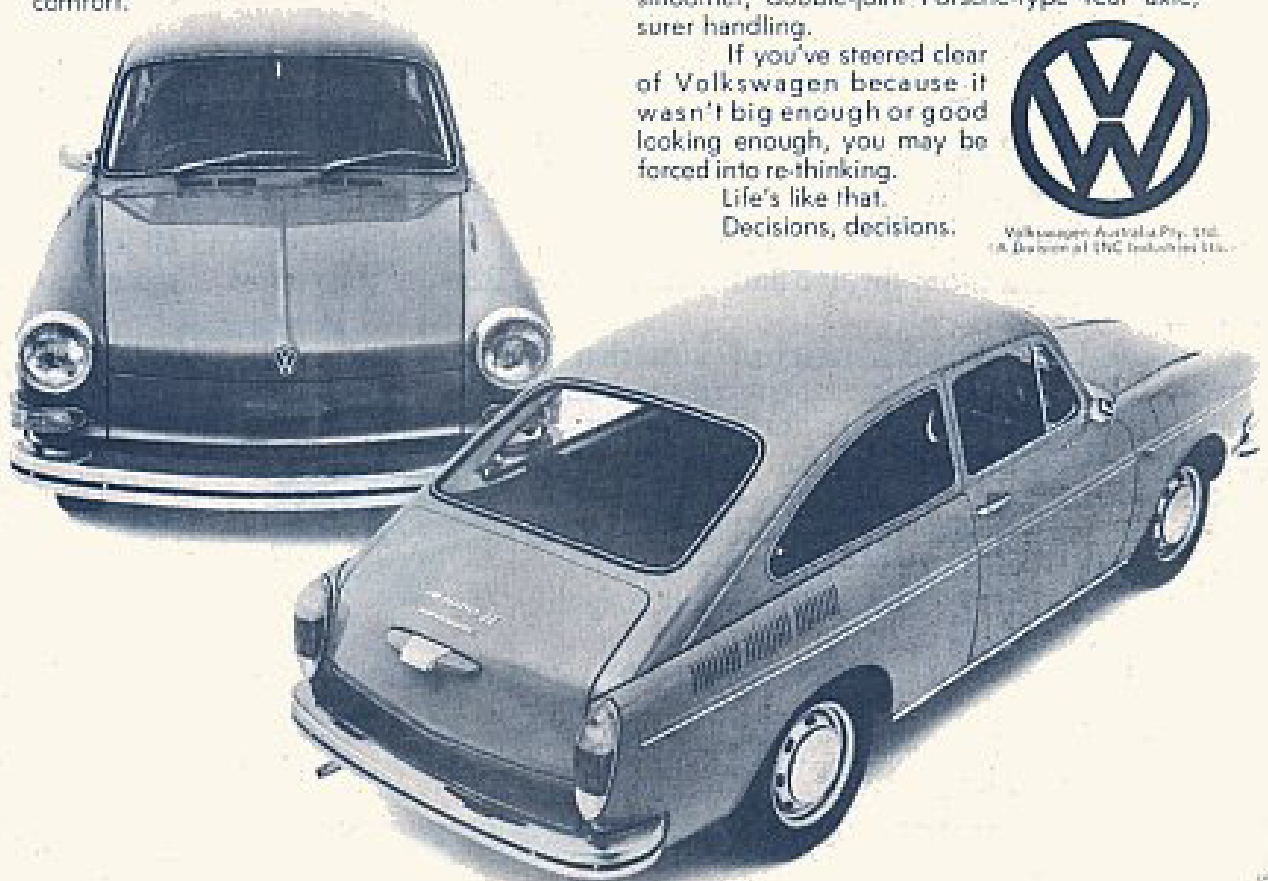
Some things haven't changed. Like our legendary 4-speed, all synchro gearbox; disc brakes in front; nothing stops you better; independent torsion-bar suspension; nothing rides smoother; double-joint Porsche-type rear axle; surer handling.

If you've steered clear of Volkswagen because it wasn't big enough or good looking enough, you may be forced into re-thinking.

Life's like that.  
Decisions, decisions.



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VWNTA



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The VW King @ Dr Mosha	(02) 9534 1077
Turner Driveshafts & Steering	(02) 9905 0574
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	Vic (03) 9729 9281
VolksMakin	Vic 0424 313 285
Volkspower	Vic (03) 9808 6777
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	Qld (07) 3806 1240
WPVW Trim Shop	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Whiz Bang Wear	Qld 0407 550 650
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524



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