

Zeitschrift



VW Amarok - first photos and info inside.

January 2010

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First VW in Australia
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The VW Caddy
Plus lots more...**



Club Veedub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2009-10.

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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.

Chairman:	Mark Palmer	0416 033 581
Vice Chair:	Bruce Walker	0400 119 220
Secretary:	Megan Wadey	0415 567 541
Registrar:	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

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
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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, 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 !

VW Track Day at Marulan

Bookings essential!



Where: Marulan Driver training centre, Marulan. www.mdtc.com.au

Where is that: Just south of Marulan, heading south on the Hume Highway, turn off just after the servos at Marulan, follow signs to Bungonia, travel along Jerrara Rd for about 3 ks, its well signposted and is on the left hand side of the road

When: Saturday 30th January, from 8.30 am

What do I bring: A road registerable car as there are noise restrictions, a crash helmet, wrist to knee clothing. Coffee and snacks available

What does it cost: \$100 (includes limited tuition) Licence Fee \$30 (Valid for 12 months) required if not a current holder of any competition licence

Also Available: One-on-One Training

What do you need to do: Make a booking with Marulan Driver Training centre on •T 02 4841 1422, F 02 4841 1017, info@mdtc.com.au or www.mdtc.com.au

Tell them your with the VW people when booking

THIRLMERE FESTIVAL OF STEAM 2010

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

Chairman: Peter Berriman
Phone: (02) 4681 8001
Email: thirlmere@nswrtm.com.au

Official Invitation: To **CLUB VEEDUB SYDNEY** to the **Thirlmere Festival of Steam 2010**

It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2010 at Thirlmere, NSW, on **Sunday 7th March 2010**. The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

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

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

If you could RSVP to this invitation by no later than 15 February 2010 (the earlier the better), it would assist in the organisation of the event. Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmmodels@gmail.com

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

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

Yours sincerely,
Keiran P. Ryan

Parade and Events Manager

www.thirlmerfestivalofsteam.com.au





SUPER SPRINT

SATURDAY MAY 22

WAKEFIELD PARK

BRAIDWOOD ROAD, GOULBURN

SHOW & SHINE

SUNDAY MAY 23

FAIRFIELD CITY SHOWGROUNDS

SMITHFIELD RD, PRAIRIEWOOD

CONTACT DAVID BIRCHALL (02) 9534 4825 OR DAVID@CLUBVW.ORG.AU

WWW.CLUBVW.ORG.AU



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WWW.VOLKSWAGEN.COM.AU

Von dem Herrn Präsident.

Many thanks to all who attended our Christmas Party meeting night at the Greyhound Club in December. Everyone brought along a gift-wrapped present for our monster Xmas raffle. There were a few surprised faces in the crowd when they opened their presents as the wrapping meant that the gifts were a mystery. Everyone got a present (especially the kids), so thanks again to Christine for her great work with the barrel. Thanks also to Gwen, Heather, Grace, Kay and the other ladies who brought the food, and I hope everyone enjoyed their complementary drinks. We also had a very short meeting before we started the party.

I hope everyone managed to kick back and relax over the Christmas and New Year break; that is if you were lucky enough to have some time off. So did Santa bring you a VW gift (or three) for Christmas?

By the time you read this, our first event of the year, the VW Summer Run to Stanwell Park, will have been run. I hope you polished up your VW (old or new) for a nice family cruise and day at the beach. Thanks Aaron for organizing it.

The NRMA Australia Day festivities will be held in the city on the public holiday Tuesday 26 January. You need an entrants' pass to bring your VW along for the Motorfest display, which you will already have. Bookings for these closed last October, but have been sent out to our members who have booked. Otherwise, all Club members are welcome to just come in on the train and have a look on the day. The VWs will be parked at the top of Hyde Park on St James Rd, so come along and say hello. There are plenty of family things to do in Hyde Park all day.

On Saturday 30th we are having another VW driving day at the Marulan Driver Training Centre at Marulan. I tried this facility last month and it is a real blast – see Steve's article in this issue. If you'd like to try driving your VW on a race circuit, it costs \$100 for the day if you have a CAMS Licence. If not, you can pay an extra \$25 for a Marulan Licence that is valid for that day only. Phone Steve Carter if you would like more information on the day. Remember the Nationals Supersprint is only 12 weeks away, so come along for some advanced driving practice.

In February we have two interstate events – the Portland Drags in Victoria, and the Dubs By The Pie Shop in Queensland. If you are interested in either one (they are on the same weekend), please check the Club Calendar. For Sydney people there is the Sydney Super Swapmeet at Hawkesbury Showground.

In March things start to get busy – the Thirlmere Steam Festival, the Flat Four Supercruise and the Old Car Show n Shine at Moorebank. All of them promise to be enjoyable days, so please shine up your VW, fly the VW flag and make it along to at least one of them.

Planning for the VW Nationals in May is proceeding, and we need your help. This year will be the biggest VW Nationals ever, so please come along to a meeting if you would like to contribute. We need officials and drivers for the VW Supersprint at Wakefield Park on Saturday, and of course there are many things that need doing at Fairfield on Sunday. This is our biggest event of the year, and I invite you and your VW to be a part of it!

2010 looks like an exciting year, with more events on than ever, so there's never been a better time to shine up your VW and come along to some events. If you've never been to a club meeting, why not make it your new year's resolution!

On a personal note, I was very sad to hear of the recent death of Robert Jurgensons, a long-time member of our Club. Rob was well known in the Sydney VW community, and owned and built his beautiful bright yellow '68 Beetle that set the standard for performance and looks for many years. Rob and his Beetle featured in the glossy VW Magazine in 1995, and even Gene Berg took it for a drive on one of his visits to Australia. Rob was suffering from Multiple Sclerosis and passed away on Sunday 13th December. 'Jurgo' was a real character and will be greatly missed. On behalf of our Club, I send all our thoughts and condolences to Rob's family at this very sad time.

Précis of Committee and General Meetings: NRMA Motorfest, Marulan Track Day, Thirlmere Steamfest, Flat Four Supercruise, VW Nationals and Supersprint, updated Club Constitution, Club merchandise sale.

KeeponKruzin,

David Birchall



Kanberra Kapitelreport.

Happy New Year from those of us in the capital. We've had a quiet Xmas break and we're getting ready for a big 2010 as far as our VW events go.

In December we held our second annual Xmas Lights Cruise - an event that is hard to plan but which can have some stunning results. Mark ran the event this year and did extremely well. After meeting at Russell, we drove to the shores of Lake Burley Griffin for dinner and conversation, with a fine collection of Beetles, Kombis, a Polo and an early Holden. Once dusk had arrived, we were off to tour the Kambah area, where the houses were brightly lit and the crowds admired our convoy. I hope to gather some photos and a report for next month's magazine.

An event that will have occurred by the time the magazine arrives in your letterbox will be our participation in Summernats. Family Day at the event (Sunday 10 January) has an emphasis this year on belonging to a car club, and all local clubs have been invited to attend and show their cars to the public in a static arena display. At time of writing we haven't had huge interest but we will nevertheless have some cars on display on the day.

Coming events include a few hours at the Hume Go-Kart track on 21 February (early bookings essential) and the annual Wheels carshow on 21 March. Details are on the website for the Go Kart event and more details will come for Wheels (will be the same basic setup as previous years). Contact us if you have specific questions. Remember - early bookings for the Go Kart event!





Club Shop Clearance

Did you know that you can also pay
for your membership, sponsorship,
advertisements, etc on-line?

Nationals 2009 Merchandise (Members Price)

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

NEW club stickers available \$3.00
(Dual Layered Vinyl with web address included)

\$25 - Set of 4 cork backed colour coasters (\$20)

Official Club VeeDub Metal Name Badge (\$5)
(Minimum orders required before I can place an order at this price)

\$10 merchandise clearance sale - Members pay only \$5

Nationals '07 & earlier Polos and Tees

Lucky dip? Tell me the sizes and I'll send you random shirts.

ALL Club Polos S/M/L/XL Only (at 1/1/10)

(Members ONLY)

4 colour Nationals coasters in sleeve

2005, 2007 and 2008 available at 1/1/10

ALL T-Shirts, Hats, Caps and flashing keyrings

Shirts, Hats & Caps are "Legend".
Keyrings are Nats 09 & Club VeeDub

Email your enquiries and orders to Raymond at sales@clubvw.org.au

All prices quoted do NOT include postage. Please specify if you require express or registered post.

Payments can ONLY be made via secure online facilities (a small fee applies)

Don't forget, if you are itching to attend a VW event and timing isn't right for you locally, have a look through the magazine and see what the Sydneysiders are doing. A small trek up the highway can be a great day out, meet some new people and share your passion with VWs.

Bruce

Klub Kalender.

January.

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.

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. 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.

Saturday 30th:- VW Track Day at Marulan Driver Training Centre, Marulan. \$100 for members with CAMS Licence;

otherwise extra \$25 for Marulan Track Licence (that day only). If we can get 12 VWs turning up, we have the track to ourselves! Food and drink available. For more info contact Steve Carter on 0439 133354.

February.

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.

Sunday 21st:- Sydney Super Swap at Hawkesbury Showground, Clarendon. Car parts and collectables, classic cars, hot rods, street machines. \$20 swappers, \$5 lookers.

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.

Saturday 20th & Sunday 21st:- Portland VW Drags 2010 at Portland Raceway, VIC. Pre-entry for racing is mandatory.

Wanted: CAMS Flag Marshalls

Our Club's VW Nationals weekend is approaching, and we need marshals for the Wakefield Supersprint.

How do you become a race track official ?

To be recognised by CAMS you need to attend 3 meetings, and be signed off for attending by the event organiser.

Club Veedub is currently expanding its list of marshals so that our Supersprints and motorkhanas can have a full team of officials. We want to be a stand-alone team without having to source officials from other clubs.

Our club will need 20 officials to run Wakefield Supersprints so that all posts can be relieved during the day. Already joining the ranks are Danny McFadden and David Carter. Would you like to be involved too?

If so, contact either Norm Robertson (02) 94625707 or Steve Carter (0439 133354), or email info@clubvw.org.au, and an application will be sent to you.

Entries close 12th Feb. Also street parade and show n shine. Go to www.vwma.net.au 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.

Sunday 7th:- Thirlmere Festival of Steam 2010 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids' rides, traders, plenty of classic car groups including Club VW Sydney. Arrive by 9:30am, street parade 1:00pm. Page 5.

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.

Sunday 21st:- Old Car Annual Show and Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry, \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds Revesby**, cnr River Rd and Milperra Rd, at 7:30am.

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.

Saturday 3rd & Sunday 4th:- Easter Bug-In at Stanthorpe, Queensland. Motorkhana, sprints, show n shine, presentation dinner. Contact Neil 'Wally' Penboss on 0412 154500.

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, new VW display, kids' rides, 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
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 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:- I have some Superbug parts leftover from a past

Trades and services directory.

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Unit 46-47, No. 2 Richard Close, North Rocks NSW 2151

project. Here is the list if you know someone rebuilding a superbug..

- + Carrera Kit
- + 2 x rear wide and flared guards
- + 2 x front wide and flared guards
- + 1 x whale tale
- + 1 x bonnet

They need some work but in pretty reasonable condition. We live in Belmont, Lake Macquarie (Newcastle area) if anyone is interested in making an offer for the parts. Thanks for your help. Contact Ben Elliot, email: elliott52@optusnet.com.au

For Sale:- 1994 Golf Cabriolet. This Golf convertible is a beautiful little car. Regular servicing, good body, new roof in '09. 1994 model, 2 door, 5 speed Manual, 180 000 kms, electric roof & cd player, currently registered. A reliable companion, well looked after. Lots of fun to drive, looking for suitable owner to love & cherish her. \$5000 negotiable. Phone Jessica, 0434 131151 or (02) 4721 6384
jessicle88@hotmail.com

For Sale:- 1968 1500 Beetle, Savannah Beige, 10 months rego, near new clutch, extractors, new front discs and pads, CD radio, rebuilt carb and new fuel pump, serviced by VW

Trades and services directory.



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specialist. Located in St George area. \$2000 ono. Call Richard on 0409 469 331.

For Sale:- VW New Beetle 'Ikon' Type 9C, 2002 model. Manual, red, 70,000km. Full service history. Excellent condition! \$14,500 ONO. Phone 0402 699239.

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in St George area. \$1800 Call Richard on 0409 469 331.

For Sale:- VW Golf GL, 1997 model. 5 doors, metallic green paint, grey cloth interior. 2.0-litre engine, 4-speed automatic. Power windows, air con, alloy wheels, cruise control, airbags. 150,000km. Very good condition! \$4200. Phone Kevin on 0413919645.

For Sale:- 1973 Superbug L, very original car. Previous owner had it repainted and re-upholstered, upholstery has been covered and is in great condition. Orange paintwork. CD player with Ipod connectivity. Rego til November 2010. No body damage. Fantastic vintage car. 1600cc engine,

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
Web www.autohausvolkswagen.com.au

Autohaus Volkswagen is offering to all Club Veedub members:

- **Free loan cars**
(Only applies if organised in advance)
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(Our hourly rate is already 30% less than any Volkswagen dealership in Sydney)
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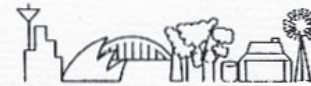
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For Sale:- I have a number of **Volkswagen components** for sale. Most of the parts have come from either VWs I owned in the 1970s or mostly that have come from a competition special I built when a member of the VW Club of NSW. I was still living at my parent's home at the time and have decided it is time to get this stuff to a VW enthusiast. I built my special from a 1956/57 beetle chassis and quickly found the 36hp motor inadequate. So the parts I have are;

- 1956/57 36hp beetle engine (running when put under the house in 1977 and it still looks quite good)
- 1956/57 transaxle removed at the same time to put a more modern gearbox into the comp car
- Pair of 6volt aircraft landing lights still working I think
- Early model seat belts circa 1963/64
- Set of 1600 barrels and pistons
- Other bits probably 40hp. Distributor, original coil, fuel pump, one flipper window, 1963 fascia panel (the larger one)
- Box of sundry original new VW gaskets and seals
- Whatever bits and pieces I find as I clean out the storage space under my parents house

I am aware these engines are quite rare nowadays so am pleased to offer them to someone who is restoring an oval window. I will discuss prices with interested persons. For details, contact Mal Horsfall Phone (02) 9837 8572 or email malgramophone@bigpond.com

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VW Golf - Carsguide Car of the Year.

The new Mk6 VW Golf was awarded 'World Car of the Year 2009' earlier last year, and now uses its winning formula in Australia to continue the claim to fame. It went on sale in Australia in early 2009 and has received rave reviews ever since.

In November the new VW Golf won the top spot at the '2009 Carsguide Car of the Year' awards, establishing itself as the benchmark in the small car segment with Australian motoring experts.

Anke Koeckler, Volkswagen Group Australia's Managing Director, commented on the significance of this award. "It is a very important achievement for the Volkswagen brand in the Australian market to succeed against such an impressive range of contenders. This win demonstrates that not only the consumers but the media have embraced the new Golf as a leader in its segment and the market."

The judging panel on the '2009 Carsguide Car of the Year' Awards consists of Motoring editors and senior writers from Sydney's The Daily Telegraph, Melbourne's Herald Sun, Brisbane's The Courier-Mail, Adelaide's The Advertiser, Hobart's Mercury, Perth's Sunday Times and carsguide.com.au. Nine judges evaluated the best new car releases of 2009 resulting in one overall winner.

This is the first time a Volkswagen has won a Carsguide Award since they were introduced in 1998.

The Carsguide report said: Volkswagen Golf. It's as simple as that in the final judgment for Carsguide Car of the Year in 2009.

The Mercedes-Benz E Class is good, the Ford Fiesta is better, but the Golf is best of all from more than 100 new cars that landed in Australia over the past year.

After an intensive two-day test program, based in Brisbane and including everything from freeways and country roads to a hit-out at the Lakeside racetrack, the Golf emerged as the first choice with six of the nine COTY judges. They assessed the German hatchback and its rivals for everything from value and safety to fuel economy, ride, handling and quality.

The Golf's final margin, with cars scored 10-1 by each judge, was an 86-78 point victory over the Fiesta, with the Mercedes-Benz third on 63. Despite its green credentials, the hybrid Toyota Prius finished last with only 15 points.

The Fiesta might have been runner-up in the Carsguide COTY contest but it did scoop a win when it took the Green Car of the Year award. The Golf tested for the COTY contest was the 1.4-litre twincharger model with a DSG gearbox. It is priced at \$32,990, but the Golf range starts at \$25,990.

"Not too hot, not too cold and, crucially, not too expensive," says Kevin Hepworth of the Daily Telegraph. But some cars were not rated so highly, including the super-quick Nissan GT-R that was only placed eighth.

"Sure, it's an engineering and technological tour-de-force, but it's impossible to live with. And you can't get past the fact that the brute is just plain ugly," says Karla Pincott of Carsguide.com.au.

The final field for Carsguide COTY 2009 was loaded with affordable, real-world cars including the popular Mazda3, the mid-sized Subaru Liberty, the Hyundai i30CW station wagon — sister to the i30 that won COTY in 2007 — and the compact Holden Cruze that will go into local production in Adelaide next year.



What some of the judges said:

Paul Gover, National Motoring Editor: The right car won. The Golf was voted World Car of the Year when it landed in Europe and now it has claimed the big prize in Australia. I was surprised by the poor showing of the Prius, but it was shown up as a car — not a science experiment — in this field.

Neil Dowling, Sunday Times, Perth: In a world of rapid change, Volkswagen stood back and reappraised its family hatchback. Changes to the Golf appear small yet the car is far better built, technologically breathtaking and has driving characteristics and safety beyond its price tag. The Prius is a highly-advanced car that showcases Toyota's ability to bridge technologies of the past and future. Clever, but too far too fast.

Stuart Martin, Adelaide Advertiser: Golf feels solid and completes its designated tasks with German efficiency and even a little bit of flair. While it didn't end up in the top spot on my votes, Godzilla proved to be greater than the sum of its parts, both on the track (where it is king) and on the road.

Karla Pincott, Carsguide.com.au: The Golf is pricier than other cars its size, but for that money it offers a lot of more of everything, and it's simply more fun to be with. If you weigh up value for money and then add bang for the buck, this is a clear standout. The E Class is a beautifully-built package, well thought-out, safe, solid and smooth to drive. But you go cold once you look at the price tag — and how the tag grows once you start adding options that should be standard.

Bruce McMahon, Courier Mail, Brisbane: The little Fiesta is a charmer, cheap and cheerful with a great chassis. Sure there are some edges a little unrefined and maybe the style lines won't last forever but the baby Ford is one safe and sure package full of character. Toyota's Prius may be a step in the right direction but there are many more steps to take. It is expensive, fuel consumption can be matched by Euro-diesels and it is out of its depth on roads beyond city streets and freeways.

1. Volkswagen Golf — 86 points
2. Ford Fiesta — 78 points
3. Mercedes-Benz E Class — 73 points
4. Subaru Liberty — 63 points
5. Mazda3 — 49 points
6. Volvo XC60 — 38 points
7. Hyundai i30 CW — 36 points
8. Nissan GT-R — 30 points
9. Holden Cruze — 27 points
10. Toyota Prius — 15 points

Previous COTY winners
2008 Ford Falcon FG
2007 Hyundai i30
2006 Holden Commodore VE
2005 Suzuki Swift
2004 Ford Territory
2003 Honda Accord Euro
2002 Ford Falcon BA
2001 Holden Monaro
2000 Mercedes-Benz C-Class
1999 Toyota Echo
1998 Holden Astra
1997 Holden Commodore VT

VW Golf wins DRIVE Car of the Year.

A week later, Volkswagen also took out the overall win in the opposing Fairfax media as 'DRIVE Car of the Year 2009', with its Golf 118TSI. Volkswagen claimed three DRIVE category wins:

1. **Best Performance Car under \$60,000: VW Golf GTI**
2. **Best Small Car over \$20,000: VW Golf 118TSI**
3. **Best Luxury Car under \$60,000: VW Passat CC 2.0 TDI**

Apart from the overall win, the New Golf 118TSI convinced the judges in the 'Best Small Car over \$20,000' segment to establish itself as the benchmark in this segment against two strong contenders.

The Passat CC - previously awarded for its styling and good looks - now officially gets recognition as a great-value package in the luxury car segment by taking out the award for 'Best Luxury Car under \$60,000'.

The judges praised the Golf 118TSI for its strong performance and frugal consumption. National Drive editor

Toby Hagon said, "The Golf 118TSI blends above-average performance with class leading economy in a well presented small car package."

Anke Koeckler, Volkswagen Group Australia's Managing Director, was pleased to see the new Golf claim a double victory. "It's fantastic to see the new Golf GTI follow in its predecessor's footsteps, continuing its success as the true leader in the hot hatch segment. Volkswagen has delivered again on what was already an impressive car - obviously leaving a lasting impression with the judges. Overall, the new Golf range has established itself as a serious player.

"It sets a new benchmark for small car performance while using around 20 percent less fuel than some of the big sellers in the class. The Golf also has a high quality interior with attention to detail most competitors don't come close to."

The DRIVE Car of the Year Awards are regarded as the ultimate consumer guide in Australia. An expert panel of 10 motoring journalists at drive.com.au, the Sydney Morning Herald and The Melbourne Age picked this year's winners in 14 categories from 48 nominees.

The DRIVE report, by editor Richard Blackburn, said: In a week when Tiger-mania prompted Australians to take an unprecedented interest in the sport of Golf, another type of Golf was climbing steadily up the leaderboard in Drive's annual Car of the Year Awards.

By the end of the week, the Volkswagen Golf 118TSI had seen off a quality field of 46 cars in the same effortless manner as Tiger Woods tamed Australia's best at the Masters.

It was an emphatic and unanimous victory, minus the usual heated discussions that happen when you try to narrow down 14 finalists to a single winner. The Golf saw off some of the most prestigious brands in the business, beating BMW's 7-Series, the Mercedes E-Class and Jaguar's updated XF.

At the start of the week, however, few judges would have nominated the unassuming hatch as a hot favourite for the major title.

When the sixth generation of the Golf arrived last year, many critics - me included - ventured that the changes to the car were so subtle that it might have been named Golf five-and-a-half. After all, the new model looked a lot like the old one and its underpinnings were essentially the same.

But that was selling the impressive German short. Incremental improvements in every area made a very good car better, while under the bonnet a revolution had taken place.

While other car companies build diesel, hybrid and electric variants of their cars to reduce fuel consumption, Volkswagen's approach



to the global warming crisis centres on hot air – or forced induction of hot air to be precise.

The cheapest car in the Golf line-up now comes with a smaller capacity 1.4-litre turbocharged engine that has better emissions but more power than the bigger 1.6-litre engine it replaced. Likewise, the GTI hot hatch version offers more power with less impact on the environment.

But it's the mid-range model, the 118TSI, which gets our gong as Car of the Year, largely on the strength of an engine that defies automotive convention. The ingenious 1.4-litre turbocharged and supercharged unit provides the performance of a 2.0-litre engine, with the fuel consumption that rivals some diesels. Put simply: more fun, less pain at the petrol pump.

It is helped by a smart seven-speed twin-clutch automatic transmission that shifts quicker than a manual, but doesn't have the typical fuel consumption penalties associated with a conventional torque-converter automatic. It's almost as quick as the old model GTI, but uses just 6.5 L of fuel per 100 km, compared with 8.0 L/100 km for the old GTI.

It's so good that, even faced with quality opposition, it won its category in a canter.

The Mazda3, relegated to second place by the Golf in Drive's small-car category, is a top-notch car that may have come into contention for the overall prize if not for the Golf. A three-time winner of the small car class in its previous incarnation, the Mazda3 combines great driving dynamics with a quality interior that includes standard satellite navigation (on Maxx Sport and MPS variants) – a first for the class.

The other small car contender, the Ford Focus TDCi, is no slouch, either, with a frugal diesel engine, a smooth-shifting twin-clutch auto and excellent steering and handling.

But both were comprehensively outperformed in our performance testing. The Mazda was almost three seconds slower in the 0-100km/h sprint, yet uses 20 per cent more fuel than the Golf in the Government's official fuel cycle.

The Mazda6 edged out last year's champion, the Ford Mondeo and the new Subaru Liberty. But the four judges who voted against the Mazda6 in its category argued successfully that while it was good, it wasn't good enough for the major gong.

The Porsche Boxster and Volvo XC60 were also victims of narrow wins in their respective categories. The Boxster edged out the Audi A3 Cabriolet by a single vote, while three judges out of nine thought the Audi Q5 was better than the XC60 and neither was a contender for the overall prize.

Honda's Odyssey also failed to make the cut, despite winning a unanimous vote in its segment. Some judges felt the quality of its cabin had taken a step backwards against the previous model.

The Volkswagen GTI lost out because the judges thought the 118TSI was better value, while the Ford Fiesta's breathless automatic version cost it a place in the final.

Jaguar's XF, a finalist in last year's awards, missed out this year because while the judges all agreed that the car's new 3.0-litre diesel was one of the most impressive engines they'd driven, some thought the hefty price increase that came with it wasn't totally justified.

Volkswagen's Passat CC, meanwhile, was cruelled by a back seat that provided limited leg and head room, courtesy of its dramatic swooping roofline.

That left the Golf facing off against three rivals that met the overall judging criteria in very different ways.

The Land Rover Discovery 4 won points for its excellent new turbo-diesel engine, its relatively benign handling (for a two-and-a-half tonne truck) and the quality of its cabin. But lingering doubts about reliability, combined with some annoying cabin foibles, including a tricky third-row seat mechanism, saw it fall short.

The Subaru Outback's cavernous interior, car-like handling and punchy yet frugal four-cylinder engine, matched to a clever CVT transmission, made it a popular winner in the SUV under \$40,000 class. But some judges were put off by two increasingly common Subaru bug-bears: downmarket hard plastic materials on the dash and awkward exterior styling.

The Nissan Maxima's incredible value proposition and its surprisingly spirited 2.5-litre V6 won plenty of admirers, but others felt it lacked the fun factor to be an overall winner.

That left the Golf to take Drive's major title with its hot hatch thrills, diesel-like frugality and quality cabin.

This is the first time a Volkswagen has won the overall Drive Car of the Year award since it was introduced in 2006 - previous winners have been the Audi TT, BMW M3 and Honda Accord V6. The MK5 Golf GTI has won the 'Best Performance Car Under \$60,000' category in 2006, 2007, 2008 and 2009, the only car to have won its category every single year since the awards' inception. The VW Eos won Best Convertible in 2007, the Passat CC won Best Luxury Car Under \$60,000 in 2009 and the Golf 118TSI picked up the 'Best Small Car Over \$20,000 category in 2009.

VW Golf wins Best Car Award 2009.

And to complete the Golf awards trifecta, Volkswagen's acclaimed Golf 118TSI then claimed the award as 'Best Mid size car over \$30,000' in Australia's Best Car Awards 2009. The Best Car Awards do not have an 'overall winner' like the Carsguide or DRIVE awards; they stick with category winners only. The award winners were announced in a ceremony in Melbourne at the end of November.



Anke Koeckler, Volkswagen Group Australia's Managing Director, commented on this significant achievement: "2009 has been a big year for the Volkswagen Golf. Since the Australian market introduction of the new Golf early this year, the motoring media have taken a real liking to this model. It is fantastic to finish a successful year with a range of major awards. This is recognition for the fantastic engineering that has made the Volkswagen Golf such a great contender in its segment."

The NRMA said: The message is clear in this ultra-competitive class: persistence pays off.



Volkswagen Golf TSI Comfortline has never been far from the front of the pack. With its combination of high-tech engines and transmissions, better-than-average depreciation, decent running and repair costs, and high levels of build quality and finish, it has been a consistent performer. But it could never crack it for a win, although the 'Golf with a boot', VW's Jetta sedan, is a past winner - until now.

The sixth-generation Golf launched earlier this year came with a host of mechanical changes housed in a cleaner-looking body.

The most significant changes have been under the bonnet, with new petrol engines that are smaller in capacity than the previous generation yet more powerful and providing better fuel consumption. The excellent diesel engine has also been refined, and common-rail injection improves its fuel consumption figure by 7% over the old model.

The 118TSi Comfortline utilises a 1.4-litre petrol engine which puts out an impressive 118kW of power, with the twin-bonuses of turbo-charging and a supercharger combining to deliver an extra 15kW over the previous generation's 2.0-litre engine.

But to be a winner in a class that has 49 entries, you need more than a great engine, and the Golf rates highly in the critically weighted areas of safety, ergonomics and environment. These key areas have always been its strong suit, but Golf has added to its credentials with an improved set of on-road set of scores.

Although smaller than its main rivals, the 118TSi Comfortline is never going to be outmuscled on the road. Limpet-like levels of grip and sharp, responsive steering that convey all the right messages to the driver take this Golf up a level, and it's almost as much fun to drive as its sporty GTI cousin. Where Comfortline is now better than its predecessor is the much-improved ride quality Hence its perfect 10s for ride and handling.

With more than 26 million Golfs built in various factories around the world to date, it surpasses the iconic VW Beetle by a long way and has forged a name that symbolises the best in a mid-sized package in its own right.

Finalists: VW Jetta TDI, Mazda6 Classic.

Previous winners of 'Best Car Awards' since their inception in 2000 include the Passat V6 (Best Luxury Car Under \$56,000, 2000-01), Golf Trendline (Best Mid-size Car Under \$28,000, 2004), Golf GTI (Best Sports Car Under \$57,000, 2005-06), Polo TDI (Best Small Car, 2006-07), Jetta TDI (Best Mid-size Car Over \$28,000, 2006), Golf R32 (Best Sports Car, 2007) and Tiguan TDI (Best Recreational 4WD, 2008).

'Australia's Best Car Awards' are in their tenth year as a co-operation between the seven State and Territory based car clubs of Australia, such as the NRMA, RACV and RACQ. This is the nation's most comprehensive and independent consumer focused vehicle testing and award program.

The new VW Amarok.

Volkswagen has released the first official images and more details of its new pick-up utility vehicle, called the Amarok.

The Amarok, which will be available as a four-door double cab version from launch with a single cab model to follow in 2011, combines the robustness of a pick-up with innovative technology, high safety standards, excellent fuel economy and Volkswagen standards of comfort, quality and durability.

Production of the Amarok is about to start at the Volkswagen factory in Buenos Aires, Argentina ahead of its worldwide launch, starting in its native South America in early 2010 and in Europe next summer, with first models expected to be in UK and Australian Volkswagen dealerships in September 2010.



The Amarok has a generous payload capacity of up to 1.15 tonnes and maximum towing limit of 2.8 tonnes. Its 2.52 m² cargo area has the largest dimensions in its class at 1,555 mm long and 1,620 mm wide, plus a best in class width between the wheel-arches of 1,222 mm, which means that for the first time on a mid-size pick-up, it is possible to load Euro pallets sideways, saving on space.

The official photos show the Amarok reflects the latest Volkswagen design DNA with frontal styling in line with the latest Transporter and Golf. It is 5.25 m long with a ladder frame chassis and will be offered with a choice of rear-wheel drive and switchable or permanent 4MOTION all-wheel drive.

For maximum convenience, the switchable all-wheel drive is engaged by the push of a button, and also has low off-road gearing.

The full-time all-wheel drive version is a rarity in the pick-up sector, and uses a Torsen differential to distribute drive at a 40:60 ratio to the front and rear axles for excellent vehicle dynamics and high traction, and also ensures that the wheel with the best traction always gets the most power. A rear differential lock is available.

Designed to tackle the toughest off-road terrain, the Amarok is offered with an electronic differential lock (EDL) and Off-Road ABS to significantly shorten braking distances in off-road conditions or gravel roads. At speeds of 30 km/h and below it also activates Hill Descent Assist to control hill descents by using selective braking interventions. Furthermore, the ESP Plus system includes Hill Hold Assist,



which prevents the vehicle from rolling back by holding it in place on inclines until the driver presses the accelerator pedal.

Under the bonnet there will be a choice of two 2.0-litre fuel-efficient, Euro5 compliant, common rail VW TDI engines producing 122 kW, with torque of 400 Nm at a low 1,500 rpm, or 91 kW with maximum torque of 340 Nm from 2,000 rpm.

Both engines have a six-speed manual transmission and will have impressive fuel economy with low emissions to make the Amarok the first all-wheel drive pick-up in this class offering CO2 emissions of less than 200 g/km. Like the new Transporter and Caravelle, the Amarok has a gearchange indicator to help drivers achieve the best fuel economy, which with an 80-litre fuel tank should offer a range of over 965 km.

Prices and specifications will be confirmed nearer the Amarok's launch. The range is expected to comprise a standard model for customers who need a pick-up that is as robust and practical as possible, to offering all the latest luxury items expected for those using Amarok as a leisure vehicle. An extensive accessories programme will also be offered for the Amarok – from a styling bar and running boards, through a cargo cover and Multi-Connect load securing system to a selection of stylish alloy wheels.



The large and ergonomically designed interior is the largest in its class and in many ways resembles that of a Volkswagen passenger car. Easy entry, lots of headroom and ample legroom for passengers on the rear bench seat make the Amarok a fully-fledged five-seater. If only two people are travelling, interior storage space can be increased by folding the rear seat.

Key markets for the Amarok include South America, South Africa and Australia. In these countries, because of

their versatility, pick-ups are some of the most sought after recreational and commercial vehicles, although buyers have so far been restricted to crude Japanese and Korean pick-ups. The Volkswagen Amarok is designed to be a step above, in the same way as VW cars and vans. Thanks to its efficient drive technology and tremendous versatility, the Amarok is also expected to be a trendsetter in the contemporary pick-up class in Europe.

Volkswagen will be putting the Amarok to the test as a support vehicle in the tough Dakar rally in South America in January. More details on the Amarok will appear closer to its Australian release in late 2010.

VW sets sail for Dakar.

With 60 tonnes of material and 17 support vehicles, Volkswagen's 2010 'Dakar' Rally crew has embarked on its voyage across the Atlantic Ocean to South America. From the port of Le Havre in France, five service trucks, three equipment trucks and two race trucks belonging to the Volkswagen Motorsport factory team set out on the longest part of the journey – the four week passage to Buenos Aires in Argentina.



To successfully master the challenge of the world's toughest rally, the winning team of the last year's Dakar Rally in Argentina and Chile will tackle the title defence from 2-16 January 2010 by fielding five Volkswagen Race Touaregs. The drivers – Carlos Sainz (E), Giniel de Villiers (ZA), Mark Miller (USA), Nasser Al-Attiyah (Q) and Mauricio Neves (BRA) – will be supported on location by 80 service crew.

“For Volkswagen, the preparation for the Dakar Rally entered its hot phase as early as at the end of September. Today the cargo loading and embarkation of the support crew marked the completion of another stage for the team,” said Volkswagen Motorsport Director Kris Nissen. “And of course, every successful completion of these individual steps makes us look forward to the ‘Dakar’ in Argentina and Chile, which as the title defender we want to again decide in our favour, with even greater anticipation. Today, a major portion of the logistical effort was accomplished.”

Dakar Rally organiser A.S.O. (Amaury Sport Organisation) made it possible for all European participants to transport their material to South America by ship by centrally organising the voyage. The cargo ship Grande Brasile is transporting the majority of the material for the 373 participating teams to the start line in Argentina.

On 28 December – exactly 27 days after the Grande Brasile's departure from France – the teams received their

trucks and other support vehicles again, including six Volkswagen Panamericana Multivans that will be used to transport the Volkswagen crew across the demanding South American landscape. Work then started on location for the 80 team members as the support vehicles were checked immediately after clearing Customs. After this, each vehicle had to go through official scrutineering, just like the rally vehicles, to ensure they had all the necessary modifications including safety features and a sufficient water supply.

On 1 January 2010, when the starting signal was given at the ceremonial 'Dakar' start, the armada began on its 9,000 kilometre race tour of Argentina and Chile, and the event continues as these words are typed. Results of the 2010 Dakar Rally will be published in next month's magazine.

Polo wins Euro Car of the Year.

The Volkswagen Polo is the Euro Car of the Year 2010. It won a close contest with the Toyota iQ, 347 to 337 points, with only 10 points separating the two leading contenders. The Opel/Vauxhall Astra took third place, with 221 points.

The Polo, a car which in the eyes of many jurors looks and feels like a scaled-down Golf, has been even more appreciated than its bigger stable-mate, which took third place last year. In fact, it is the first Volkswagen ECotY winner in 18 years, following the win in 1992 by a Golf. All the 59 Jury members from 23 European countries gave points to the winner, and 25 of them chose it as their favourite. The iQ received points from 58 jurors, with 20 top marks. The Opel/Vauxhall Astra was voted by 55 Jury members, with five of them giving top points.



Even if the VW model is shorter than a number of competitors in the B segment, this generation of Polo is fully capable of accommodating at least four adult people in comfort. Room, performance, refinement and a reasonable cargo space endorse that affirmation. As well as practical reasons, the small VW appeals for its fine exterior design and the impeccable execution of the cabin, which has a level of perceived quality unprecedented in this category.

Energy efficiency is also an important point for potential customers, with the current trend for downsizing. The Polo offers an interesting line of engines, and also the pleasant-to-use DSG automatic/sequential transmission, with two clutches. The new 1.6 litre TDI diesel engine perfectly suits the size of the car, while among the petrol engines is a lively 1.2 litre TSI with turbo which also balances

performance and fuel economy. The Polo is offered in two kinds of Blue Motion derivatives, both with diesel engines. The 1.2 litre three-cylinder engine with 56 kW achieves an average fuel consumption of just 3.3 litre/100 km, with just 87 g/km of CO₂, making it the cleanest and most economical four-seat car in the world.

The new Polo will go on sale in Australia later in 2010.

New VW Up! Lite.

Packaged in a body with a coefficient of drag measuring just 0.237, the Up! Lite concept car is capable of seating four adults in comfort. Yet thanks to its hybrid drivetrain it consumes just 2.43 litres of fuel per 100 km, while emitting just 65 g/km of CO₂.



A combination of efficiency gains make these figures possible, but perhaps the most important is a total kerb weight of just 695 kg – that's almost 30 per cent lighter than Volkswagen's Fox city car, and just half the weight of a Golf.

Powering the Up! Lite is a 0.8-litre (800 cc) two-cylinder high-tech VW common rail diesel engine, closely linked to that seen in the L1 Concept, developing 38 kW at 4,000 rpm and 119 Nm of torque between 1,800 rpm and 2,250 rpm. The diesel engine is combined with an electric motor developing 10 kW to give the Up! Lite a useful boost when overtaking. Alternatively it can be disengaged from the diesel engine entirely and used during low speed manoeuvres. Gear changes are carried out via a seven-speed twin clutch DSG automatic gearbox. As with the current range of BlueMotion models, the Up! Lite uses a Start-Stop system to maximise efficiency and regenerative braking.

The Up! Lite is constructed from a mix of lightweight materials including aluminium and carbon fibre to keep the vehicle's kerb weight to a minimum. Even the diesel engine has been optimised and weighs just 55 kg. This allows the concept's modest 48 kW hybrid drivetrain to power the Up! Lite from rest to 100 km/h in 12.5 seconds and on to a top speed of 160 km/h.

The styling of the Up! Lite joins the mechanical changes in breaking new ground for Volkswagen. The Up! Lite debuts a new styling direction with obvious references to current products such as the Polo and Golf but with entirely new elements such as the rear end styling and the window line. Measuring 3,840 mm in length the concept is slightly shorter than the Polo and is styled to maximise aerodynamic efficiency. Examples of aerodynamic modifications include the front radiator grille that shuts off completely when it's not



required, and tiny cameras that take the place of conventional wing mirrors.

The minimalist theme continues in the interior of the Up! Lite, which features bright, clean surfaces to reduce clutter and therefore complexity. The main controls for the operation of the vehicle are grouped around the steering wheel, while the climate and entertainment functions are handled by the central touchscreen. Up front, the driver and passenger seats fold forward to allow access for the rear-seat passengers. For larger loads the rear seats and the front passenger seat can all fold flat into the floor.

Using components from the New Small Family of vehicles set to be launched from 2011 onwards, the Up! Lite is intended as a step towards a viable production car.

VW invests in Brazil.

Volkswagen will continue to pursue its growth course in Brazil over the coming years. The company will be investing a total of 2.3 billion Euro in new products and manufacturing capacity expansion in the country between 2009 and 2014.

“The Volkswagen Group will strengthen its leading competitive position in Brazil over the long term with these investments,” Prof. Dr. Martin Winterkorn, Volkswagen AG Chairman said. “Brazil is one of our most important growth markets worldwide. We expect demand there to rise significantly over the coming years and we are now systematically adjusting our manufacturing capacity,” he said.

“We will enjoy significant growth in Brazil this year and win market share. Our target is to sell one million vehicles per year in Brazil by 2014, thus making an important contribution to the success of the Group’s Strategy 2018,” Thomas Schmall, CEO of Volkswagen do Brasil, added.

The sum of 2.3 billion Euro has been earmarked for investment in developing new products, and in expanding



capacity in Anchieta, Taubaté and the engine plant in São Carlos. With a daily production capacity of 3,000 vehicles, Volkswagen do Brasil is already the country’s largest automaker. Volkswagen also has the largest dealer network in the Brazilian automotive industry, with 600 dealers located across the country. Deliveries to customers by Volkswagen do Brasil have risen by 70 percent since 2005 to 585,000 units in 2008. Local production will total some 800,000 vehicles this year.

The Volkswagen brand is launching 26 product innovations in Brazil during this year and next year under its product initiative. Over the last two years, Volkswagen has completely rejuvenated its product range with the introduction of the new Gol, Saveiro, Voyage and Fox. The new Cross Fox will debut at the end of November. The Passat CC, Eos and Tiguan are also available as imported vehicles.

Brazil is seen as a market with high growth potential. Statistics indicate there is at present only one vehicle per seven inhabitants. In Germany, this figure is one vehicle per two inhabitants. Forecasts indicate that vehicle density in Brazil will rise to approximately one vehicle per four inhabitants over the next five years.

Deliveries by the VW Passenger Cars division during the first ten months of 2009 rose to approximately 529,000 units (2008: 456,500, + 15.9 percent). Market share increased by 1.7 percent to 25.7 percent. Brazil is the Volkswagen Group’s third largest market after China and Germany.

Beetle is Germany’s most popular classic.

According to the German VDA (Automotive Manufacturer’s Association), the Type 1 Volkswagen Beetle is the most registered car in Germany produced before 1979, with 44,540 still driving on German streets.

From 1938 to 1980, 15,444,858 Beetles were manufactured in Germany, at Wolfsburg, Emden, Hanover, Ingolstadt, and Osnabrück. 330,251 of these Beetles were Cabriolets, built by Karmann. The Cabriolet was produced until 1980, while the production of the Beetle saloon stopped in 1974 (Wolfsburg) and 1978 (Emden).

Therefore just 0.29% of the German-made and German-sold Beetles are still going. 99.71% of them have now been retired (scrapped, wrecked, etc).

A total of 21,529,464 Beetles came off the production line worldwide. They were manufactured and assembled on every continent of the world (except Antarctica), including Australia from the 1950s to 1976. A high point of 1.3 million Beetles were made in 1971, and in 1972 the Beetle passed the Ford Model-T as the most produced car of the world, with 15,007,034 produced to that point. The 20 millionth Beetle was made in 1982 and the 21 millionth in 1994.

Brazil ended Beetle production in 1996, leaving Mexico as the last remaining Beetle factory. The very last Beetle was manufactured on 30th July 2003 at the VW plant in Puebla, Mexico. That car was shipped to Germany, and it can be seen today in the Wolfsburg museum.

The Toy Department.

For some years now, Schuco has been setting the pace for high precision die-cast models on a scale of 1:18. In addition to breath-taking details, the models are distinguished by their openable doors and flaps and perfectly reproduced interiors.

Based on this unique range of models, a VW Bus T2 and a Porsche 356 with its top quality and new 2.4 GHz radio technology with hidden antenna in the model and remote control is being launched under the SCHUCOTRONIC 2.4 label.



The miniature model can be easily steered in every direction with digital proportional control. In addition to the functioning front and rear lights and the indicators, there is also a white rear light which illuminates when the car is put into reverse gear. The original engine sound and the horn complete this unique remote control experience.



All the functions can be controlled separately using a highly modern remote control and several vehicles can be driven at the same time. The VWT2a Bus and the Porsche 356 A Coupé are supplied complete with remote control, recharger and battery. So far this has been available on line shopping from German internet sites - keep an eye on the Euro for the best possible price.



You can also view this model in full operation at YouTube site, by doing a search on **Schucotronic VW Bus** This is a defiantly must have item for your collection!

Tony Bezzina
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Day out at Marulan Driver Training Centre.

A few of us were lucky enough to be invited down to the new Marulan Driver Training Centre for a track / training day as part of the trophy presentation for the Supersprint series that Rudi runs his Beetle sports sedan in.

Rudi was there running his wife's Commodore, Geoff Dun the VP was also in his wife's Astra and John Molenaux was there in his Commodore as his Beetle race car isn't running as yet.



In contrast to these non-VWs, holding up the Volkswagen reputation was Boris in the London to Sydney rally Beetle, Dave Birchall in his Orange Smoothy daily driver and David and I in his 1974 Superbug L.

We were divided into groups according to ability - beginners, intermediate and so on. Dave and Boris hold CAMS licenses so they went in the more experienced groups.



David has never driven on anything like this before, so firstly he was given some tuition by Rudi. Then Rudi took David out in David's Beetle and scared the \$@*& out of him, but at the same time showing him the best lines to take. By the end of the day David was driving around the track like a pro.

Rudi also went out with Dave Birchall and showed him the ropes in Dave's orange Beetle and then took Dave Birchall for a "blue coupon ride" in the Commodore. Boris didn't need any help as he's an experienced racer, but he had a ball as well.

The track is approximately 1 km long and is very demanding, and soon shows up any deficiencies in cars or drivers.

The track is owned and run by former racing driver Garry Willmington and his wife Natalie, and they made us feel very welcome. Garry set the centre up as a result of his passion for driver safety, having spent many years extolling the virtues of improved driver safety, and campaigning for increased recognition for the role education and training plays in road safety.

Garry drove at Bathurst in the ATCC many times, and he was also one of the original V8 Supercar drivers. His experience on the circuit brought the message home that the place for speed is the racing circuit, not public roads.

Garry has a friendly and relaxed approach to running the Marulan Driver Training Centre. At the end of the day Garry showed us some of his toys, like his former Bathurst



XA/B/C Falcons.

All of us agreed that we should do another track day down there again soon, which will be on 30th January - see the flyer on page 4. The Marulan Driver Training Centre is located not far from the Marulan truck checking area on the Hume Highway and is on the road to Bungonia. It's a little closer to Sydney than Wakefield, but not by much.

You can find out more about the Marulan Driver Training Centre at www.mdtc.com.au.

Steve Carter

Volkswagen Marine.

Borne out of a love for 'marine power', Volkswagen Marine engines originated in the heads of passionate yachtsmen who envisaged environmentally kinder, gleaming white engines of superior technology offering maximum reliability at sea. Some may call it idealistic, but that is not uncommon at Volkswagen Marine where there is only place for innovation, high standards and acute attention to detail.



VOLKSWAGEN
marine
SUPERIOR TECHNOLOGY

The Saltzgitter engine plant in Germany, a site with over 7,000 employees, is where the production of the extremely successful TDI technology began in the early 1990s. This plant is known for its creation of complex or unusual engine products, and so seemed the obvious place for marine engines to be produced. Highly trained staff and computer-controlled assembly tooling interact to build these fine engines in a special assembly process in the clinically clean 'Marine Hall 10'. So detailed are the records of Volkswagen Marine that even 10 years after its production staff can provide the tightening graph for any relevant bolt on any engine created here. This perfectionism sums up the Volkswagen Marine way.

The global image of the VW Group, since inception, is founded on customer-friendly technology. Those who choose Volkswagen Marine products do so because of their reasonable cost and their legendary longevity. This way of thinking was adopted because of the small, but demanding, marine engine market. Top-level corrosion protection, engine features that substantially reduce regular maintenance, and a special Marine Dealer network spanning 17 countries across the globe are just some of the investments that Volkswagen Marine has made to ensure that customers' needs are always served.

Since the early 1990s, Volkswagen's TDI diesel technology has been synonymous with compact and very light diesel engines that will out-power many petrol engines of a similar size. With these engines, Volkswagen gained the reputation that their diesel engines are enjoyable to use, as well as offering longevity and pleasantly surprising fuel

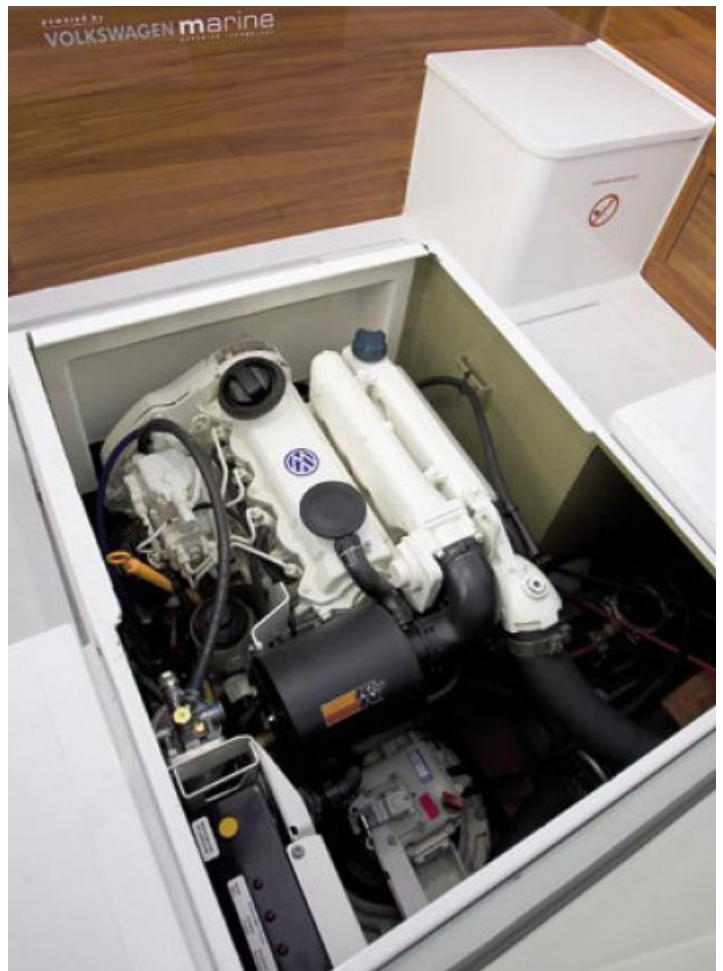
economy. Volkswagen Marine's engines fully profit from these achievements, although their performance characteristics are specially adapted for use at sea. This is achieved by the Marine Diesel Control (MDC), a water-protected engine control centre on each VW marine engine that allows for fine-tuning of the torque curve and injection timing, to optimise the engine characteristics for marine purposes.

It is really nothing new that a Volkswagen engine will not let its user down. The decision of the Volkswagen Group to enter the marine engine market was based largely on the enthusiasm and support of many Volkswagen motoring customers who have trusted Volkswagen's road vehicles for so many years. The safety of Volkswagen's customers has always been its first priority, and just as the company ensures safety in its vehicles, Volkswagen Marine has made a number of special efforts to ensure that a safe harbour can be reached under any circumstances. Efforts such as the individual sealing of all wires in a loom, dacromed screws and very high quality paintwork are considered to be a necessity – not a luxury.

The ever-efficient, diesel-burning VW engines provide more power, better nautical mileage, and comply with strict pollution standards. The clean-burn of the engines renders them virtually smokeless and odourless. The four- and five-cylinder engines are also biodiesel PME/RME fuel friendly.

Despite all this compacted power, the engines are quiet-running thanks to a dual-mass flywheel that absorbs transmission and drive vibrations.

'Low maintenance' is not a phrase boaters are usually familiar with, but the Volkswagen Marine engines are just that. The excellent engineering comes with a 24-month/



unlimited-hour warranty, covering 100 percent of parts and labour during that time. Volkswagen has made this possible through the integration of:

- Highly advanced base engines, all of which use an automatic poly-V belt and hydraulic valve clearance compensation;
- Longer oil change intervals (200 hour);
- Automatic drive belt tensioners, eliminating the often laborious task of manual drive belt trimming;
- Lifetime air filters on all four- and five-cylinder models which never have to be replaced and only require cleaning once a year; and
- Electric oil change systems (with upright oil filters in high position and an electric oil extraction pump) that allows a completely contamination free, environment-friendly oil change at the touch of a button.

Finally, all the engines use central electronics with diagnostic functions and fault memory (which acts as an electronic logbook). Safety at sea is maximised by means of a quick release seawater pump with an O-ring seal, which allows seawater impeller inspection within seconds.

A high-quality product requires high-quality service, so from the outset of the company, Volkswagen Marine's priority was to ensure a sound sale and service structure for their engines in all the markets which they target.

In view of the special installation environments aboard boats, it was necessary to partner with experienced and competent partners in the marine world which has been successfully implemented in 17 countries around the globe – from North and South America in the west, to Britain and across Western and Eastern Europe.

Volkswagen Marine engines are designated 'TDI' or 'SDI', depending on whether they are turbocharged or naturally aspirated, followed by the horsepower output and the number of cylinders. A full range of engine sizes and outputs are available. All VW Marine engines easily meet EU standards and all expected future emission standards for marine engines.



SDI 40-4 This is a low speed version of the four-cylinder (2600 rpm) and aimed at uses aboard small motor cruisers or Dutch sloops, where greatest silence in operation is desired. At cruising speeds, 2000 rpm will hardly be exceeded although the base engine is designed for up to 4800 rpm. As a result, the noisiest emission of an SDI 40-4 in a careful installation will often be the cooling water flow from the exhaust!

SDI 50-4 With an engine speed range up to 3000 rpm, the SDI 50-4 offers some additional thrust whenever needed; eg. for steaming against wind and seas. The overall engine speed level is still low, but slightly higher than in the case of SDI 40-4 as a lower-pitched propeller is needed in order to let the engine arrive at the rated 3000 rpm and 37 kW (50hp).

SDI 60-4 This is the base version of the VW four-cylinder marine engine. Correspondingly, the installed cooling capacity allows unlimited use of full power without any problem. Its relatively wide engine speed range makes it the most universal of the three versions and a favoured choice for larger sailing yachts. Its silent operation ensures comfort at cruising speeds, whereas the 44 kW (60 hp) offer an ample reserve of thrust. The favourable weight/performance ratio also makes the SDI 60-4 a nice option for small semi-planing craft.

TDI 75-4 Equipped with a very sturdy little turbocharger, this version is a direct response to market requests. In light of the engine's huge mechanical reserves, 55 kW (75 hp) and an increased torque of now 155 Nm at only 2000 rpm are still definitely conservative, but offer notable extra punch without compromising what this engine family was made for: Continuous, reliable and comfortable power supply at relatively low engine speeds. The engine is ideal for anything from a 12-metre sailing yacht to small semi-planing boats with shaft drive, such as the ever more popular "pêche promenades" or small, yet quick cutter designs.



SDI 55-5 Thanks to its low engine speed levels, this 5-cylinder is a particularly comfortable power plant for a cruiser on which silence and thrust are most important. As a naturally aspirated engine, it is especially suitable for sail yachts whose engine is often started only for minutes of use, which means that normal running temperatures cannot be reached. Direct injection via electronically controlled distribution injection pump (Marine Diesel Control), low fuel consumption and low engine speed level for maximised comfort.

SDI 75-5 An engine with a wide and universally usable range of performance and torque. Direct injection via electronically controlled distribution injection pump (Marine Diesel Control). An extremely refined engine with favourable weight performance ratio. The SDI 75-5 convinces not only with high torque, in excess of 150 Nm from 1750 to 3000 rpm, but also with its environmentally friendly characteristics such as low fuel consumption and low emissions.



TDI 100-5 Turbo boost out of 5 cylinders at a maximum engine speed of no more than 2600 rpm! In the particular case of this engine, the water cooled VTG-turbocharger (Variable Turbine Geometry) primarily ensures extremely high torque at low engine speeds. This allows especially silent cruising and makes manoeuvring in tight spots easy. An additional benefit of the charger is that its water-cooling keeps engine room temperatures low, which is good for safety on board and assists engine efficiency. This engine is intended as a special comfort solution for water displacing cruisers.

TDI 120-5 For heavy boats (e.g. big sailing yachts) or semi-displacers, we recommend the TDI 120-5 for its wider engine speed range. Easily meets EU emissions standards and all expected future emission standards for marine engines. Ample power, ample reserve! TDI diesel with 2.5 litre engine capacity, favourable weight performance ratio and a mighty torque of over 250 Nm at any engine speed between 1900 and 3200 rpm.

TDI 150-5 Five cylinders, 2.5 litre engine capacity, 111 kW (150 hp), direct injection with electronic engine management (MDC) and extremely low weight per horsepower that is our marathon champion for speedboats. This exceptionally sturdy and refined 5 cylinder draws its power, among other factors, from a turbocharger with variable turbine geometry (VTG-charger) and from boost inter-cooling. The engine will brighten your day with a torque of over 300 Nm at any speed between 1700 and 3100 rpm, with low fuel efficiency and minimum emissions.

TDI 165-5 Based on the bestselling TDI 150-5, this extremely silent, low emission five-cylinder engine now offers 165 strong and healthy horses. The additional 15 hp were achieved by means of a modified injection system. The engine's cooling system, which was from the beginning designed for ample reserve, underwent some further upgrades as well. The TDI 165-5 is primarily aimed at light, fast planing craft and will especially appeal to the ever-increasing Rigid Inflatable Community. As weight and dimensions are identical with the already sporty TDI 150-5, VW can now offer an even better weight performance ratio: One horsepower is produced by merely 1.6 kilograms of engine (based on engine dry weight without stern drive).

TDI 225-6 This all new V6 power plant will enter the marine market without any immediate competitor, given its truly athletic construction and a dry weight (excl. transmission) of only 325 kg. Compared with other marine diesel engines of similar output, the weight advantage will be

far over 100 kg per engine, while the running characteristics of TDI 225-6 will further contribute to put it into a class of its own. The VR6 base engine, with a capacity of 3 litres, is one of latest designs in the engine portfolio of Volkswagen group, and otherwise found in luxury cars like the VW Golf, Passat, Touareg and Phaeton, and Audi A6, A8 and Q7. This origin explains the extreme refinement of the engine at any power setting, made possible by its piezo-controlled 3rd generation common rail injection system. The TDI 225-6 will deliver its 225 hp at 4200 rpm, and produce 450 Nm of torque at only 2000 rpm, ideal to accelerate even heavier powerboats onto the plane. An additional advantage of the new engine will be its extremely compact dimensions, especially its length of only 812 millimetres sets it apart from other marine diesels which are, in this performance class, mainly inline engines. Boat builders installing Volkswagen Marine TDI 225-6 will gain a big opportunity to use more space for storage or accommodation. The engine will initially be offered in stern-drive configurations with Mercruiser Bravo 1 and Mercruiser Bravo III.

TDI 265-6 This higher-output version of the strong VW VR6 engine will deliver its 198 kW (265 hp) at 4200 rpm, and produce 550 Nm of torque at only 2.000 rpm, ideal to accelerate even the heaviest powerboats onto the plane. Like its TDI 225-6 brother, it has the additional advantage of its extremely compact dimensions, which sets it apart from other marine diesels which are, in this performance class, mainly inline engines. The engine will initially be offered in stern-drive configurations with Mercruiser Bravo 1 and Mercruiser Bravo III.



Volkswagen Marine – Force 8: TDI 350-8 High End Diesel Power for luxury speedboats. Audi's 4.2-litre V-8 diesel is an engine without precedent and without immediate competition. Being offered only aboard exclusive, power oriented vehicles like Audi Q7 and A8, this engine serves those who wish to be pushed back into their seats whenever they only touch the accelerator.

While its sheer torque is equivalent to sizeable truck engines, the engine offers exceptionally civilized manners. Piezo-controlled common rail injection, the typical refinement of a modern V-8 engine and uncompromising engineering allow this power plant to be nearly inaudible, unless its huge power potential is challenged. Major players in the quality boating world have demanded this engine ever since first stories were heard about it, and now that the marine version is ready, its potential truly offers new options for boat



design. Its wide engine speed range allows easy application and propeller choice, enabling low manoeuvring speed without trolling valve and exceptional acceleration. Its immense power allows replacement of big block gasoline V-8s without sacrifices in top speed, whereas acceleration onto the plane will be stunning to anyone who is used to old-fashioned gasoline power. Fuel savings against gasoline options will approach 50% in typical uses, extending range correspondingly. A dry weight of the fully marinized unit of around 450 kilograms along with extremely short engine build invites more fuel capacity, additional accommodation or storage.

Here is an example of state-of-the-art Volkswagen technology conquering the waters of Venice. Rush hour in Venice means the canals are full. Open boats transport the city's inhabitants to work, cargo barges deliver goods to shops, and amongst them move the gondolas and taxis, the boats belonging to the fire brigade, the refuse collectors and the rescue services – every type of boat imaginable.

“There really are a great many boats on the water here,” says Dottore Marco Dona, Managing Director of SAIM Spa which sells engines in Italy on behalf of Volkswagen Marine. Volkswagen engines in lagoon boats, why? Marco Dona smiles: “Because they are simply the best. Look around you. Venice is a fragile city. It is suffering from water pollution, air emissions and noise pollution; as 100 percent of the traffic is on the water, a great deal is expected of the engines ecologically. Volkswagen

Marine meets these needs perfectly with its engines.”

Marco is on his way to see the Chia family, which operates one of the last shipyards still in existence in Venice and which specialises in the construction of water taxis with Volkswagen engines.

When Dottore Marco Dona arrived on the Chia family's doorstep a few years ago with a Volkswagen engine in tow, the Chias looked at Dottore as if he wanted to pass rotten tomatoes off on them. Dona just showed them the engine and promised them: “It is quiet, it is powerful, it is perfect for Venice.”

In 2003, the Chias launched the Volkswagen engine on the canals. Since then it has proven itself in the best possible way, which says a great deal in Marco Dona's opinion. “Any boat engine which can stand up to the enormous workload in Venice will be successful all over the world.”



At last. Owners of smaller-size pleasure craft can enjoy the unique advantages of diesel marine propulsion. Now available in the United States, Volkswagen Marine's superior diesel engine technology is redefining the standard for sailboats, sport cruisers, sport fishing and recreational boats.

The lightweight, high-speed, direct injection diesel marine engines range from 40 to 225 hp, and reflect Volkswagen's reputation for style and fun. Whatever the horsepower your vessel requires, Volkswagen Marine diesel engines deliver:

- 50-percent fuel savings over comparable gasoline engines
- No diesel smoke or odor, compliant with environmental standards
- Maximum reliability with minimum maintenance
- So quiet and vibration free that you hardly know they're running

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VW Jetta TDI vs Toyota Prius

Popular Mechanics magazine

LOS ANGELES — As oil prices spiked over the summer, consumers had exactly one choice if they wanted to buy themselves a supercar in terms of fuel economy: the Toyota Prius. There were so few options in the marketplace that Ebay saw record numbers of used economy cars and hybrids flood its auction pages. But what about a brand-new clean diesel ride? We drove the Volkswagen Jetta TDI in Europe right after VW introduced it here last fall—at which point many expected this would-be Prius-beater to arrive stateside in June. It didn't.



Well after a long season at the pump, VW unleashed the 2009 Jetta TDI on the United States last week. So we picked up our new diesel ride and decided to take it right into battle against its natural hybrid foe (before Toyota's 2009 model gives way to the 2010 plug-in hybrid Prius), to the tune of a two-day, 765-km efficiency showdown.

Our US\$24,190 Jetta TDI Loyal Edition DSG came fairly well equipped but did lack a navigation system, while at \$28,254 our 2008 Prius came with a luxurious \$5,925 Touring package that included navigation and leather. Nonetheless, we devised a two-day, two-tank regimen to give the fuel economy on both vehicles as thorough a run as humanly possible.

Day One crammed in an approximation of a full week's worth of pure city commuting. The second day estimated a typical highway road trip locked on cruise control at a constant speed. Since fuel economy is so dependent on driving style, we accelerated as smoothly and consistently as possible in both tests. Our general rule was to accelerate from each stop with just enough throttle to be as quick as the slowest car leaving the light. This, we believe, best approximates the driving style that an average consumer would adopt with fuel economy as a main priority. So who took the mileage prize? The new-fangled VW diesel or the reigning hybrid champ? Here's the bottom line from Popular Mechanics' exclusive test. Warning: The numbers aren't what you might expect.

Our city route was a brutal test of both the vehicles' capabilities—and our drivers' patience. It took us 11 hours to



travel 385 km covering four counties in southern California, under conditions varying from rush hour in downtown L.A. to wide-open, 65 km/h country lanes. At no point on this route did we enter a freeway—or even hit a road with a speed limit higher than 70 km/h.

The Prius gets its power from a 56 kW 1.5-litre four cylinder with 112 Nm of torque hooked to a continuously variable planetary gearset. It's boosted by two electric motors for a grand total of 82 kW. As you pull away from a stop under light throttle, the electric motors do most of the work—until about 15 to 25 km/h, that is, when the gasoline engine kicks in. The experience, as many a Prius driver has learned, is incredibly smooth and silent.

And as plenty of new buyers will soon discover, under half-throttle or less the Jetta TDI moves with ease that speaks to its impressive torque figure – 322 Nm of torque generated from a 104 kW, 2.0-litre four-cylinder turbo diesel paired to VW's six-speed DSG transmission. The new clean Jetta can loaf along, shifting at around 1500 rpm while still providing enough acceleration to keep up with the flow of traffic. The Prius, on the other hand, needs more throttle to accomplish the same speeds. And the few times we did flat-out acceleration runs to 80 km/h or so, it was clear that the Jetta is much quicker. The TDI will even chirp the tyres, under the right circumstances.

So where was the more pleasurable place to spend those 11 hours around La La Land? Inside the Jetta - its more traditional cockpit and far more luxurious materials make the new car as cozy as the Prius is cold. The driving position of the Prius makes you feel like you're sitting on the car instead of in it. And since the steering wheel is only adjustable for tilt and not telescope, larger drivers must move the seat a bit too



far forward. Yet the Prius, with its funky shifter and digital dash, still conveys that future-car vibe better than anything on the market. As you hustle and joust with traffic, the Prius's quick steering makes it the more nimble of the two. And at just under 1,365 kg, the Prius carries about 90 kg less weight. But in terms of ride quality and refinement, the edge swings back to the Jetta.

Results (385 City km)

Prius: 5.26 L/100 km (44.7 mpg)

Jetta: 7.34 L/100 km (32 mpg)

We expected the Prius to dominate our city test, and it did. After all, the hybrid powertrain meant that every time we hit a red light or traffic snarl, the Prius would sit silently, burning absolutely no fuel. But the Prius's overall 44.7-mpg count is still about 3 mpg less than the EPA city figure of 48. And, interestingly, the Jetta TDi's 32 mpg are exactly four mpg more than its EPA city rating. Still, it's clear that in city-only driving the Prius has no equal—except perhaps a motorcycle. On the open road? Well that's a very different story.

Our highway test loop took us from the cool ocean breezes of Santa Monica to the hot desert winds near Palm Springs. We set the cruise control to 110 km/h as often as possible to maximize fuel economy.

As was the case in the previous day's city test, it soon became clear that the Jetta was the hot rod of this duo. When we absolutely needed to punch the throttle to merge with traffic, the Jetta left the Prius behind. Shift the DSG into Sport mode, and it will downshift rather brilliantly as you enter a sweeping bend. The Jetta's drivetrain almost encourages you to burn fuel—that is, it's actually fun to drive. And the same cannot be said for the Prius.



On long, undulating freeway bumps, the Jetta is better damped, and it delivered less road noise than the Prius to boot (though the differences between the two are more negligible on the freeway).

Results (385 Highway km)

Jetta: 5.18 L/100 km (45.4 mpg)

Prius: 5.25 L/100 km (44.8 mpg)



Since the Prius so handily whipped the Jetta in the city, we were hoping the highway portion might provide a closer test result. And over the exact same route at the exact same speeds and under the same conditions, it appears America has a surprising new fuel-economy champ.

The Bottom Line - It appears clear, no matter what the driving conditions, that the Toyota Prius will return around 44 US mpg—if driven with a sane right foot. That's impressive, and that means the Prius remains the most fuel-efficient car on the market. The Jetta falls short in pure city driving, but it does meet (and barely beats) the Prius when it comes to highway fuel economy in our testing.

The price of fuel, of course, remains a big factor. On our test days, regular unleaded was \$3.79 a US gallon and diesel was \$4.09. So on the city drive, which approximated a week's worth of stop-and-go commuting, the Jetta required about \$10 more fuel to do the same job. Over a year, that would equate to about \$500 if fuel prices stabilize. Granted, that's a big "if," and 500 bucks ain't nothing with an economy like ours. But the Jetta is eligible for a \$1300 "Advanced Lean Burn Technology Motor Vehicle federal income tax credit," and \$1300 buys a lot of diesel. Looked at another way, \$1300 reduces the Jetta TDi's \$22,640 base price to \$21,340 if you include the destination charge. The base price of the 2008 Toyota Prius, by comparison, is \$22,660. So on those terms, the Prius becomes \$1320 more expensive than the new Jetta. Surprisingly enough, the Prius is not eligible for this tax credit, although Toyota may be gearing up for that fight.

But tax credits aside, when it comes down to which of these two popular efficient cars is more fun and more comfortable to drive everyday, it's an easy pick: We like the Jetta TDi, and the fuel-economy numbers in the real world for VW's new player make it - gasp! - a legit Prius fighter.

The first private VW In Australia.

The Australian Army first encountered the Volkswagen in North Africa during World War II, when the famous Australian 6th and 9th Divisions were fighting Rommel's Afrika Korps in Libya and Egypt. The Aussies destroyed the Italian army at Bardia in January 1941, then held Tobruk against the strong German counter-attack for 11 months. The famous Australian 'Rats of Tobruk' became legendary. The Aussies had captured a number of Volkswagen Kübelwagens in the fighting, and they were commonly used for transport and first-aid duties by the Australians during their time in North Africa.

The Allies eventually defeated Rommel's Afrika Korps at the Battle of El Alamein in November 1942, and had pushed them back to Tunisia by the time the last Australians were withdrawn in February 1943. The Aussies were redeployed to fight the Germans in Greece and Crete, the Vichy French in Lebanon, and then the Japanese in Ceylon, Burma and New Guinea.

After the war, the Australian Army remembered how good the rugged, air-cooled VW Kübelwagen had been in the deserts of North Africa, so they shipped a

captured example to Australia for evaluation. They also secured two 1945 VW sedans, made in Wolfsburg under the control of the British Army. These were the first Volkswagens to ever arrive in Australia. The Australian Army tested the vehicles extensively, and after disassembling one of the Beetles for study, rejected using that particular model. However, they did recommend that the military version, the Kübelwagen, be made in Australia for Australian Army use. The Army made a request through official channels that VW machinery, tooling and dies be secured as war reparations, and shipped to Australia. The Army kept the Kübelwagen (which eventually ended up in the War Memorial in Canberra), but disposed of the two Beetles by auction in 1946.

The Australian Government, typically, did nothing for over a year, until they eventually agreed to send Australian motoring engineer Laurence Hartnett to the Wolfsburg works in late 1947 to negotiate taking possession of equipment for Australia. By that late stage, however, the British Army had repaired enough of the destroyed Wolfsburg plant to make it a going concern, and plans were well advanced to hand the restarted works back to the Germans the following year. The Australians ended up getting nothing.

So we can thank the Australian Army for introducing the first Volkswagens to Australia, just as we can thank the German Army for its creation, and the British Army for resurrecting it from the rubble of the war. Of course, these three Army VWs would not be the last. What was the first privately used VW to come here?

In 1951, a plump little German lady named Therese Haenel headed for the coastal port of Antwerp in Belgium with her young son Bruno. She felt as though she were heading into the future. Not surprisingly, there didn't appear to be one in Germany that year. Soviet pressure on Berlin continued, West Germany swarmed with millions of refugees, and six years after the war few Germans felt sure of their position in world society. The American, British and French forces still occupying the new West Germany had not yet fully accepted the German people as allies and respected partners. The German people had been knocked down and were getting up again, but they were not trusted – not yet.

To Therese Haenel, the future seemed clearly to lie far away, and she sought it now in Australia, which was about as far away as she could get.

She was going to rejoin her husband, Ted, from whom the war had separated her in 1941, when he was sent to Australia to be interned. Ted, Therese and their son had lived in Persia (Iran) before the war, but Ted was arrested and sent to Australia to sit out the war in captivity, alongside many other German, Italian and Japanese nationals. Therese and her son Bruno were sent back to Germany.

After his release at the end of the war, Ted Haenel looked about him at the vast Commonwealth in which he found himself.

He liked what he saw, and liked even more the spirit of growth and hope around him. He decided to stay, and couple his future with Australia's. He found

COMMONWEALTH DISPOSALS COMMISSION

PUBLIC AUCTION

featuring the

VOLKSWAGEN

(the German "Peoples Car")



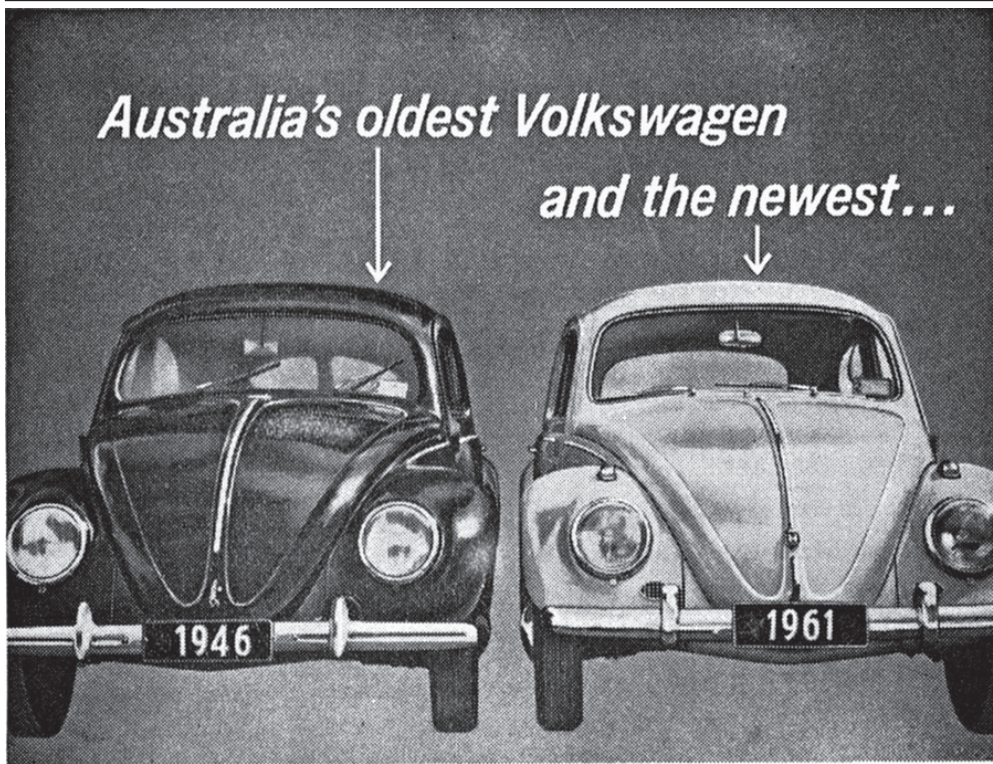
Volkswagen 1940 Sedan, 10 h.p. 4 cyl.

THE ONLY TWO VOLKSWAGENS IMPORTED INTO AUSTRALIA

will be offered at auction, together with a large quantity of Volkswagen Spares, many other motor vehicles and a wide range of miscellaneous materials, at

Tottenham, Victoria
Tuesday, February 22

The Volkswagens, as illustrated above, are rear engine cars, with seating capacity for four adults. One of these models is in equal to new condition. The other has done a road test in Australia under various conditions and emerged trouble free. The roadability of the car is excellent with due to low gravity and independent springing, an absence of dragging and skidding. The maximum speed is 65 m.p.h. and the average petrol consumption through all gears 38 m.p.g.



Can you tell the difference?

A couple of months ago a search was made for the oldest Volkswagen in Australia. It was found in a town in Northern Victoria — a 1946 model, still running as reliably as ever after more than 105,000 miles.

When you see it side by side with Australia's newest Volkswagen (just off the line) you can spot certain differences if you know what to look for. The rear window on the new one is larger. The bumpers are heftier.

The turn indicators and door handles are different. Wind-screen washers and blinker lights have been added. But that's about all you'll see.

The important changes are the ones you can't see. Actually, every part has changed since 1946, but most of the new parts fit any older model.

New ways are continually being found to make the Volkswagen work better and last longer. But not one change has made

a VW obsolete — which is why Volkswagen's age is its own secret — and yours.

Buying a Volkswagen is a good long-term investment. Just how long, nobody knows, because the first VW's made have not worn out yet.



*Take one hour —
a demonstration drive will show you what
you've been missing for years*

work, saved enough for the passage, and in 1951 sent the fares to his wife Therese in Germany for them to come and join him. No doubt he also counted on her own savings to help them in their new home.

When she arrived, he was dismayed, for it turned out that Therese had sold most of their possessions and spent the proceeds, rather impudently, on a black 1946 Volkswagen. She had bought from a British Army officer of the Occupational Forces in Germany. She had packed their few belongings into it, driven it to Anwerp, and loaded it onto a ship to Australia.

When they finally met up at the docks in Melbourne, Ted was most upset. "I was annoyed to think Therese had spent our

money on a car. We needed so many things to get started again," Ted said. "We had so little, and the last thing we seemed to need was a car.

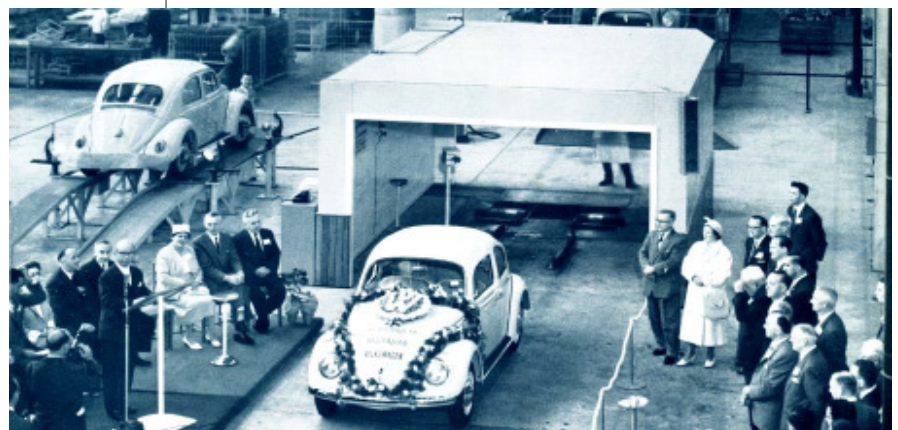
"But I soon became so fond of the car, that I couldn't part with it."

That Beetle may have been unwanted in 1951, but ten years later, things had changed. In 1961, it was the object of a four-month hunt by Volkswagen (Australasia) Pty Ltd, who had advertised extensively in newspapers across the country, looking for the oldest Volkswagen in Australia. Every VW dealer in Australia was alerted to help find the oldest VW. Volkswagen clubs in all states of Australia were consulted. Scores of people were interviewed and dozens of leads were followed up before the very oldest VW was located and identified.

Sure enough, it was finally ascertained that Ted and Therese Haenel, of Horsham in Victoria, were the lucky owners of Australia's oldest Volkswagen.

When it was finally found (still being used by Ted and Therese Haenel), Volkswagen Australasia 'bought it back'. As 'payment', the Haenels received another prize car in exchange — a 1961 VW, the 100,000th Australian-made Volkswagen. The new VW was handed over to the Haenels at a ceremony in the VW factory in Clayton, Melbourne, on Thursday 23rd March 1961. The new VW, driven straight off the production line and gaily decorated with flowers, was presented to Mr and Mrs Haenel by the premier of Victoria, the Hon. Sir Henry Bolte.

Also present at the ceremony was Baron K.D. von Oertzen, the Managing Director of the Africa-Australasia Division of the Volkswagenwerk AG. The





Baron had been instrumental in setting up the Volkswagen operations in both Australia and South Africa in the early 1950s.

As it turned out, Therese Haenel's 1946 Beetle was the very first privately owned Volkswagen to land on Australian soil, and zip along Australian roads.

The 1946 VW had served Ted and Therese very well. The small amount of mechanical work done to the car was only of a routine nature, and all major components – engine, transmission and suspension – had never been apart.

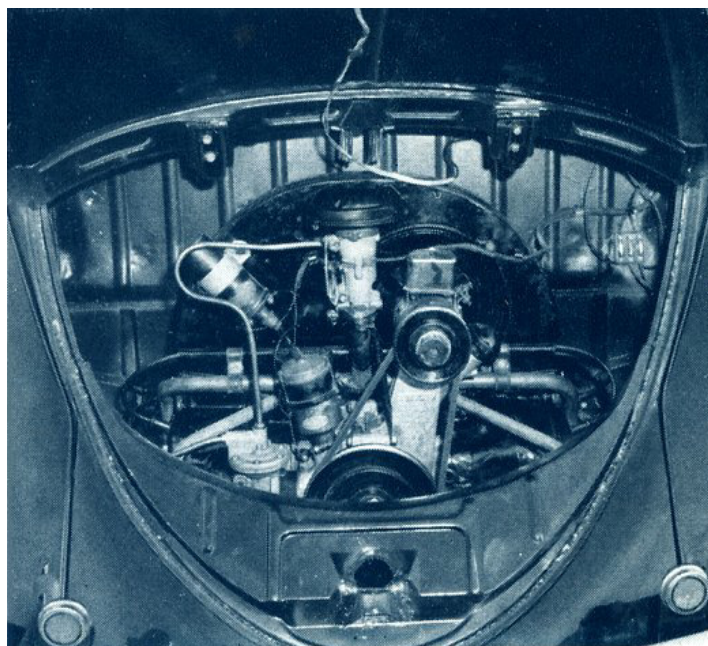
Until 1960, when Ted injured his hand in an accident, he was employed as an engineer with the State Electricity Commission. His job required him to start the power generator for the local radio station, at 5:30am each morning. "Not once did the VW let me down – the radio station always went on air on time," he said proudly.

Another of his duties was from time to time was servicing the electrical installations over an area stretching from Apollo Bay to Wilsons' Promontory, some of the most difficult motoring country in Victoria. On these trips the VW behaved perfectly, never giving the slightest trouble.



Surrendering his vintage Beetle at the award ceremony, Ted Haenel said, "Take good care of it, it's a good little car." Reporters say his eyes were moist; he had, it seemed, long since overcome his misgivings. His 1946 Beetle had logged more than 170,000 km, and was the granddaddy of the more than 265,000 VW Beetles - and the 335,000 of all other types, old and new - that have since been sold in Australia up to the present day.

Volkswagen Australasia used the Haenel's 1946 VW for exhibition, promotion and advertising for a number of years, and it appeared in newspaper and magazine articles, and Volkswagen advertisements. It was also displayed at Volkswagen dealerships in all states of Australia, and at both the Melbourne and Sydney Motor Shows in 1962. When the promotion was over, it was given pride of place in Volkswagen's head office display foyer at their Clayton head office.



The 1946 Volkswagen was very similar in appearance to the then-current 1961 models at the time of the promotion, with the unusual 'split' rear window being the most obvious difference. The first Australian-sold cars in 1954 had 'oval' rear windows, so the 'split' rear window VWs were never sold here, and by 1961 the bodies had the large square rear window.

Smaller things the old 1946 VW was lacking included flashing turn indicators and windscreen washers, but to the novice they still looked much the same. Volkswagen Australasia said this demonstrated that VWs were changed not to make them look different, but only to make them better.

Underneath, however, VW had made a long series of refinements between 1946 and 1961. The Haenel's car had an 1131cc engine producing 25-bhp, while the 1961 model had the famous 1192cc 40-bhp motor. The 1946 VW lacked the refinement of synchromesh, which was fitted to all four gears on the 1961. The old '46 also had mechanical brakes, while the '61's were hydraulic. Every mechanical part was changed and refined over the years – a process that would continue until Beetle production ended in Australia in 1976.

In 1968 Volkswagen Australasia Ltd was disbanded, and a Sydney company, LNC Industries, became the Australian distributors for Volkswagen vehicles. They were already the VW distributors for NSW, and they also owned Australia's largest Volkswagen dealer chain, Lanock Motors. All the administrative resources for VW were moved from Melbourne up to Sydney, but the Haenels' VW remained in Melbourne at the local factory, which was now just a CKD assembly facility run by the VW Germany-owned Motor Producers Ltd.

In 1972 LNC Industries closed the old Lanock Motors head office at William St in Sydney, and moved all the VW administration into the Volkswagen Australia parts warehouse at North Ryde. The Haenels' VW was freighted up to Sydney, and it was placed in the North Ryde foyer. This facility became a busy head office when the Clayton factory was sold to Nissan in 1976, and all VW business was now centred in Sydney (LNC had also taken on Subaru, which shared VW's facilities). There was no longer any room for museum pieces, so the Haenel's VW was moved to the showroom at Lanock Motors' St Leonards branch, where it sat for several years.

In 1974 a private car museum called Green's Motorcade Museum opened at Leppington, in Sydney's west. It was the first dedicated car museum to open in NSW, based around the collection of 100+ vintage and veteran cars put together by George Green since the 1950s. After Australian sales of the Beetle finally ended in March 1977, LNC Industries sold the Haenel's 1946 Beetle to George Green, together with one of their last 1976 Beetles. They weren't needed or wanted any more, as LNC was concentrating on selling Subarus and the new water-cooled VW range. The two Beetles were displayed side by side at Greens Motorcade for a number of years.

George Green died in July 1982, and his museum closed to the public. After months of negotiation between potential buyers and his family, F.R. Strange Pty Ltd of Alexandria put all the vehicles in his collection to auction in October 1983. The 1976 Beetle went to a private buyer whose name was not disclosed – one (false) rumour was that it was John Laws. The Haenel's 1946 VW found a new home in George Gilltrap's Museum at Coolangatta, on the Gold Coast in Queensland. This museum had gathered a number of famous cars over the years, including the famous 1904 Darracq named 'Genevieve', from the 1953 British film of the same name, and one of the 1968 Chitty Chitty Bang Bang film cars (the stunt car with the aluminium radiator, rather than the brass one on the No.1 film car that lived in the UK).

In 1986 the Haenel's VW was sold and it moved to its current location, the York Car Museum in Western Australia, 100 km to the east of Perth in the Avon valley. This excellent museum, first established in 1979, is the home of the Peter Briggs collection of over 150 veteran, vintage, classic and racing cars. It is one of the finest private collections of its kind in Australia. The many cars and collectables, including the Haenel's VW, are located in three display halls and a courtyard in a

restored 1900s building, located on the main street of York.

Apart from the Haenel's 1946 VW, the museum also boasts some classic early Rolls Royces, Mercedes and Maybach racing cars, a 'blower' Bentley, racing Bugattis and Maseratis, Jaguars, MGs, Cadillacs, a genuine 427 AC Cobra, and Alan Jones' Williams FW07 that he used to win the 1980 F1 world championship.

For a short time in the late 1990s, the museum opened a branch in Fremantle, and the Haenel's VW was moved there along with a selection of other classic cars. However this closed in 2007, and the cars were moved back to York, where the Haenels' VW can be seen today.



Originally the Haenels' VW was black, as it was when Volkswagen Australasia took it back in 1961, and when it was used in ads and promotions. However at some stage in the 1970s, LNC Industries must have 'renovated' the car, and they had it repainted a light grey-blue. It was this new colour by the time it was at Green's Motorcade, and it is still light grey-blue today. Also, the car is right-hand drive today, and it was also right-hand drive when the Haenels handed it over in 1961. It's possible that the Haenels had it converted at some time before 1961, but it's more likely that it was actually built that way originally in 1946. It was, after all, originally owned by a British Army officer and he would have ordered a right-hand drive model in anticipation of using it later at home in the UK.

A number of VW enthusiasts have approached the York Museum with the intention of buying the 1946 VW, but Peter Briggs is aware of the historical importance of the car and he won't sell – probably a good thing. The museum curator is Peter Harbin, and he is happy to talk about the VW and any of the other cars in the collection. The museum's telephone number is (08) 9641 1288 during business hours.

The York Motor Museum is open 7 days a week (except some public holidays), 9:30am to 3:00pm (summer), and 4:00pm (winter). It is well worth a visit on your next trip to Western Australia. The museum's website is www.yorkwa.com.au/Motor.Museum/index.htm

Phil Matthews

VW Caddy.

Few vehicles have had the impact on the Australian market the small VW van has had. In less than three years the Caddy has gone from zero to hero, and now it dominates the Small Van market segment. Take a look next time you drive to work – VW Caddys are everywhere. If it had happened in the passenger car market it would have been splashed across the front pages of our newspapers, but because it happened in the commercial vehicle arena it barely rates a mention.



The first vehicle to be called the 'VW Caddy' was the US-designed pickup truck version of the Mk1 Golf, which VW of America built in its former factory in Pennsylvania from 1978-82. For the US market it was called the 'Rabbit Pickup', but when the US VW factory closed the tooling was sent to Europe. Rabbit pickups were made in VW's factory in Sarajevo, in what was then Yugoslavia, from 1982. They were sold in Europe as the 'VW Caddy', until war closed the factory in 1992. The tooling was sent to South Africa, where the Golf Pickup is still made today.

In 1996 VW released a completely new vehicle with the 'VW Caddy' name. This light van was based on the SEAT Ibiza, built on the VW Polo floorpan, and was built in the VW-owned SEAT factory in Martorell, Spain. This version, known as the Caddy Type 9K (from the VIN code), was made from 1996-2003, but was not imported into Australia until its final production year, 2003 (just 20 were sold).

The current model Caddy is the Type 2K, released in Europe in 2003. The new model is based on the VW Golf Mk5 / Touran platform and has no SEAT underpinnings. It is no longer made in Spain either, as production has moved to VW's new factory in Poznan in Poland, as well as being made under licence in Changchun, China by FAW-Volkswagen.

The Caddy Maxi joined the range in 2007, with a 320 mm longer wheelbase (470 mm longer overall) to increase load capacity from 3.2 to 4.2 cubic metres, and an extra 50 kg to 800 kg. The Caddy van range also includes the 'Life' passenger versions with windows, 7 seats and full interior trim, and the 'Camper' with fold-out awning, bed, table and chairs, and an optional cool box. In Europe you can also buy a sporty 'Carrera Cup Edition' Caddy with accessories, and 4WD '4Motion' Caddys have now gone on sale too. The Caddy has won a number of design awards in Europe.

In 2004 the Holden Combo was the dominant Australian class leader, along with the Renault Kangoo and

Citroen Berlingo. Less than three years later the VW Caddy is now the dominant player in the segment, with more than 45 percent of sales. It's not surprising given that it brought a number of new things to the segment, namely a diesel engine, but it is surprising given that it is clearly the most expensive small van on offer. The Caddy has blown the theory that small van buyers buy on price alone right out of the water.

The Caddy had the advantage over the other small vans in that it was based on VW's superb and popular Golf. From the cabin forward it was the same as the Golf; it looked the same, and was the same, but from the cabin back it was all new for the purpose of carrying cargo.

The wheelbase is 104 mm longer than the Golf's, with the extra length grafted in behind the cabin where it could be used to its maximum advantage. New van sheetmetal was grafted onto the extended platform to create a useful local box able to swallow a class-leading 3.2 cubic metres or 750 kg of cargo.

The cargo could be loaded through rear barn doors that opened through 180 degrees, or a kerbside sliding door. Inside, the cargo zone floor was flat for easy loading, there were six eyes for securing the load, and a couple of lights for illuminating the area at night. Underneath leaf springs gave it the capacity to handle the load.

One of the keys to the Caddy's remarkable success was its diesel engine; the only diesel engine in the class. With fuel prices on the rise when it arrived it's perhaps no surprise the Caddy was so enthusiastically received. Sales of the diesel engine now account for three-quarters of all Caddys sold.

The 1.9-litre direct injection turbo diesel boasts 77 kW at 4000 revs and 250 Nm at 1900 revs, but perhaps most importantly will return 6 L/100 km. While fuel economy is perhaps front and centre in the minds of those who buy the diesel Caddy, its performance and drivability are also very impressive. The alternative engine is a 1.6-litre fuel-injected petrol engine that produces 75 kW at 5600 revs and 148 Nm at 3800 revs.



At launch the standard transmission was a five-speed manual, but VW soon added the option of its six-speed DSG automated manual shift gearbox to satisfy the needs of those who wanted an automatic transmission. Many small vans are driven by young, sometimes female, drivers who often don't have much experience with manual gearboxes so there's a significant demand for a self-shifting gearbox. It was also a boon for Caddy drivers crawling their way through congested city traffic, where autos make things much easier.



The compact size of the Caddy makes it perfect for companies that need to access tight locations, particularly in cities, where its compact dimensions and easy manoeuvrability, along with its tight 11.1-metre turning circle, come to the fore.

The Caddy lacks nothing in equipment either, with a long list of standard features, including air-conditioning, power steering, ABS brakes, traction control, remote central locking, engine immobiliser, power windows and mirrors, CD player, and the safety of a driver's airbag.

The popularity of the Caddy means values are holding up well. That's great for those who own one, but not so good for those wanting to buy one on the second hand market.

A petrol-fuelled Caddy can be had for \$15,000 to \$18,000, but a diesel will cost \$19,000 to \$21,000.

Being early days for the Caddy, there isn't a lot to report on its reliability. Owners say they have had virtually no trouble with them so far, although most have only done 25,000-30,000 km to date. All owners are in agreement that the diesel engine is very economical. They also applaud the Caddy's driving ease, and its compact dimensions that make it easy to squeeze into tight spots. The DSG gearbox needs to be approached with caution. It's a relatively complex piece of gear and hasn't been on the market very long so it's too early to comment on its reliability and durability.

Vans generally get little attention from carmakers and as a result often lack the sort of safety systems fitted to most, if not all, passenger cars. That particularly applies to the Japanese vans, which are notoriously lacking in safety features. The European vans, however, boast some of the best safety systems going around, and the Caddy is no exception. Its passenger car-like handling boosts primary safety, a flow on from the Golf, while ABS anti-skid brakes and traction control add to its safety package. The Caddy's secondary safety is also good with a driver's airbag fitted as standard equipment.

And the owners so far? Dennis and Vicki Cleghorn, for example, wanted another van for their growing boarding kennel and cattery business, but they didn't need a large van like their Vito. They chose a diesel Caddy with the DSG gearbox and are satisfied they made the right choice. Their

Caddy is used primarily to pickup dogs and cats from their owners, and return them when the owners come home. As such it has to squeeze into tight spots, often in the inner suburbs of Melbourne, so its compact dimensions are beneficial. It's mostly driven by women so being car-like is an advantage, as is the DSG transmission that makes it like the cars they normally drive. There's been no problem to date and Dennis is happy with the 7 L/100 km he's getting from it.

Raj Prashar looked at all the small vans before settling on the Caddy for his printing business. Prashar was prepared to pay the price premium for the fuel economy – he gets 6-7 L/100 km – of the 1.9-litre turbo diesel and the safety features, like ABS and traction control, the Caddy comes with. "It drives like a car, the fuel economy of the diesel is fantastic, and it's very safe," he said. "It's based on the Golf and has every safety feature you could imagine, just like the Golf." Prashar's Caddy is used for delivering printing jobs to clients, and the small size is perfect for the task.

Locksmith Ron Roberts wanted to cut his fuel bills when he went shopping for a van to replace his ageing, and thirsty Toyota Town Aces. After considering all the small vans on offer Roberts bought five Caddys, which are used as mobile service vans by his technicians. He chose the Caddy for its value-for-money and the fuel economy of the diesel engine. The compact size also played a part, with his technicians needing to get into some tight squeezes in the city and suburbs when they go out on jobs. So far they've accumulated around 25,000 km each without any problem. Importantly for Roberts they're getting around 6.5 L/100 km, and have managed to cut his fuel bill in half. "I would have no hesitation buying more," Roberts said.

VW claimed the diesel Caddy would do 6 L/100 km, and owners are reporting between six and seven in average round town use.

The Caddy's sales success speaks for itself, selling more than the Combo, Kangoo and Berlingo put together. Its large side panels even make ideal billboards for the companies buying them. With its clever design, good looks, class-leading capacity, diesel option, ease of driving, great economy and legendary Volkswagen heritage, for small vans you can't go past the VW Caddy – it's the best there is.





The Beetle in the Bush.

From 'New Horizons' magazine, 1966

Cattle dogs and drovers on horseback are the generally accepted 'tools' in the surprisingly delicate job of mustering cattle in Australia.

But in one corner of South Australia, this method has been discarded for an improved and vastly different system — mustering by Volkswagens.

On a 2,500-acre property near Mount Gambier, three drovers (each mounted in a battered Beetle) regularly muster up to 250 head of cattle in less than half the time formerly taken by horses.

This is only one example of the minor revolution in land machinery now going on throughout the agriculturally rich southeast of South Australia. The simple economics of operating VWs successfully in several fields of primary industry are leading dozens of graziers and others to readjust their vehicle fleets to include VWs for the hard work.

The man behind the 'Volksmuster' is Mr. Richard Kirby, whose father and grandfather ran the 100-year-old grazing property 'Mingbool' before him.

Since he first used a Volkswagen for agricultural work nearly 10 years ago, Mr. Kirby has become an avid fan of VWs.

He said, "I firmly believe that no property, from a 50-acre farmlet upwards, should be without a Volkswagen.

"The day of the horse is gone as far as graziers here are concerned. Horses are too hard to train, they have to be continuously worked if they are to be really good, top riders

are hard to find and a horse is expensive to maintain and needs a lot of care.

"Four-wheel-drive vehicles were the basic choice of the grazier but they are also expensive to run. In the first year of using a VW we saved 1,000 gallons of fuel."

Mr. Kirby explained that he found VWs were generally faster through paddocks and more manoeuvrable.

"A VW with bar tread tyres on the rear will also go better through boggy country. The reason for this is that in a four-by-four the front driving wheels and the weight of the engine tend to dig ruts, which more or less trap the rear wheels. In a Volkswagen, the front end is light and the rear engine-drive system gives better traction.

"When a VW eventually bogs, it is easy to lift out without having to get a tractor."

The property is aptly named 'Mingbool', which means 'swampy country.' Several large paddocks are under water during the rainy seasons.

"It appears to me that there isn't the loud thump or costly damage when a VW hits a large pothole or drain."

Lower initial costs, lower running costs and lower depreciation than other suitable vehicles were other advantages VWs had, Mr. Kirby explained. "By reducing non-variable overheads using Volkswagens, graziers can increase profits."

The cattle muster in Volkswagen was a very quick affair.

It took three VWs 22 minutes to herd 250 head of cattle from a 200-acre paddock through a gate into a series of cattle pens.

The cars worked like cattle dogs — moving from side to side, rounding up stray beasts, and nudging the tails of the



slower animals. The drivers banged on the car doors to keep the cattle moving, and one car carried a dog in the back seat to round up any cattle that the cars missed. After the muster, the animals were sorted into marketable groups, inspected and then turned loose into special paddocks and pens.

The cars are also used to bounce around the paddocks doing fencing maintenance work, collecting injured sheep and other odd jobs.

Preventative maintenance is naturally very important in the lives of these hard-worked cars, and they are regularly serviced. Service and inspection is usually done by time intervals rather than by mileage.

After nearly 10 years of incredibly hard work, these three Beetles are still going strong and look like completing years of work around 'Mingbool' before they're replaced - by other VWs, of course.

Another example of Volkswagen's ready adaptation to rural work was found a few miles away towards Naracoorte on the property of Messrs. W. and R. McDonald.

John Hamp, the station manager, told how he had noticed how well VWs travelled through rough country and decided to experiment.

"I bought two wrecked Volkswagens and joined them together. The end result is a 1964 chassis, 1954 engine and transmission, 14-inch rear wheels with oversize tyres and odd lights."

As with Mr. Kirby's VWs, the rear seat can be completely removed in a few seconds to carry sheep, dogs, posts, tools and other odds and ends.

Mr. Hamp also uses the car to round up flocks of the station's 21,000 sheep. But it is as a general runabout that the car really shines.

On a short demonstration run, Mr. Hamp drove the Beetle over rocks, a steep gully, shrubs and deep sandy tracks without a moment's bother. The speeds reached by the car through rough scrub country were also high (especially to the author who clung desperately to his seat and closed his eyes every time the intrepid Mr. Hamp decided to bulldoze a small bush from his path).

Mr. Hamp said he had had little trouble with his car, which has now done some 14,000 driving miles.

"We have a pretty large workshop here, and being so far from any town, we do most of our own servicing. Our only trouble is making sure the air cleaner is in good nick because of the thick dust and sand we get around here."

With its large rear tyres, the VW looks a little odd but despite its strange birth and rough life, it's still a Beetle.

A third businessman, who would no doubt be popular with his local agent, is so keen on VWs he buys four cars each year.

He is Mr. Phil Gibson, a pastoral consultant. He uses his Volkswagens to drive through the scrub country between Bordertown, Mount Gambier and Kingston S.E. on surveys for graziers.

He was absent on holidays when we called, but his offsider, Peter Huthwaite, gave us the story.

Mr. Huthwaite explained, "We organise the contracts between graziers and firms for the clearing, development seeding and general improvement of properties to the stage of management on behalf of the property owner."

This work involves anything from running a water-diviner through virgin scrub in search of water-boring sites, to driving over bushes and sandy tracks surveying a bush track to open up a new property.

Mr. Huthwaite said that good traction, solid construction and suspension and eco-nomical operation were the reasons his firm used Volkswagens.

"Naturally, we don't bulldoze through the scrub regardless of damage unless we have to, but we can if need be.

"We buy two VWs every six months and sell them before the damage and consequent depreciation gets too high.

"We have found that when selling time comes the front sway bars and rubbers in the shock absorbers are the only things that need replacing, apart from any panel beating."

Like many others in the area, Mr. Huthwaite has said he found the VW ideal for droving sheep and cattle.

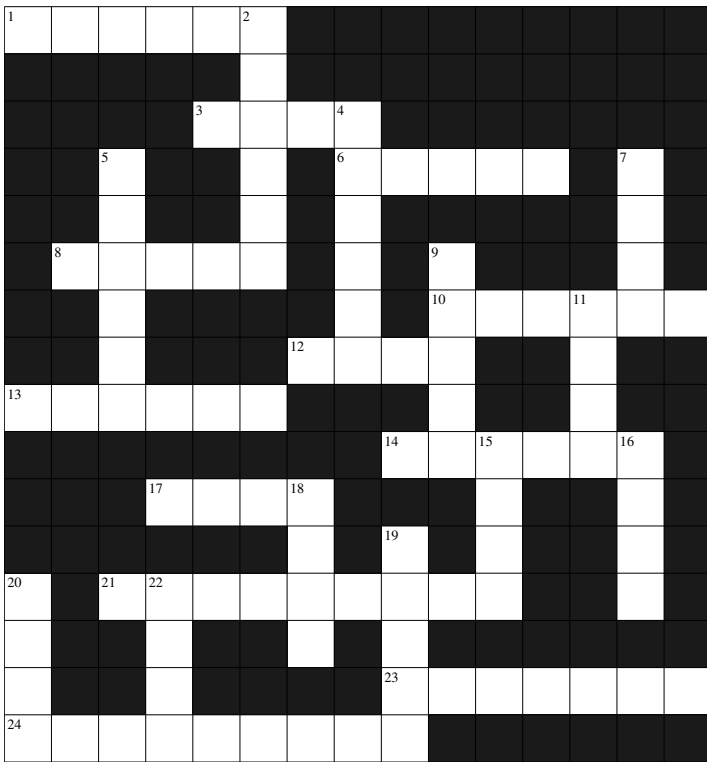
"VWs idle along in first gear quite well at just about the right pace for sheep," he said.

"Perhaps they're just a shade too fast for the sheep sometimes," he added as an after-thought.

Well, for a car that was built to carry people and not sheep, to drive on highways instead of creek beds and to be herded with other cars by traffic lights instead of showing a mob of cattle who is boss, these South Australian Volkswagens do a pretty marvellous job.

Makes one feel rather proud of that little hump-backed machine sitting out in the garage.





- 19. A VW that is rather better than a Toyota Prius
- 20. The NSW Motorists and Roads Association
- 22. The VWs can be seen on Australia Day just near ...? Park



Street scene from the year 2050.

Club Veedub Crossword.

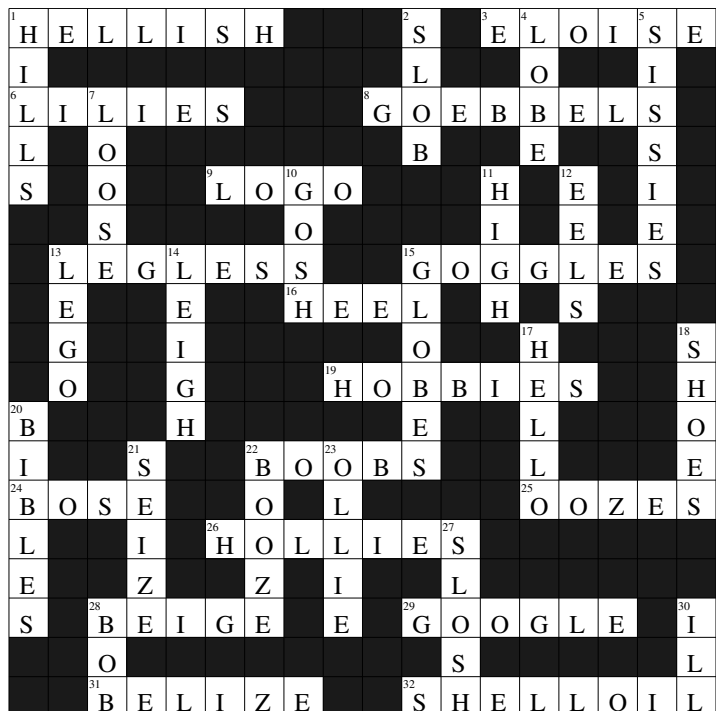
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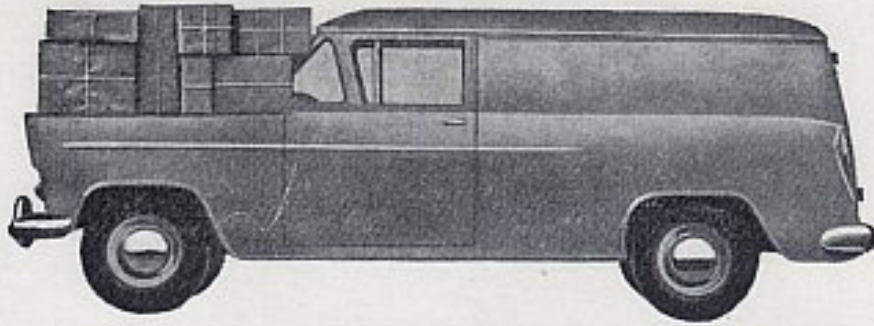
- 1. The last country in the world that made VW Beetles
- 3. The motorsport controlling motorsport in Australia
- 6. This VW is the best ad most popular small commercial vehicle you can buy
- 8. The motoring section of the Sydney Morning Herald
- 10. VW's new pickup truck, to be sold in Australia in late 2010
- 12. The town in WA where you can see the oldest VW in Australia
- 13. The aqua-coloured car on this year's VW Nationals poster
- 14. The largest VW market in South America
- 17. This is what CAMS marshalls like to wave about
- 21. The town hosting the famous Festival of Steam
- 23. The type of VW race car that will be competing in this year's Dakar Rally
- 24. The country where VW's new pickup truck will be made

Down:

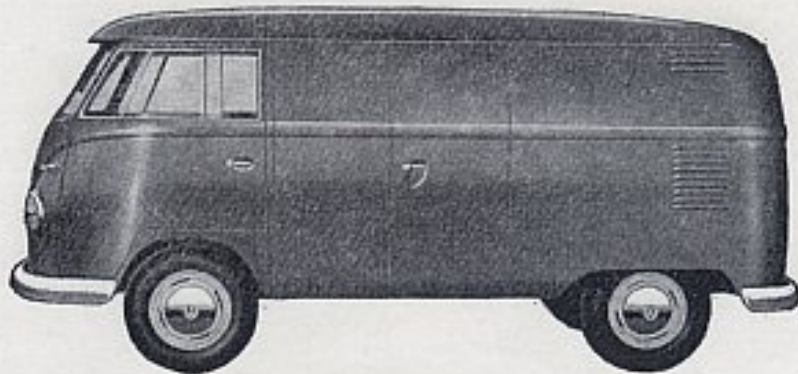
- 2. The colour of Dave Birchall's Smoothee
- 4. A company famous for high-quality 1:18 scale Kombi models
- 5. The range of VW engines designed for boats
- 7. The orange-beige car on this year's VW Nationals poster
- 9. The world's toughest rally, which VW won last year
- 11. The fastest VW circuit racer in our Club
- 15. The current boss of VW Australia's first name
- 16. A name for both low-alcohol beer, and a new VW Up!
- 18. This VW won THREE Australian Car of the Year awards in 2009

Last month's crossword.





This is the Volkswagen van idea



This is the Volkswagen van

Look at any ordinary panel van. You'll see that 60 per cent of it is nothing more than a covering for an engine, and people. A small part of it does the real work. Look at Volkswagen Delivery Van, and get a surprise: It's shorter, lighter and more economical than a panel van, but it has twice as much cargo space . . . 170 cubic ft., against 80. The VW carries 15 cwt., against 10 in the panel van. And you can step into the VW's cargo space through wide double side doors. (The floor is just 13 inches above the average kerb.)

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