

Zeitschrift



Lily, Bettina and Kira at Rodstock 2010.

April 2010

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Canberra Go-Karts
Mk2 GTI Golf
DTM and Audi**

**Flat 4 Supercruise
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Kombi Ole !
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
C & S Automotive
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Klaack Motors
Stan Pobjoy's Racing Engineering
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Mobile Model Cars

5 years and over.

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

VW Dyno Day

Saturday 17th April

From 8:30am All VWs welcome

Location: MAINLINE AUTOMOTIVE EQUIPMENT PTY LTD
<http://www.mainlineauto.com.au/>
Factory 3, 35 Violet St. Revesby (off Milperra Rd)
(02) 9773 8222

Entrant Price: \$60 which includes food & drinks. 2 Runs per vehicle unless otherwise specified on the actual day or if we have time available.

Spectators: \$3 Donation



Every car is welcome, but please remember this is a Volkswagen/Audi day, and those cars get priority. We encourage every VW, unmodified and modified, to jump on for comparisons. It's not about who's got a quicker or more powerful car, it is about what cost-effective mods you have or haven't done or how crazy you have gone with it or giving you a simple base point to your stock settings before you mod etc.

This is an AWD dyno meaning all RWD, FWD and AWD vehicles can run. They do have experience running modern DSG vehicles. It is a

Mainline Rolling Dyno not a "shoot out" like dyno day if you'd like to call it. So you will get an accurate-ish "at the wheels" reading.

Perfect for tuning up your VW for the VW Nationals Supersprint. You asked for it - here it is.

Last year's average (just watercoolers) was 40-50 cars, so this year is likely to be much bigger.

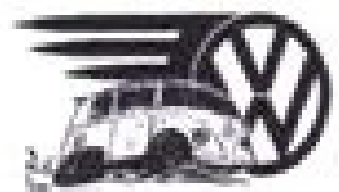
Don't be late...

Time slots are not guaranteed. First show first run unless want you/they want to wait till later. If you turn up at 3pm and expect to jump on straight up when 15+ people are awaiting you will have to wait!





Shoalhaven
Volkswagen



PRESENTS

Club Inc

BLAST FROM THE PAST

A display of classic VWs to be held at:

- **The Berry Showground
On the 2nd of May 2010**
- **Gates open at 9.00am**
- **If you have a VW bring it along**
- **\$15 for car admittance and receive a Blast from the Past Event plaque**
- **Gold coin donation for a look around**



Enjoy the display of Volkswagens

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



Newcastle Vee Dub



Pit Stop Cruise 2010

presented by Ian & Rose

Newcastle Vee Dub Pit Stop Cruise Sun 2nd May 2010

Cruising up to the Historical town of Morpeth and on the way there stopping at our Mechanical workshop at Unit3/30 Shipley Dr, Rutherford, we have a lot more parking spaces. With the workshop open so that any VW enthusiast can have a look over their car on the hoist and even give their VW a grease.

Free sausage sizzle & soft drinks. Then cruise over to Morpeth for a coffee. Meeting about 9.30am and heading off for the workshop around 10.00am

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

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

Then you can head home when they please.

Please note that times may vary depending on number of cars that show up.

Contact Rose for more info
Mobile: 0427 550 203
Email: avwnut@bigpond.com





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.

The VW Nationals is now only a month away, and we are looking for confirmed entries for the VW Supersprint at Wakefield Park on Saturday 22nd May. Remember that ALL VWs are welcome, air and watercooled, and it doesn't have to be hotted up or modified. Stockers are fine. You DO have to have a CAMS Licence, and a crash helmet, and time is running out to get them. Contact us ASAP if you want to participate and you haven't got your paperwork and gear sorted yet.

There will be no Supersprint entries on the day this year; all drivers must pre-enter. Go to www.clubvw.org.au/supersprint/index.php, print off the form and post it back with your fee, before **15th May** (the week before). If we don't receive your entry by then, you will miss out. If you're holding out because finishing your VW on time is going to be tight, you can still put an entry in and get a refund later if you don't make it. Any questions, please contact Event Secretary Chris Fraser at veedub.supersprint@gmail.com.

If you haven't already done so, mark down Sunday 23rd May for the VW Nationals car show at Fairfield Showgrounds. This is our biggest event of the year – in fact it is the biggest Volkswagen event in Australia – so it's time to start shining up your VWs for the big day. We need volunteers to help out with parking, swam meet area and the club stand. Let me know if you can give a hand on the day.

Sponsorship is building strongly, with many of our regulars and a few new sponsors coming on board this year. Once again our major sponsor, Volkswagen Group Australia, has agreed to support our event, and we extend our thanks. The continued support from VWGA only strengthens our club, and benefits all our members. We look forward to seeing you at the VW Nationals!

There will be a VW Dyno Day at Revesby on Saturday 17th April; see the flyer on page 3 for more info. The Watercooled VW guys have put this one together but air-coolers are welcome too – it will be a good opportunity to tune your VW for the Nationals. Get there early!

There's also the Robertson Classic Car day, Rose and Ian's Pit Stop Cruise in Newcastle, the Shoalhaven Blast From The Past, and even some VW drags in Gunnedah coming up. Whew, so many interesting VW events coming up. Enjoy whichever ones you choose to attend.

We will be showing the Australian 1965 film 'Shape of Quality' at the April meeting. It's a tour of the Clayton VW factory, showing how VWs were manufactured there. Many of you will never have seen it before – don't miss the meeting at the Greyhound Club on 15th April.

Précis of Committee and General meetings:- VW Nationals Supersprint, VW Nationals Show Day, other VW Nationals business, other coming events for April/May, past events since March.

KeeponKruizin

David Birchall



Kanberra Kapitelreport.

Hello from the Canberra Dubbers! A technical failure left us with no data in the magazine last month, so read on and see what we've been up to!

Our major Club event for February comprised two parts – Go-Karting at the Hume Go-Karts centre and the annual AGM. Although we would have liked more attendees, the event went very well - have a look at the event report in this magazine.

We really strongly encourage members to come along to club events, and let us know what you'd like to see for future ones! Check your email inbox or www.canberravw.com/events/ for all the latest Event information.

Autumn is a beautiful time in the Capital, and it was a great backdrop for Shannons Wheels on 21 March. Wheels is an excellent show with around 1000 vehicles in attendance each year (including motorbikes and historic firetrucks). This year our club display had 17 cars with a bigger turnout this year by the watercooleds. Thanks to everyone who came along, we had a great day and talked to a number of interested dubburs about the club.

Make a date in your calendars - the weekend of 22-23 May, for the Canberra Club cruise to Goulburn and Sydney for the 2010 VW Nationals. Please contact us for accommodation option information, and see the poster in this magazine for further event information.

Hope to see you at these events and more, 2010 will be a great year!

Bruce



Klub Kalender.

April.

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

Saturday 17th:- VW Dyno Day at Mainline Automotive, Factory 3, 35 Violet St Revesby, from 8:30am onwards. \$60 for a dyno run, \$3 spectators. First show, first to run. Be early, will get busy. Perfect for tuning your VW for the Nationals Supersprint! Air and Water VWs all welcome.

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 the park near the twin Shell servos, Thomas St Wallsend. Head towards the freeway at 9:30am, cruise to Beresfield then to



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)

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.

Sunday 2nd:- Shoalhaven Blast from the Past at Berry
Showground. Gates open 9:00am, \$15 for car admittance and
plaque. Gold coin for spectators. Enjoy the display of VWs
and wander through Berry township and markets. People's
Choice award for the best VW.

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).

Saturday 15th & Sunday 16th:- Gunnedah Drags. Time to
see how many Volkswagens we can get to drag race at
Gunnedah and show those V8 guys. It's always a great
weekend and the Gunnedah guys are really friendly bunch of
people. For information email Tamworth drag racing
Association tdrainc@hotmail.com or Ian
avwnut@bigpond.com

Sunday 16th:- Kombi 60th Birthday Party on the Forecourt
at Darling Harbour, organised by Volkswagen Classic and
Vintage Club of Australia. Please phone Greg Clarke on 0407
941355 for details.

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.

June.

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

Wanted: CAMS Flag Marshalls

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

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.

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

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

Sunday 20th:- Mid Winter Wander to Hunter Valley Gardens. Meet at Stockland Glendale shopping centre carpark at 8:00am. Cruise to Hunter Valley Gardens at Pokolbin. The scenic route will cover 80 km through Edgeworth, Wakefield, Freeman's Waterhole and along sandy Creek Road to Millfield, then back through Bellbird, Cessnock and along Mount View Road to Hunter Valley Gardens. Entertainment, food and wine stalls as well as children's activities such as face painting and a jumping castle, all set amongst a beautiful garden backdrop will ensure a great day out for the family. More info Contact: Dan Bergquist on 0410 349 077

Sunday 27th: Bettina's A-MAZE-ing Berrima Cruise: Leaving Uncle Leos at 9am, cruise to Harpers Mansion, Berrima with stops along the way including the information centre in Mittagong. A small fee of \$4 will be charged for the guided tour of the Mansion and access to the walking Maze. Call Raymond on 040 820 7228 for more information.

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

July.

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

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

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

Sunday 18th:- Liverpool Super Swap Meet, at Fairfield Showground, Smithfield Rd Prairiewood. Gates open 6:00am, \$3 entry, swap sites \$20. Catering for veteran, vintage, classic and modern cars and bikes, also models and collectables, hobbies and crafts. For more info contact Colin on (02) 4729 0482.

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

August.

Saturday 31st & Sunday 1st:- VW Spectacular 2010 at Valla Park. VW convoy to Nambucca Heads, Street display, Raleigh Raceway, swapmeet, VW show. Contact Donna for enquiries and bookings - phone 0427 695 203 or email donna501@bigpond.com

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

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

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus



VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 22nd:- Shannons Eastern Creek Classic 2010 at Eastern Creek raceway, hosted by CMC. The largest gathering of classic vehicles in NSW - 1,700 cars on show. Trade stands, racing cars, concours judging. Our club has a Volkswagen display and lap demo - contact David Birchall for your booking. Only 12 spaces available!

Monday 30th:- 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:- Almost every Beetle part new for 71 model. !!!NEW ENGINE AND TRANSMISSION!!! Spent \$15,000 New parts in Boxes. DISCOUNTED!!!! MUST SELL!!! SELL ONLY \$4000 Neg See website for parts lists and photos: <http://home.mysoul.com.au/echild/> Evan Child, 99 Tickner Valley Rd, MARULAN NSW 2579 Ph: (02) 4841 1055 Work: 0400 382 560 Mob: 0428 925 483 Email: echild@mysoul.com.au

For Sale:- due to illness, much loved **Split Window VW Beetle shell only**. Vehicle history available. Instruments, wheels & new tyres come with vehicle. Asking Price \$20,000. Please contact Don Carter ph.02 6355 2037 or Email-margdon@cirruscomms.com.au

For Sale:- 1968 Beetle Parts, Doors Gaurds,Bumper bars, 2 sets of of both std and wide wheels in 14" and 15" sizes, also 1971 Gearbox. VW notchback parts also available, front beam complete, bonnett, Type 3 1600 engine complete, 009 distributor etc Kombi Towbar and much more please contact Salvadore on 0403536446 Or 99203519 parts located in Blacktown.

For Sale:- 1957 Oval Ragtop Beetle. All original car which is 90% complete (no motor). Body is straight with all panels and doors lining up perfect. It has a W decklid and comes with a brand new complete body seal kit (still in box). Interior is original and complete. Car has some period accessories. Call Sebastian for more details on (02) 9526 5708.

For Sale:- 2004/2005 VW Golf Trendline, 1.6 - Manual, white in colour, one owner, immaculate condition , log book,

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regularly serviced at VW Dealer ,always garaged. Only 111,000 km. Rego 9/2010, the car has an extended warranty until Sep. 2010 (non transferable) . \$14,000 Firm. Please contact Carlos mob. 0419 276 636.

For Sale:- 2003 VW T4 Syncro Manual 2.5 TDI, white in colour, dual batteries, full VW only service history, all belts changed recently, never used for commercial use, travelled 77,000 Km. Contact Glenn in Murwillumbah for full list of accessories fitted. asking 23,000 ONO contact Glenn on 02 66724746 AH or 0408795505

For Sale:- VW Type 3 Notchback, 1973. Yellow, registration until Sept 2010. Runs well. Some rust in body. Must sell as owner has moved O/S. \$3,000 neg. View in Sydney, city. Please contact Annette on 0414 240 274.

For Sale:- 1977 VW Kombi Microbus. 2-litre engine, twin carb, 4-speed manual. 11 months rego. Recent engine service, new starter, new steering. No rust. Original down to the spare tyre cover. Contact Ryan on 0417 413115 - Sydney.

For Sale:- 1999 VW Bora (Type 1J) V5 4-door sedan. Immaculately looked-after Bora. Low kilometres for its age. Genuine reason for regrettable sale. Full VW service logbook history. First to see will buy, price negotiable. Fantastic car to own and drive! Reliability, economy, luxury, refinement, power, handling, safety and stylish looks - the complete driving package. This is a regrettable sale. I'm keeping with Volkswagen, so I'm upsizing to a Caravelle for extra space we need for a growing family. The car has always been garaged and serviced by VW (recent scheduled service completed). Window tinting was added less than a year ago. Also for sale (included in price) is a set of factory VW roof racks and near-new roof pod - fantastic for doubling your luggage capacity. This car has very low kilometres for its age, reasonable offers welcome. Price \$15,999. Garaged at Currans Hill (NSW). Contact John Mikulandra on 0421 220700.

For Sale - 1967 Beetle. I am looking for a loving home for my

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2nd Month Ads.

For Sale:- Golf VR6 5 Doors, red, six speed manual, ABS Brakes, power steering, electric windows, sound system, 17" rims and Zender Body Asking \$4950 ONO please contact Rohan on 0412996777

For Sale:- I have some **VW parts** I need to sell:
1950s/1960s Sedan parts:

1 x early 1960s body. Has been stored for about 20 years. Suitable for restoration. No engine. I have front mudguards that are suitable.

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

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

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

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

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

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

2 x early 1960s bodies. Suitable for parts only. Have front and rear axles, gearboxes, all glass, steering, instruments. Both cars are rusty and have rear panel damage.

2 x straight LH doors. No glass. Suit early 1960s car.

4 x wheels

1 x front bonnet

1 x gearbox/transaxle from 1950s sedan

1 x generator with round top cooling cover

1 x later 1200 cooling cover

1 x 1200 crankcase with shafts and connecting rods

Various small parts, tail ends, etc etc

Early Kombi Parts:

1 x pair good straight front doors plus another door with slight accident damage. No glass or glass frames with these doors.

1 x parcel tray to go under dashboard

1 x front end (torsion bars in tubes)

1 x gearbox

1 x petrol tank with filler tube and cap

3 x brake drums

5 wheels

1 x panel to go behind engine

2 x crankcases (empty); both 1500 I think

These cars and parts are on a farm at Nowra. I would like to sell all these parts in one lot if possible, because I can no

Trades and services directory.



OFFICE: 9651 3870
Fax: 9651 3746

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Aussie VWs now cheaper.

Volkswagen Group Australia has joined with most other manufacturers, updating its pricing following a duty drop by the Federal Government.



The duty drop, which came in to effect from 1 February, sees both model and option pricing change on most passenger models, as outlined below:

Golf (savings between \$1,000 & \$1,200):

Golf 90TSI Trendline (5 door / manual) – \$24,990*
Golf 90TSI Trendline (5 door / auto) – \$27,490*
Golf 77TDI Trendline (5 door / manual) – \$27,490*
Golf 77TDI Trendline (5 door / auto) – \$29,990*
Golf 118TSI Comfortline (5 door / manual) – \$29,490*
Golf 118TSI Comfortline (5 door / auto) – \$31,990*
Golf 103TDI Comfortline (5 door / manual) – \$31,990*
Golf 103TDI Comfortline (5 door / auto) – \$34,490*
Metallic & Pearlescent Paint – \$500* (saving of \$200)

New Beetle & New Beetle Cabriolet:

Metallic & Pearlescent Paint – \$500* (saving of \$200)

Jetta:

Metallic & Pearlescent Paint – \$500* (saving of \$200)

Passat – all models (savings of \$1,000):

Passat 125TDI (sedan / auto) – \$54,990*
Passat V6 FSI (sedan / auto) – \$64,990*
Metallic & Pearlescent Paint – \$700* (saving of \$300)

Eos (saving of \$1,000):

Eos 103TDI (convertible / manual) – \$46,990*
Eos 103TDI (convertible / auto) – \$49,490*
Eos 147TSI (convertible / manual) – \$48,990*
Eos 147TSI (convertible / auto) – \$51,490*

* Note: Prices quoted are manufacturer's list prices excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state. Where the recommended price shown is above the threshold of \$57,180 and the vehicle has a fuel consumption of more than 7.0L/100km as a combined rating under section 7 of the Motor Vehicle Standards Act 1989, the recommended price is inclusive of Luxury Car Tax (LCT) of 33%. For vehicles with a fuel consumption of no more than 7.0L/100km as a combined rating under section 7 of the Motor Vehicle Standards Act 1989, the LCT of 33% only applies above the threshold of \$75,000. Individual prices for factory options quoted separately do not include LCT and dealer fitment charges. If the total price of the vehicle

including factory options and dealer delivery charge exceeds the LCT threshold, the total price is required to be recalculated with the LCT applied to the net costs of any amount above the LCT threshold. See your Volkswagen dealer for more info.

Revised VW Passat.

The 2010 Volkswagen Passat has taken yet another step forward in Australia, this time in the form of a revised engine range, additional features, and most significantly, a new entry price, thereby setting a new benchmark amongst the large well-appointed European cars on our market.

The petrol 1.8 litre 118TSI, with 118 kW of power and 250 Nm of torque, is now available as the new entry model into the Passat range, ensuring remarkable performance combined with superb fuel efficiency. The Passat 2.0 litre 103TDI and the Passat 2.0 147TSI have been discontinued from the local model line-up.



The most popular Passat model, the 2.0 litre 125TDI, now enjoys the luxury of a Highline upgrade where distinguishing exterior features include sporty features such as a radiator grille with chrome plated strips, front fog lights and Monte Carlo 17x7½" alloy wheels, whilst new interior features include Napa leather appointed upholstery, sports luxury fronts seats, and brushed aluminium interior decorative trims.

The Passat V6 FSI Highline has also extended its standard equipment list, which combines exterior features such as Chicago 18x8" alloy wheels and sport suspension with technologies such as 12-way electric front seats with 3 position memory for the driver as well as an automatic kerb function on passenger's side exterior mirror when reversing and Media Device Interface (MDI).

The sporty performance choice in the Passat range, the Passat R36, has been enhanced with dark tinted rear window and rear side windows (65% light absorbing) as well as Media Device Interface (MDI).

These extra features complement the extensive list of standard equipment across the entire Passat range.

In addition, more safety and comfort features are available in the 2010 Passat range. Driver assistance systems such as the Adaptive Cruise Control (ACC) with Front Assist for braking distance reduction, is offered along with other high-end technologies such as Park Assist, Adaptive Chassis Control and Lane Assist.

The latest version of radio navigation system, the RNS510, is also available on the Passat range. With new auxiliary functions like voice control the system is now even easier to operate.

Pricing in the Passat range starts at \$38,990 for the entry model 1.8 118TSI 7-speed DSG, while the top of the range Passat R36 Wagon with 6-speed DSG is offered from \$66,990. See your local Volkswagen dealer.

Golf Wagon released.

Hot on the heels of Volkswagen's unveiling of the revised Passat, comes an all-new model line in Australia for the first time – the Volkswagen Golf Wagon.

Volkswagen first sold a 'Variant', or 'Estate', wagon version of the Golf in Europe with the Mk3, back in 1992. It was actually manufactured by Karmann, as VW contracted out the wagon work to them. This was not brought to Australia, nor was the Mk4 Golf Variant that appeared in 1998. The Mk5 Golf Variant was built by VW in Mexico, rather than by Karmann. An example was displayed at the Sydney Motor Show in 2008 as the 'Golf Compact Wagon', but it was not introduced for sale. The debut of the Mk6 Golf Wagon is therefore the first time this model has been sold in Australia.



The new Golf Wagon is 4.63m long, around 430mm longer than the hatch. Rear storage volume is 505 litres up to the load sill at window height, 690 litres above the sill, and 1495-litres with the rear bench seat folded down.

With the rear bench folded, the continuous flat cargo area from the driver's backrest measures 1.7m (1.07m with the seat up), while additional storage space can be found beneath the cargo floor and in the side panelling. Stopping your load from sliding around is a standard cargo partition net which functions with the rear bench up or down, four fold-away tie-down eyes and additional bag hooks in the side panelling.

Another feature unique to the Golf Wagon is the optional panoramic sunroof, which spans 1.36m down the length and 0.87m across the width of the ceiling. It consists of two halves, with the front section able to be raised or fully opened, and can be closed completely thanks to the electrically powered sunshade.

Like the current hatch range, the Golf Wagon is available in both Trendline and Comfortline specifications and comes with two petrol and two diesel power plants with the same three transmission options.



The 77TDI uses 4.7 litres/100km with the five-speed manual (5.2 with the seven-speed DSG), which actually outperforms the hatch in manual form (4.9 litres/100km). CO2 emissions are also lower at 124g/km (manual) and 135 (DSG), compared to 150 and 144 respectively.

The 103TDI loses the manual option of the hatch and is available only with the six-speed DSG. It uses 5.7 litres/100km and emits 149g/km CO2.

The 90TSI base petrol option comes as a six-speed manual or seven-speed DSG. Combined economy is 6.7 litres/100km (manual) and 6.2 (DSG) with CO2 up to 156g/km and 144 respectively.

The 118TSI Comfortline also loses its manual option and burns through 6.3 litres/100km and 148g/km CO2 in seven-speed DSG form.

Safety-wise, the wagon misses out on the driver's knee airbag of the hatch, but still does well with dual front, side and curtains. Park assist, which automatically reverse parallel parks the car, and a rear view camera are available as options on the Wagon.

The Golf Wagon is now available at your local Volkswagen dealer.

Manufacturer's List Prices:

90TSI Trendline	\$26,990 (\$29,490 DSG)
77TDI Trendline	\$29,490 (\$31,990 DSG)
118TSI Comfortline	\$33,990 (DSG std)
103TDI Comfortline	\$36,490 (DSG std)

'R' division to be separate.

Volkswagen's famous "R" performance family is about to follow the lead of fellow German manufacturers and become its own entity, according to company insiders.

To be officially announced at the Geneva Motor Show in March, the VW 'R' division will create vehicles that are more 'from the ground up', than the current performance offerings like the Passat R36 and the Touareg R50 that are modified existing VWs.

"BMW has its M division, Mercedes has AMG, and our sibling Audi has Quattro GmbH, makers of the Audi RS models. This new R division will be our Quattro," a VW executive said.

The R division plans to ply its personalisation and performance trade to every feasible model in the VW range,

meaning we could see race-bred versions of everything from the new Polo, Jetta and Golf, to the Phaeton, Tiguan and Touareg, Touareg. A high-performance Caddy Life R, anyone?

Meanwhile, the Mk6 Golf R has just been launched in Europe, with a piping hot 2.0-litre turbocharged engine under the bonnet. Making 199kW and 350Nm with all wheel drive, it's said to be a cracking drive. But Australia's fuel issues have reared their ugly head.



The Fuel Quality Standards Act 2000 determines the level of sulphur in Australian fuel. Regular unleaded (91 RON) is still allowed a high 150 ppm of sulphur. Premium (95 RON) & Ultra Premium unleaded (98 RON) can have up to 50 ppm. Diesel is the cleanest of them all, with sulphur capped at 10 ppm.

In Europe, sulphur is capped at 10 ppm for all grades of petrol and diesel.

Therefore, because of poor Australian fuels, and just as Audi did with their S3, the VW 2.0-litre will be detuned for Australian conditions. The Audi's mill was putting out 195kW and 350Nm, overseas but was launched here in 188kW and 330Nm guise. The Golf R is said to share the same power, being released here with 188kW, but as yet a torque figure hasn't been announced.

Fuel consumption may also be affected, but reports are that it won't be a great jump in fuel use. With a 0-100km/h time of 5.5 seconds when mated to the DSG for the Euro 199kW version, we might see a few tenths added with the power loss.

The New Zealand version, on the other hand, is being promoted with the full Euro-spec 199 kW.

New Mk2 VW Touareg.

Volkswagen have unveiled the completely redeveloped Touareg in Germany. Volkswagen claim it is the most technically innovative VW since the company first came into existence in 1938.

The new Touareg is the first Volkswagen, and the first European SUV, to be available in a Hybrid version. With its combined fuel consumption of just 8.2 L/100 km the Touareg Hybrid sets new standards among full-fledged petrol SUVs. CO2 emissions are low too, just 193 g/km. The hybrid drive, as the top Touareg powertrain option, combines the power of a classic eight cylinder engine with the fuel

economy of a six or four cylinder engine. It replaces the previous V8 petrol engines in Europe and America, and carries on Volkswagen's successful downsizing strategy. Consequently, the V10 TDI and W12 engine versions of the previous model are no longer available.

Key components of the Touareg Hybrid powertrain "equipped with a high-voltage battery" are its supercharged V6 TSI petrol direct injection engine with 245 kW and 8-speed automatic transmission. The hybrid module is integrated between the engine and the automatic transmission, and weighs 55 kilograms. Located downstream of the V6 TSI, it integrates a disengagement clutch and 34 kW electric in one housing. When the V6 TSI and E-Motor work simultaneously (boosting), a total power of up to 279 kW is generated, with a maximum torque of 580 Nm.

Volkswagen has chosen a parallel hybrid drive configuration for the Touareg. In contrast to other potential hybrid systems, it assures excellent off-road performance and unlimited continuous climbing ability. With a maximum trailer payload of up to 3.5 tonnes, the hybrid Touareg is also an ideal towing vehicle. Moreover, the parallel hybrid is more efficient than alternative hybrid concepts on long-distance and freeway journeys.



The conventional turbo-diesel options are the 3.0-litre V6 TDI, with 178 kW and 550 Nm, and the 4.2-litre V8 TDI, with 252 kW and 800 Nm, which replaces the V10. The V8 TDI is no slouch, recording 0-100 km/h in 6 seconds flat and a 250 km/h governed top speed. Also available is the petrol FSI V6, producing 206 kW. All engines will be fitted with a standard 8-speed automatic transmission – a first in this market segment.

Efficiency gains have been made by shedding 208 kilograms in the base version, whilst improving rigidity by five percent and improving the Cd value at the same time. The new Touareg is built 20mm lower to the ground than the previous model. Together with front end styling based on the new Volkswagen design DNA, this results in a smaller frontal area.

The weight and aero refinements together with engine and transmission refinement results in significant fuel economy advantages over the previous model; in some cases the advantage is far greater than two litres per 100 kilometres.

Also modified in pursuit of reduced fuel consumption was the standard all-wheel drive. In the base version, all Touaregs have all-wheel drive with Torsen limited-slip differential (4MOTION; climbing ability 31 degrees). Like



beam to eliminate unwanted glare, and adaptive roll compensation ensures that the Touareg sits solidly on the street.

For the first time, there will be special features on the new Touareg under the new 'Exclusive' badge from Volkswagen Individual. Options that can be ordered include 19-inch alloy wheels ("Girona" type), fine wood inserts ("Olive Ash") and a leather interior ("Nappa") in the two-colour combinations "Dark Burgundy/Titan Black" or "Pepper Beige /Titan Black".

The Touareg will commence deliveries in Europe in April with Australia to follow some time later. Details will be released closer to the local launch date. There has been no indication yet as to whether a high-performance 'R' version will be created later.

the Tiguan Track & Field, the Touareg also has an Off-road Driving Programme which " at the press of a button " tunes the ABS, EDS and ASR for off-road duty, activates Hill Descent Assist and adjusts the automatic gearshift points.

Instead of a Torsen differential, the V6 TDI can be ordered with an optional 'Terrain Tech Packet' that has an even more rugged transfer case designed for off-road duty. It includes reduction gearing and centre and rear differentials, each with up to 100 percent locking (4XMOTION; climbing ability 45 degrees). Similar to the first Touareg generation, this version also has a rotary switch the driver now uses to adapt the car to specific duty conditions over five levels: 1. "On-Road"; 2. "Off-Road" (like "Off-road driving programme" plus automatic control of the mechanical locks); 3. Low (like "Off-road" plus activation of reduced gearing, higher shift points, no automatic upshift in manual mode); 4. Addition of centre differential lock; 5. Addition of rear differential lock. Equipped like this, the Touareg can conquer any terrain on Earth.

The new interior was made more functional, the seats more comfortable and leg room in the rear is larger. Now the rear bench seat has 160 millimetres in longitudinal adjustment, and the backrest angle can be adjusted. Electrically unlatched at the press of a button as an option, it folds down in seconds and frees up 1,642 litres of cargo space. Already standard equipment in the base version is a radio-CD and info system, which is intuitively controlled over a 6.5-inch touch-screen.

The parking brake is now activated by pushbutton. The engine (V6 versions) automatically shuts off at traffic lights and restarts as soon as the driver releases the brake pedal (Stop-Start system). As an option, the tailgate can be opened and closed by a RF remote control unit integrated in the car key. The largest panoramic sunroof of all SUVs provides for light even on overcast days. The innovative "Area View" utilises four cameras to detect the Touareg's surroundings and this enhances safety. Also offering protection are up to nine airbags.

Lane Assist ensures that the vehicle does not stray from the right path; meanwhile, Side Assist warns of vehicles approaching from the rear when changing lanes. Adaptive Cruise Control (ACC) with integrated Front Assist can brake to a stop in an emergency and tension the seatbelts as a precautionary measure. Bi-Xenon headlights with Dynamic Light Assist perceive oncoming traffic and adjust the light

New Polo GTI.

The new Polo GTI has been unveiled, promising to be the fastest, most focussed and cleanest performance Polo yet produced.

The original blown performance variant of the Polo was unveiled in 1986 in the form of the G40 Coupé – a car that mixed a fast-revving, 1.3-litre 85 kW supercharged engine with a low kerb weight and sharpened responses.

Fast forward 24 years and the new Polo GTI bears similarities with the G40. At its heart is a 1.4-litre TSI engine that uses a supercharger from idle through to 3,000 rpm, at which point the turbocharger cuts in to provide boost. The result is an output of 132 kW at 6,200 rpm and 250 Nm of torque from 2,000 rpm which, when aligned with a 1,184 kg kerb weight, allows the Polo GTI to accelerate from rest to 100 km/h in 6.9 seconds and a top speed of 229 km/h.



Despite a keen focus on performance, the new Polo GTI is capable of delivering 6.0 L/100 km on the combined cycle while emitting just 139 g/km of CO₂.

The TSI engine is linked to a compact seven-speed, twin-clutch DSG gearbox that channels drive through the front axle. In addition, the Polo GTI is fitted with the XDS differential, an electronic cross-axle traction control system for improved traction and handling. The XDS system is a functional extension of the electronic limited slip differential (EDL) which is a part of the standard ESP system.

In order to sharpen responses, the Polo GTI is fitted with new springs and dampers which results in a 15 mm lower ride height than the conventional Polo.

Like its Golf GTI sibling, the Polo GTI features significant aesthetic changes. A new front bumper featuring a deep airdam is joined by a honeycombe grille element with horizontal red strips and a simple GTI badge. New headlight units complete with the option of LED running lights lend the Polo GTI an imposing new look.

Further back, a subtle sill extension wraps around the lower edge of the body while at the back a new rear bumper features a small diffuser and a pair of chrome-tipped exhausts. The Polo badge is replaced by a simple 'GTI' version. Finally, a set of 17-inch wheels identical to those fitted to the Golf GTI are fitted along with a set of red brake callipers.

The changes continue inside the Polo GTI with revised dials, a new, flat-bottomed GTI steering wheel complete with small gearshift paddles and contrasting red stitching, aluminium pedals and new, heavily bolstered front sports seats finished in tartan trim. Subtle gloss black trim covers the centre console while the headlining is now finished in black.

The new Polo GTI is due to arrive in the UK in June, at which point pricing and specification will be announced. Australian sales will follow, hopefully before year's end.

New Polo BlueMotion.

To complement the high-performance new Polo GTI, Volkswagen has also announced the Polo at the other end of the automotive spectrum – the ultra-efficient Polo BlueMotion.

The new Polo BlueMotion adopts an all-new highly advanced 1.2-litre TDI three-cylinder common rail diesel engine developing 56 kW, and 180 Nm of torque available from just 2,000 rpm.

This new engine, combined with longer gearing through the five-speed manual gearbox, regenerative braking and an automatic Start/Stop system, help the new Polo BlueMotion emit just 91 g/km of CO₂ while returning an impressive 3.49 L/100 km on the combined cycle. This grants the new Polo BlueMotion a theoretical range of over 1,290 km on one tank of diesel.

These technological enhancements are accompanied by several cosmetic changes designed to maximise efficiency. Comprising special bumpers, side skirts and an extended roof spoiler along with 15-inch 'Greenland' alloy wheels fitted with low rolling resistance tyres, they contribute towards making the new Polo BlueMotion among the most efficient vehicles currently available in the world.



The Polo BlueMotion accelerates from a standstill to 100 km/h in 13.9 seconds and on to a top speed of 172 km/h.

Comfort levels remain high with manual air conditioning, cruise control and leather steering wheel fitted as standard. As with all models in the Polo range, a number of safety features are also fitted, including four airbags, ABS and ESP (Electronic Stabilisation Programme).

No Volkswagen BlueMotion models have yet been sold in Australia (although the previous Polo BlueMotion was shown at the 2008 Sydney Motor Show).

If VW Group Australia did decide to sell the latest Polo BlueMotion here, it would be the most fuel efficient car on the Australian market – beating the Ford Fiesta EcoNetic and the Toyota Prius:

VW Polo Bluemotion	Ford Fiesta EcoNetic	Toyota Prius
1.2-litre TDI	1.6-litre TDCi	1.8-litre petrol-hybrid
56 kW	66 kW	73 kW
180 Nm	200 Nm	142 Nm
3.5 L/100 km	3.7 L/100 km	3.9 L/100 km
91 g/km CO ₂	98 g/km CO ₂	89 g/km CO ₂

Bigger New Beetle.

The rumour is that VW are thinking about stretching its iconic two door New Beetle a few cm for its next model.

The current New Beetle has been in production for more than ten years, and is well overdue for an upgrade. Rumours coming out of the UK suggest the New Beetle's wheelbase may grow from 2510 mm to 2580 mm by basing it on the current Jetta platform. The existing New Beetle is based on the Mk4 Golf, which was phased out in 2003.



Stefan Jacoby, VW Group of America CEO said in October 2009 the Beetle was expected to receive more back seat space. Jacoby also announced that VW planned to make the New Beetle, which is due 2012, more of a 'Halo' car for the brand in North America. VW's modern range has never really 'clicked' in the USA; only the Jetta is a success, while the Golf and Passat have struggled, and the Phaeton and Routan have bombed. The Polo, Scirocco and Transporter are not even sold in the US. The New Beetle was built to rescue VW's US fortunes, but it has been a flop everywhere else in the world.

In order to increase the Mk2 New Beetle's world-wide appeal, there has been talk of the need to make the car more

masculine. But making the car bigger is not the only change the Beetle needs to become more masculine; making the styling less cutesy, and removing the Daisy flower vase on the dashboard would be a good start. Audi was able to turn the clumsy 'retro' TT into a beauty after a redesign; VW should be able to do the same with the New Beetle.

The original Beetle was designed to be affordable, and was hugely successful. The New Beetle hasn't come close to the success of the original. So making the next generation bigger may fix the masculinity problem, but it may also price itself out of reach.

US 'Punch Dub' ad.

Volkswagen of America Inc. has aired its 30-second "Punch Dub" Super Bowl ad, featuring an update on the classic Punch Buggy game, as part of a new campaign to increase model awareness and familiarity by reminding consumers of all the Volkswagens on the road.

The ad, available for viewing on www.vw.com, debuted in the third quarter and showed a variety of people in different driving situations gently slugging others in the arm every time they spotted a Routan, Tiguan, CC or any other Volkswagen model. "Punch Dub" is based on the classic game that kids used to play back in the original Beetle's heyday.

Using trademark Volkswagen humour, the spot features a cameo from multiple Grammy-Award winner and U.S. Messenger of Peace designee, Stevie Wonder, as he slugs actor and comedian, Tracy Morgan, in the arm after a red Jetta drives by (how did he see it?!)

The "Punch Dub" campaign, which also includes an online version of the game (www.facebook.com/vw), debuts a new approach to Das Auto, and is the first step in a larger multi-faceted campaign to increase model awareness and familiarity.

"People think they know Volkswagen but we believe there is a bigger story to tell about our brand, our commitment to the American market and our expansive line of affordable, German-engineered cars that are fun to drive," said Tim Ellis, Vice President of Marketing, Volkswagen of America. "With more than 100 million viewers, the Super Bowl was the perfect forum to debut the first stage of our communications program to reintroduce American consumers to today's Volkswagens."

You can also view the VW Punch Dub ad at YouTube. Just do a search on 'VW Punch Dub'.

11,111,111th VW Polo.

On his state visit to India, German President Prof. Dr. Horst Köhler visited the Volkswagen plant in Pune. The German President joined Prof. Dr. Jochem Heizmann, Volkswagen AG Group Production manager, and Jörg Müller, President and MD of Volkswagen Group India, at the celebrations to mark the roll-out of the 11,111,111th Polo ever produced.

Heizmann welcomed the German President to the plant, which was opened in 2009 and is a key element in Volkswagen's growth roadmap in the Indian subcontinent. As

Heizmann emphasized: "The scale of investment to date and the sustainable employment opportunities for people from the region underscore Volkswagen's long-term commitment to India. The Polo built at the Pune plant demonstrates that excellent vehicles are created when German engineering prowess interacts perfectly with Indian skills."

Only recently the Polo was named "European Car of the Year 2010", one of the most prestigious awards. Volkswagen began building a hatchback version of the Polo specially designed for the Indian market in December 2009. "We are determined to bring the Polo's European success story to India. Volkswagen will tap its opportunities in India with vehicles like the Polo, our modern plant in Pune and a highly-motivated workforce," Heizmann said.

"The visit by the German President, today's production anniversary and the naming of Volkswagen Group India as "Automotive Company of the Year" just a few weeks ago inspire us to continue on the course we have set," Müller added.



The VW Polo first appeared in 1975, as a VW-badged version of the Audi 50. The Mk2 appeared in 1981, and introduced the popular 'estate'-style body alongside the Polo Coupe and Derby sedan. The Mk3 in 1994 was a 'mini Golf', sharing its platform with its bigger brother, and was the first Polo to come to Australia. The Mk4 in 2002 used four round headlights, similar to the little VW Lupo. A facelifted version in 2005 went to the Passat-style headlights and grille. The latest 2009 Euro/Indian Polo is the Mk5, with Golf Mk6 styling cues. It is due for release in Australia this month.

At the event celebrating the rollout of the 11,111,111th Polo, the German President toured the new Volkswagen plant in Maharashtra State accompanied by a delegation of 30 high-ranking representatives from politics and industry. The group found out about the training programs for the newly recruited employees and the innovative production processes at the plant.

The Pune plant is one of the most modern in the Volkswagen Group and covers all stages in the production process from press shop through body shop and paint shop to final assembly. It has a maximum annual capacity of 110,000 vehicles. In addition to the Volkswagen Polo, the Pune plant also builds the Škoda Fabia.

With a total financial commitment amounting to 580 million Euros, the Volkswagen plant in Pune is the largest investment to date by a German company in India. Volkswagen plans to employ some 2,500 people locally by the end of 2010.



VW NATIONALS 2010

AIR-COOLED CAR SHOW

ENTRY FORM



Name: (affix entrant Number here)

Address:

Postcode:

Mobile Number on the day:

E-mail address:

Rego No: Model: Year:

Vehicle Description:

Categories entered: and **\$15.00 per category (Maximum of 2)**

PLEASE DOUBLE-CHECK THE CATEGORY(S) YOU HAVE ENTERED!

All Car Show entrants are automatically entered into People's Choice, Highest Point Score, and Volkswagen Group Australia Car of the Day.

Pre-entries are welcome but must be received by the Secretary, Club Veedub Sydney, c/- 14 Willoughby Cct, Grassmere, NSW 2570, with payment, before **Friday 7th May 2010**. Online pre-entries are also available at the club's website, www.clubvw.org.au

Day entries to all categories close at **11:00am** sharp. All vehicles **must not be locked** at the time of judging.

THE JUDGES' DECISIONS ARE FINAL.

CATEGORY	TYPE	CATEGORY	TYPE
1. Beetle, up to 1957	Standard	16. Factory Off-Road, air-cooled	All
2. Beetle, 1958 to 1967	Standard	17. VW-powered Trike	All
3. Beetle, 1968 onwards	Standard	18. Daily-driven (all years)	All
4. Beetle, up to 1957	Modified	19. Aussie Convertibles & Component Cars	All
5. Beetle, 1958 to 1967	Modified	20. Vintage VW on Historic Plates	All
6. Beetle, 1968 onwards	Modified	21. Best Engineered or Race car, air-cooled	All
7. Kombi, T1 up to 1967	Standard	22. Non-factory Off-road and Buggies	All
8. Kombi, T1 up to 1967	Modified	23. Rat Class, air-cooled	All
9. Kombi, T2 1968 to 1979	Standard	36. Kombi, T3 1981 to 1992	All
10. Kombi, T2 1968 to 1979	Modified		
11. Type 3 and Type 4 (all years)	Standard	Peoples' Choice	Automatic Entry
12. Type 3 and Type 4 (all years)	Modified	Highest Point-scoring Vehicle (air)	Automatic Entry
13. Karmann Cabriolet (all years)	All	Volkswagen Group Car of the Day	Automatic Entry
14. Karmann Ghia (all years)	Standard		
15. Karmann Ghia (all years)	Modified		





VW NATIONALS 2010

WATER-COOLED CAR SHOW

ENTRY FORM



Name: (affix entrant Number here)

Address:

Postcode:

Mobile Number on the day:

E-mail address:

Rego No: Model: Year:

Vehicle Description:

Categories entered: and **\$15.00 per category (Maximum of 2)**

PLEASE DOUBLE-CHECK THE CATEGORY(S) YOU HAVE ENTERED!

All Car Show entrants are automatically entered into People's Choice, Highest Point Score, and Volkswagen Group Australia Car of the Day.

Pre-entries are welcome but must be received by the Secretary, Club Veedub Sydney, c/- 14 Willoughby Cct, Grassmere, NSW 2570, with payment, before **Friday 7th May 2010**. Online pre-entries are also available at the club's website, www.clubvw.org.au

Day entries to all categories close at **11:00am** sharp. All vehicles **must not be locked** at the time of judging.

THE JUDGES' DECISIONS ARE FINAL.

CATEGORY	TYPE		
18. Daily Driven (all years)	All	37. Kombi, T4 & T5, 1993 onwards	All
24. Golf, Mk1 1976 to 1983	Standard	38. Passat (all years)	All
25. Golf, Mk1 1976 to 1983	Modified	39. Audi (all years)	Standard
26. Golf, Mk2 1984 to 1993	Standard	40. Audi (all years)	Modified
27. Golf, Mk2 1984 to 1993	Modified	41. Polo (all years)	All
28. Golf, Mk3 1994 to 1998	Standard	42. SEAT	Standard
29. Golf, Mk3 1994 to 1998	Modified	43. SEAT	Modified
30. Golf, Mk4 1998 to 2003	Standard	44. Other VW Group vehicles (all years)	All
31. Golf, Mk4 1998 to 2003	Modified	45. Best Engineered or Race, Water-cooled	All
32. Golf, Mk5 2004 to 2008	Standard	46. VW Factory Off-Road (SUV)	All
33. Golf, Mk5 2004 to 2008	Modified	Peoples' Choice	Automatic Entry
48. Golf, Mk6, 2009 onwards	All	Highest Point-scoring Vehicle (air)	Automatic Entry
34. Golf Cabriolet (all years)	All	Volkswagen Group Car of the Day	Automatic Entry
35. New Beetle (all years)	All		
36. Kombi, T3 1981 to 1992	All		



Club Veedub. Aus Liebe zum Automobilklub.



Hubertus Rodstock.

On Saturday 13th of March 2010 my Dad and I went on the Rodstock Twilight Cruise. We heard about it because Kira's Dad (Raymond) was one of the bosses. Everyone met at the crossroads hotel Camden valley way at 3:30 pm. We parked next to a bright red Beetle.

My friend Emily played with me in the Kombi while her daddy Kev was talking to my daddy.



It started to rain a bit and no one was moving, so Daddy said we should get going. We drove out to the Hubertus Country Club at Luddenham, where I had lots of fun at the Oktoberfest last year. We parked next to Shirley.

My Dad went to have a look around with Brian, while Kira and Bettina and I went to go on all the kids' rides. It was fun! We went on the mini Ferris wheel, we went on the



elephant's head ride. We went on the giant rainbow slide heeps !!!!!

There were lots of shiny cars to look at and my Dad was looking at all of them, but I stayed on the rides. I had a nice sausage roll, a snow cone and some coloured popcorn. It was my favourite !

My Dad said there were model boats to look at inside the club. He said there was a Titanic model and he took a photo ! I would have liked to have seen it but I was too busy on the rides and so was Kira and Bettina.



Then it started to rain a little bit. After I went on the giant rainbow slide it stopped raining and started to get dark. We started to pack up, Kira's mum Grace put the tent away and we all started to go home. My Dad and I stopped to get some yummy pizza on the way home.

BY Lily ©



Flat Four SuperCruise. Saturday 20 March.

As reported before, Flat Four VW Club have decided not to run their Shootout VW show any more, due to escalating costs and the workload involved. Instead, they want to run more 'social' events that involve getting your VW out and going for a nice drive. And this is a great idea.

The March 'Supercruise' was one of these. We met in the carpark of the Liverpool Catholic Club, which is just off Hoxton Park Rd at Prestons. It was a busy place, but Flat Four had managed to barricade off a good section for their use. They had their BBQ and drinks marquee set up.



We enjoyed the sunshine and a good VW chat for an hour or so before a quick drivers' briefing. It was not a speed event, or a 'navigation' trial – all we had to do was follow the leader. Flat Four would have a few 'official' cars in and behind the convoy to keep everyone together.

So we set out – Beetles first, then Type 3s, then Golfs and Jettas, and finally Kombis bringing up the rear. There were around 25 VWs in total, which made a nice long line. We headed out down Bernera Rd under the M7 to Camden Valley Way and then Bringelly Rd, heading west. We went straight ahead onto Greendale Rd at Bringelly, a nice country lane I hadn't been on before.

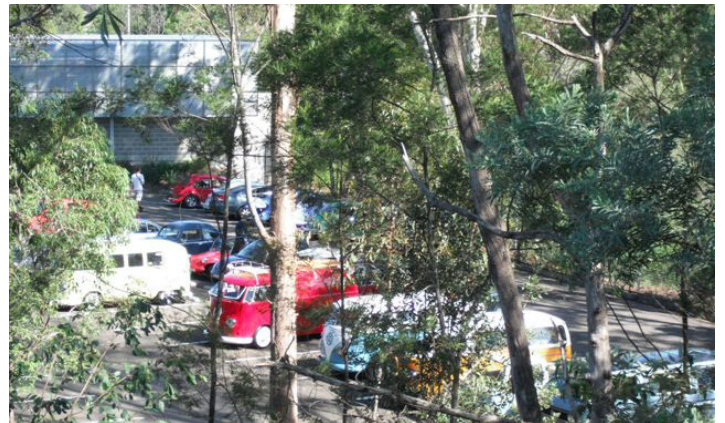
We passed many expensive-looking rural retreats, with large brick mansions on many of them, as the road wound left and right, up and down. There were no other cars going our way so all the VWs could stick together. Greendale is about the smallest village I had seen. We kept going, past a number of interesting historical monuments, until we came out at the



Wallacia roundabout. We turned left, and headed for Warragamba.

After being closed for years due to work on the new spillway, Havilland Park beside the dam has now been completely renovated and has been reopened to the public. We came in through the new security gate, and did a slow loop up around past the brand new exhibition building, and into the bottom carpark beside the new workshop (the old one had been destroyed in the 1997 bushfires, along with the famous suspension bridge – which was not rebuilt).

We had half an hour to wander around and look at all the displays. The new building has an amazing glass wall over the dam, and several close viewing platforms. You can't go on the dam itself, though, as it's still closed off. The old fountain has been turned into a rock garden, and the famous working dam model I remember from my childhood has been dismantled and removed, sadly, but there is a new 'interactive' exhibition that aims to replace it.



The VWs started up and did one more slow lap of the grounds, then headed back through Wallacia and Luddenham along Elizabeth Drive. Just past the M7 on the left is the entrance to the Plough and Harrow Park, where we finished up. It's a freshly landscaped family picnic area with shelters, kids rides, BBQs and bike tracks.

Flat Four again had their catering system set up, and there was a short presentation for the People's Choice (red Kombi) and a number of raffle prizes; Ray and Shirley won some nice car-care stuff.

It was a very enjoyable afternoon, but very disappointing that only five VWs were from our club. Flat Four were upset at Club VW's lack of support, understandably. We should try much harder to support Flat Four's events, as they always support our events such as the VW Nationals, and Boris' Picnic Day.

Flower Power at Moorebank. Sunday 21 March.

Following the success of attending last year's 'Old Car Social Club' show (see April '09 Zeitschrift), we decided to attend again, hopefully with a bigger Volkswagen turnout this time.



Last year we were spread out a bit (first come, first parked), so this year we decided to meet up first and arrive together. We met up at McDonalds at Revesby, just up Milperra Rd, at 7:30am, five Kombi owners – Wayne, Laurie, John Clark, Matt and me. There was time for a quick coffee or McBreakfast before we headed back down Milperra Rd to Flower Power.

The Old Car Social Club had barricaded and streamered the grassy park for the show, and we headed through the entrance together and onto the grass. It was only \$10 to enter, which included a vehicle number for judging, and a car showbag. We parked together, front and center right in front of the music stand, and were quickly joined by the Kombi of John Grigg. So now we had six Kombis – and no other VWs.



Once set up together, we could get out our chairs and relax, or wander around the park looking at all the classic cars. There seemed to be more Mustangs, and Holden and Ford pickups, this year than last, and happily there were more Kombis than Morris Minors! Some really nice '50s and '60s Chevys, a few GTHO Falcons, and plenty of FJ Holdens, hot

rods, Mini Coopers, Mopars, pre-war classics and Brock Commodores. The Volkswagens were getting just as much attention as the others.

The Lions Club had a sausage sizzle and drink tent, selling steak or sausage rolls, cans of drink and tea and coffee. We were right beside the country music stage, set up on the flat bed of a semi-trailer. There were also a few trade stands to wander past., such as the major sponsor Mothers Car Polishes.

Mid morning we were joined by a seventh VW, the only Beetle to turn up, the genuine Disney Herbie owned by Alex. His Herbie actually featured in Herbie Goes to Monte Carlo and Herbie Goes Bananas, and had been restored before he shipped it to Australia. It was still fitted with some movie novelties, such as auto-opening bonnet, flashing and swiveling headlights, beeping horn and fluid squirter – all remote controlled! The look on kids' faces as they walked past, seeing Herbie come to life with nobody nearby – was priceless.



All cars were eligible for trophies, and we were keen to see if Wayne could repeat his win last year. Sure enough, he won Best Post '65 Commercial with his beautiful single cab Kombi, for the second year in a row. Matt also won the Best Pre '65 Commercial with his famous blue Telstra Kombi, so it was a good result for the Volkswagens this year. Well done, fellas!

A really enjoyable day among all the other well cared-for classic cars, and a great way to show off our Volkswagens – even if almost all of them were Kombis! The weather stayed fine and sunny all day, too. Thanks to the Old Car Social Club for a great day.



The Toy Department.

Model railways are another passion for many a collector, and with many varying scale sizes around the world, the most popular would have to be the HO scale - at least in Europe and in the USA.

HO scale (pronounced 'aitch-oh') is approximately 1:87, where 9/64 of an inch represents 1 foot in reality. Track rails are spaced at 16.5 mm, which represents the real-life Standard Gauge of 1435 mm (4' 8½"). It's a much more realistic-looking gauge than the British OO, which uses the same track gauge spacing but larger-sized rolling stock.

Over the years it would not be uncommon for such layouts to include some VW model cars in the scenes, particularly those of a European origin. Let's face it, it's not a proper European train scene with out a VW or two.



In recent years Cararama or otherwise known as Hong well released their range of HO scale Kombis, Beetles and Karman Ghia in 1/72 scale, which is not quite HO but close enough for a model railway layout.

These models were very detailed but also very fragile, but did suit train layouts due to their light weight construction and value for money. These can still be found at various swap meets or on line shopping.

Another recent introduction version are the Welly's, made in exact HO 1/87 scale, so perfectly suitable for HO trains. In this line is a set of four T2 VW Transporters, including a police version.

Very recently a company known as Oxford from the UK has also released a set of four T2 buses that would also be



ideal for most train layouts or an addition to your Model collection.

To be exact they are 1/67 scale (to match the larger British OO scale), and are made of diecast and are very robust but detail has not been compromised.

In the range is a Grey Ute, green panel van, red camper, and tow tone blue bus with surf boards. These you can pick up at some train hobby stores and sell for around \$7.00.

Tony Bezzina
kbezzina@bigpond.com



PPMCars





Canberra Go Kart Day and AGM.

Sunday 21 February saw five VWs cruising to Hume, certainly drawing much attention from the crowds visiting the nearby Snowy Hydro SouthCare Helicopter base open day. The convoy caught up with a couple more VWs at the Go-Karting centre.



A mad half-hour ensued as we spent the two sessions getting used to using our left feet to brake, and flying around the circuit much closer to the ground than most of us are used to in our VWs! Some scorching times were set and a lot of friendly rivalry and banter resulted in a great event. Special thanks to Ian Schafferius for these photos.



The BBQ and AGM afterwards saw the reappointment of Mark Palmer as Chair, Bruce Walker as Vice-Chair and Treasurer, Megan Wadey as Secretary, Iven Laufer as Merchandise Manager, Ian Schafferius as Registrar and Webmaster, and Shari and Sue Walker as our club representatives at the Council of ACT Motor Clubs. A special welcome to Mandy Conway as our Publishing, Printing and Design Manager.

Bruce Walker





Canberra Wheels 2010.

Sunday March 21st saw the annual event that was Shannons Wheels – a huge carshow held on the lawns of Old Parliament House. This year's event saw in excess of 1,200 vehicles of all makes and models. For anyone interested in cars it makes for a great day.

The Club VeeDub display consisted of 17 cars and an information tent, where we talked Dubbish and handed out information on the club. Hopefully we can attract more members, we certainly had some interest. The cars in attendance were 5 Kombis, 6 Beetles, 2 Golfs, a Tiguan, an R36, a Jetta, and a UK-import VW Corrado.



We had some new faces join us in the shade as well as some of our regulars, and we welcome any dubburs to join us at our events. One couple came from Goulburn to be with us, another member remarked that he hadn't attended events for a number of years due to family commitments, but it was great to be back!



Our display was positioned near a large group of trees, great for giving shade, however we found during the afternoon that they had been releasing pollen into the air, and we were all slowly being covered. Has anyone got it all out of their car yet? Thanks heaps to everyone who came along and made a great day of the show.



One VW survives Cyclone Tracy.

On 20 December 1974, a US weather satellite recorded a large cloud mass centred over the Arafura Sea about 850 km northeast of Darwin. The Darwin Weather Bureau was notified and began tracking the disturbance. The next day the satellite showed evidence of a newly formed circular centre near latitude 8° south and longitude 135° east. The meteorological duty officer at the time, Geoff Crane, issued the initial tropical cyclone alert describing the storm as a tropical low that could develop into a tropical cyclone.

Later in the evening, the Darwin meteorological office received an infrared satellite image showing that the low-pressure system had developed further, and that spiralling clouds could be observed. The storm was officially pronounced a tropical cyclone at around 10 p.m. on 21

December, when it was around 200 kilometres to the north-northeast of Cape Don and 700 km northeast of Darwin).

Over the next few days, the cyclone moved in a south-westerly direction, passing north of Darwin on 22 December. A broadcast on ABC Radio that day stated that Cyclone Tracy posed no immediate threat to Darwin. However, early in the morning of 24 December, Tracy rounded the western tip of Bathurst Island, made a sharp swing to the left and headed in a south-easterly direction, straight towards Darwin.

Warnings were issued, but - perhaps because it was Christmas Eve, and perhaps because no severe cyclone had affected Darwin in many years - many residents were caught unprepared. But even had there been perfect compliance, the combination of extremely powerful winds, and the loose design of many buildings at that time, was such that wholesale destruction was probably inevitable anyway.

By the late afternoon of 24 December, the city was cloaked by low, heavy clouds, with strong rain squalls and wind gusts increasing in intensity. By about 10pm the winds were beginning to cause physical damage to houses and buildings, and wind strength continued to grow. Residents began to realize that the cyclone would not just pass by the city, but rather right over it.

By world standards, Tracy was a small but intense tropical cyclone when it hit land. The radius of gale force winds was only about 50 km and the eye was only about 12 km in diameter. The central pressure of 950 hPa was close to the average for such systems, but the winds were unusually strong.

The winds howled in from the northeast, shaking houses to the foundations, tearing off roofs and blowing down buildings as if they were made of cardboard. Galvanised iron sheets flew through the darkness with deadly force. Cars, and hangared light aircraft, were thrown about like toys. Families huddled terrified in their bathrooms as their houses disappeared around them. A 10-minute recording of the wind noise can be heard today in the Darwin Museum – the terrifying shriek has to be heard to be believed.

The cyclone passed directly over Darwin after midnight, with its eye centred on the airport and northern suburbs. As the eye passed over, the wind suddenly dropped to nothing, the rain stopped and even some stars were visible. Some families crept out of hiding, thinking the storm was over. It wasn't. After the eye passed, the other side of the cyclone hit the city. The wind roared in from the opposite direction, even more powerfully than before. The wind gauge



at Darwin Airport officially recorded winds of 217 km/h before being blown away. The Bureau of Meteorology's official estimates suggested that Tracy's gusts had reached 240 km/h, the highest ever recorded in Australia.

Cyclones produce storm surges, and sure enough the level of Darwin Harbour rose by 1.6 metres. Wrecked boats were scattered across the bay and up onto the shores, including the navy Attack-class patrol boat, HMAS Arrow (two sailors were killed). Further around, from damage and debris recorded at Casuarina Beach, the storm surge there was estimated at 4 metres. 255 mm of rain fell on Darwin in the 12 hours overnight.

The storm continued through the early hours as the cyclone gradually moved inland. The winds and torrential rain continued until early dawn, by which time Cyclone Tracy had substantially destroyed Darwin and killed 71 people - 49 on land and 22 at sea.

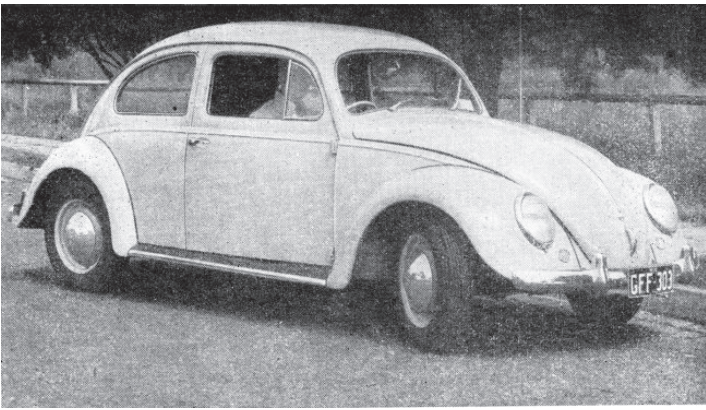
Daylight on Christmas morning saw a scene of utter chaos, with over 90% of Darwin's buildings suffering some damage and about 70% totally destroyed. Across many suburbs, the concrete foundations of houses were all that was left, the rest blown to smithereens. Darwin was cut off, with all phone, radio and telegraph facilities destroyed. It was left to surviving amateur radio operators to let the world know of the catastrophe, and relief measures were soon under way.

An airlift involving both civilian and military aircraft was swiftly organised, while many residents chose to drive out. Within two weeks, three-quarters of Darwin's population had left and only 10,000 vital emergency services personnel remained there.

This was not the first time Darwin had been severely damaged by a cyclone: it was badly mauled in January 1897, and again in March 1937. But as a result of Tracy, much more attention was given to building codes and other social aspects of disaster planning.

Darwin has since been almost entirely rebuilt, bigger and brighter than ever, and today very little of the pre-1974 city is left. Darwin now thrives as one of our most important gateways to Asia.

There are plenty of monuments in Darwin to Cyclone Tracy, including an excellent and rather scary exhibition in the Darwin Museum. One monument, sent in concrete in the grounds of Casuarina College, is made up of sturdy steel girders that were bent like soft spaghetti by the power of the cyclone on Christmas Eve 1974.



The Volkswagen.

Australian Motor Sports, September 1955

To be seen in ever-increasing numbers on our roads, the Volkswagen has achieved tremendous popularity in the comparatively short time it has been available on the Australian market - not surprisingly, for it is an intensely practical car, and admirably suited to standing up to our conditions, as its recent run of success in Victorian trials demonstrates. Its engine is virtually indestructible, its suspension and steering are sturdy and good to use, and its all-steel body cum chassis is amply strong enough to stand up to hard knocks. The one criticism the family man can make concerns the lack of room in the rear seat, but this is no worse than in the average small car and better than some; if more space were designed into it, the weight and bulk would be increased, and many of the car's virtues would be nullified.

The Volkswagen's history has been set down in more detail than we could possibly hope to give, in an excellent book now available at the better booksellers, so we shall leave the field to Mr. K. B. Hopfinger (*Beyond Expectation*); let it suffice to say that, from our point of view, it is linked with our Sport by the fact that the design was laid down by the eminent Dr. Porsche, who has been responsible for so many winners from the 38-250 Mercedes-Benz to the pre-war Auto-Union and the post-war Cisitalia flat 12 (which, alas, never entered into competition).

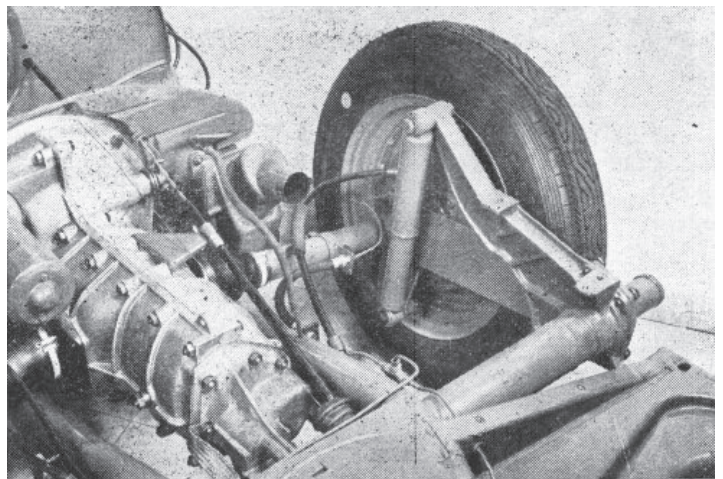
Everything about the Volkswagen bristles with originality, and no pains have been spared to keep simplicity and lightness at a premium and, thus, maintenance at a minimum. The flat, twin opposed, four cylinder motor is of over-square dimensions so that, even at the maximum (and cruising) speed on the level of 68 m.p.h., piston mean speed is a mere 1,427 feet per minute. Valves are vertical (or horizontal, depending on how you look at it) in the heads, operated by pushrods and rockers from the gear driven camshaft, which lies below the four throw, three main bearing crankshaft. Combustion chambers are roughly pentroof shaped and, in conjunction with the flat-topped pistons, give the very moderate compression ratio of 6.6 to 1. It is evident from this that the designer's main aim when laying down the engine was to keep stresses and loads at a minimum, thus ensuring long life for wearing parts.

Connecting rods are short and sturdy, with large diameter gudgeon pins and big ends. It is interesting to note that the big end bolts are on the 'wrong' side of the bearings, i.e. they screw into the caps and have their heads alongside the

shank of the rod. The oil capacity may appear at first sight to be almost dangerously small, but all oil passes through a very efficient oil cooler and is thus kept at a reasonable operating temperature. A thermostat controlled, belt driven fan blows air through ducts over the cooling fins of the cylinder barrels and heads and, in practice, seems to work admirably. By a system of levers, the thermostat, whose bellows is located where the engine could be expected to be hottest, opens or closes a large ring valve, which controls admission of air to the turbine-like fan impeller.

The clutch is single dry plate. All ratios in the unit mounted gear-box are indirect, and two types of gearbox are fitted, one, with silent second, third and top gears, having synchromesh on these three ratios (fitted to the De-Luxe model sold in Australia, and European Convertible), the other basic German model having silent third and top. We could easily go into raptures about this gearbox, which ranks with that of the Lancia Aprilia as one of the best we have ever handled. The lever can be snicked from gear to gear with two fingers just as fast as the hand can move, without the suggestion of a mis-change. The spiral bevel final drive gears live in a compartment of the transmission housing between clutch and gearbox, sharing the same oil supply.

A channel shaped centre section, forked at the rear to accommodate engine and transmission, with welded-on platform forming the floor, is the foundation of the car; to it are welded the body sections, making a unit construction box of considerable strength. Front and rear suspensions are independent, in front by the Porsche system of trailing arms of equal length, operating transverse torsion bars of full width across the frame. The upper control arm on one side is connected to one bar, while the lower control arm on the other side is connected in turn to the lower torsion bar. These torsion bars are square in section, made up of eight laminations each, and are enclosed within frame tubes. The control arms are connected directly to the steering knuckles by ball joints which do double duty as pivot and swivel.



This view shows the swing axle suspension with trailing arms, the shock absorbers and gearbox housing.

At the back, the swinging half axles are located by deep spring steel radius arms, which are splined to the ends of the rear torsion bars. These, round in section, are enclosed in a frame cross tube and are anchored on the frame centre line. Suspension control is effected by four double acting telescopic hydraulic shock absorbers. The worm and sector steering box is mounted on the front frame cross tube and

connects with the front wheels by a two-piece track rod (which, while it may be slightly unsound theoretically, works admirably); there is a flexible joint at the foot of the steering column. Brakes, on the De Luxe and Convertible, are ATE hydraulic, and are effective; the German standard model has mechanical, cable operated brakes.

Pedals are connected up by enclosed cables (in the case of the clutch and accelerator) while the gear shift lever operates a long push and pull rod. The fuel tank, which holds about 81 gallons, is mounted under the front bonnet in company with the spare wheel, which leaves little enough luggage space available here, but there is a surprising amount of room behind the rear seat squab. The heating and demisting system draws air from the engine cooling ducts, and is controllable by the driver.

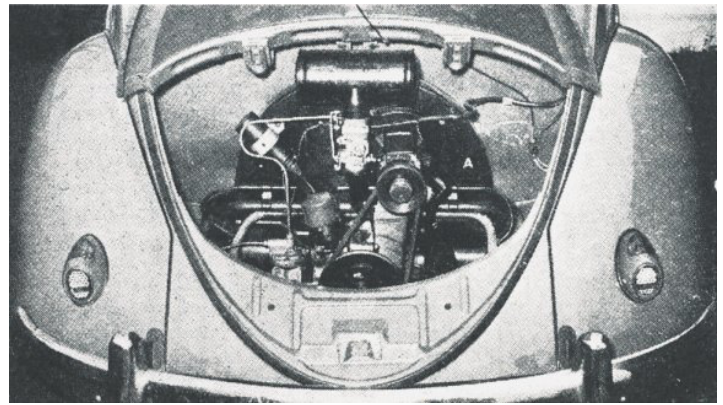
Interior appointments are functional but adequate; one large dial contains a speedometer, and warning lights for dynamo and cooling system, oil pressure, main headlamp beam and direction indicators. The middle section of the dashboard has an ornamental grille for radio installation, flanked by an ashtray and glove box; there are push-pull switches for the self-parking screen wipers and the headlamps, and a rheostat for the panel light. Choke control and key switch for ignition. and starting complete the controls.



Front seats are roomy and comfortable, with squabs which tilt for-ward to give access to the bench back seat. The rear windows of the saloons are fixed, but those of the convertible wind down into the body.

With the example of the Porsche before us, it is natural that some owners will have sought to increase the performance of their Volkswagens; this is not difficult, because all that is needed is to reverse the deliberate conservatism of the engine design to a lesser or greater extent. For instance, twin carburettors instead of the single Solex with its diminutive inlet pipe, improve matters somewhat. Compression ratio can be raised without much difficulty. An exhaust system with four equal length pipes improves things still more, and modifications to the valve timing are well repaid.

The result of such mild supertuning, while not exactly startling, are more than satisfactory, and make the Volkswagen a power to be reckoned with. While it has been said that they are prone to oversteer, we have not found this tendency to be as marked as has been reported, and a driver



of average skill very soon accommodates himself to it, finding himself rushing round corners at surprising speeds without discomfort. The high gearing gives the car an effortless feeling at cruising speeds, and when the delightful gearbox is fully exploited, a very respect-able average speed can be established between points, together with fuel economy of almost 40 m.p.g. Truly a People's Car!

VOLKSWAGEN SPECIFICATIONS:

Engine	Flat opposed 4-cyl., air cooled
Dimensions	77 x 64m.m., 1192c.c.
Valves	O.H., pushrod
Compression ratio	6.6 to 1
Maximum b.h.p.	36 at 3,700 r.p.m.
Carburettor	Downdraught Solex 28 PCI
Fuel feed	Mechanical pump
Fuel tank capacity	8 gallons
Ignition	Bosch coil
Cooling	Air cooling by fan, with auto-matic thermostat control
Oil filter	Full flow
Oil capacity	4 pints
Battery	6 volt, 70 amp/hour
Clutch	Single dry plate
Gearbox	4-speed, central control
Synchromesh	2nd, 3rd and top on De Luxe
Gearbox ratios:	
1st	3.60
2nd	1.88
3rd	1.23
Top	0.82
Rev	4.63
Propeller shaft	None, unit construction of gearbox and final drive assembly.
Final drive	Spiral bevel, 4.4 to 1
Brakes	Hydraulic ATE
Suspension (front)	Independent
(rear)	Independent
Shock absorbers	Telescopic
Steering gear	Worm and sector
Wheelbase	7 ft. 10 ³ / ₄ in.
Track (front)	4 ft. 2 ³ / ₄ in.
Track (rear)	4 ft. 1 ¹ / ₄ in.
Length overall	13 ft. 4 in.
Width overall	5 ft. 1 in.
Height overall	4 ft. 11 in.
Turning circle	36 ft.
Tyres and wheels	5.60 x 15 on steel discs
Unladen weight	14 ¹ / ₂ cwt.

Golf Mk2 GTI.

The Japanese are so dominant in the small performance hatch arena today that if you were to land on this planet for the first time this week you could believe they wrote the book on them. Actually they didn't, they were created in Europe back in the 1960s when Mini Coopers showed you didn't need a V8 to go fast, a long time before the Japanese cottoned on to the idea and made it their own.

Volkswagen invented the modern 'hot hatch' in 1976 with the GTI version of the Golf. It was an immediate sales success in Europe, and the US (as the Rabbit GTI), but it never made it to Australia. We only saw locally-assembled 1600cc 'LS' Golfs in 1976 as VW's Melbourne factory was being sold to Nissan, then stunningly expensive fully imported luxury GLS and GLD Golfs from 1977 to 1981, after which all VW passenger car imports ended.

Australians could only learn about the new 1984 Mk2 Golf in overseas magazines, as first 8-valve and then 16-valve GTIs appeared in Europe. In 1987 LNC Industries gave up the Australian VW business they had owned since 1968, and VW's local future was in grave doubt. The Japanese ruled the small car scene in Australia in the 1980s, and the roads were full of Corolla Secas, Pulsar Qs, Charade CXT turbos, Laser TX3s, Mazda 323 SS turbos and Wherrett Sigmas. Golf GTIs were only a dream.

In 1989 Ateco Industries reintroduced Volkswagen to the Australian market by importing Transporters, and promised a relaunch of the Golf the following year. However they did not have the resources to do so, and the local VW franchise was bought from Ateco by TKM Automotive. They did restart the Australian VW business, but only with the Golf Mk2 GTI and Golf Cabriolet to start with.



The Mk2 GTI therefore made its first appearance on the local market in 1990, following a lavish press launch at the Fairmont Resort at Leura. There, for the first time, Australians could finally sit in a Golf GTI!

But having heard and read of the GTI's reputation for 15 years or so, the model that finally came here was something of a disappointment. It looked the same, and had the right badges, but it lacked the sizzle of the model sold in Europe and it totally failed to win over local performance car nuts who were largely still hooked on big V8s and Japanese hot hatches. So why was that?

Firstly, the Golf GTI that landed here in 1990 was already an old model in Europe, being part of the second



generation Golf that was launched back in 1984 and was, by now, six years old. In Europe the upcoming Mk3 Golf design was already being tested and spy-shot (and would be released only 3 years later), so the thought of finally being able to buy the GTI in Mk2 form was not as exciting as it could be.

All the same, the GTI's reputation as the world pace setter in the front-drive hot hatch market was known in Australia, and the news it would finally come here was warmly welcomed and fans were looking forward to it, regardless of being a six-year old model.

The enthusiasm quickly waned, however, when it was realized that TKM chose to market the GTI here as a luxury sporting hatch rather than an all-out performance model. The engine chosen for Australia was actually a 'left-over' spec that was originally set up for the Japanese market. A mundane 1.8-litre single overhead camshaft four-cylinder engine that was suited to our low-grade unleaded petrol, and was strangled by emission gear. It developed just 77 kW at 5400 revs and 155 Nm at 3800 revs.

With those sorts of numbers it's clear the 1990 GTI wasn't a rocket ship. Instead it was smooth, refined and solidly built, terms normally used when a car fails to excite the senses. A five-speed manual gearbox was standard at launch, but a three-speed auto was added in 1991. Australians looked wistfully at British car magazines describing UK-spec GTIs with 82 kW (8-valve), 102 kW (16-valve), and 120 kW (G-lader supercharged).

While the local GTI lacked the punch of a true hot hatch, it wasn't lacking in luxury with a raft of features to justify its rather exotic price tag. It came standard with air, central locking, a trip computer, fog lights, Pioneer sound, and mirrors that were powered and heated, but oddly it didn't have power windows.

The GTI's shape was functional rather than pretty. There was plenty of family resemblance to the classic Mk1 Golf, with a similar grille (but with four headlights), efficient body shape and the thick C-pillars. Its lines were forthright, simple and to the point. There was nothing to offend the eye or equally attract it. Inside there was pretty good room with comfortable seating front and rear, with a decent sized boot left over for luggage if needed. The dash was also functional and well laid-out, but the Europeans hadn't quite made it to the level of the Japanese when it came to fit and finish of the interior parts. They were fiddly, 1980s plastic, and weren't put together very well compared with today's cars.

On the road the modest output of the engine dulled the GTI's performance, but with a reasonable amount of torque

available in the mid-range it could be stirred along with the well-matched ratios in the five-speed manual gearbox. If the engine didn't excite, the chassis was highly praised for its reserves of grip and its nimbleness. The power steering was a little vague, but the driver still had a good road feel and it didn't load up when cornering as some front drivers were inclined to do. Overall the ride was surprisingly supple when it was expected to be rock hard and unforgiving.

The Mk2 GTI is now in the 'old car' category and largely overlooked by the trade. It's best to take the time to find a car that's been well looked after and in good condition. Try independent VW service specialists who will often have inside knowledge of good cars they take care of and coming up for sale. Sellers will often seek out these experts when looking to move their cars on. Pay \$4000-\$6000 for a car in solid to good condition.

Back in 1990 the Europeans were still coming to grips with the build quality of their Japanese rivals. They weren't producing cars with anything like the same quality. VW was similarly struggling to get up to the Japanese standard for general fit and finish, and their shortcomings were clearly in view inside the GTI.

By today's standards the plastics were poor, and made for European conditions rather than the ferocity of the sun they would have to contend with here. As a consequence they warped, buckled and split under the relentless attack from the sun. The interior trim also suffered under the tough local conditions, and was soon showing signs of wear and tear. Look also for faded metallic paint, again a legacy of the change to water-based paints that the industry was going through, and the force of the local sun.

Mechanically the GTI is robust and reliable, and little of a serious nature often goes wrong with them. It's important though that they are well serviced, with regular oil changes. If the oil isn't changed regularly the valve guides can wear and that will lead to oil use.

Check for a service record, and when driving look for oil smoke from the tail pipe on overrun. They can have problems with second gear synchromesh, but it's not expensive to replace it if needed.

Parts are reasonably priced and readily available, and servicing isn't expensive if you seek out a VW specialist rather than use the factory dealers. Maintained well it's generally held that a GTI will do 300,000 km or so without major problems.

Safety-wise, a strong, high-tech body shell and an agile chassis with nimble handling was the GTI's main safety mechanism in an era before ABS was widely used and airbags weren't yet known about. Sturdy construction comes into play when the metal starts to crumble.

Wearing a performance tag means a GTI is sometimes driven harder than other cars,



and the fuel economy suffers. Look for 9.0-10.5 L/100 km in normal use around town.

TKM ended up selling less than 1,000 of these Mk2 GTIs in Australia before they were discontinued in 1992. The redesigned Mk3 Golf was not imported until 1994, so local VW enthusiasts had to tolerate another period without new VWs, apart from the Cabrio and Transporter. And when the Mk3 did appear, the GTI was not included in the lineup. TKM chose instead to import the Golf VR6, and marketed it as a luxury European touring car rather than a hot hatch. The GTI didn't return to Australia until the Mk4 version in 1998.

But despite their performance limitations, and lack of interest from mainstream buyers, Mk2 Golf GTIs are very worthwhile vehicles for Volkswagen enthusiasts to own and look after. They represent the first stirrings of VW's rebirth in Australia following their death at the end of the air-cooled era, and for that alone they are noteworthy. They led to bigger and better things – the local Mk3 GL Golf, for example, had a bigger and more powerful (2.0-litre 85 kW) engine than the Mk2 GTI had.

But an under-spec Mk2 GTI, in spite of not living up to expectations, were still a lot better than no VW product at all. They are a significant model in VW's Australian history.

Golf end of model run out!

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Yes! Great deals on leasing.

Yes! A 2 year / 100,000 kilometre warranty.

There's never been a better time to buy a fully imported German produced Golf than now. These classic cars will still be classic for years to come, so take advantage of the Volkswagen end of model run out. They've never been more affordable. Talk to your nearest Volkswagen dealer and arrange a test drive and valuation now!

DEALERS NSW: CHATSWOOD: Chatswood Classic Cars, Ph: (02) 411 5866. DARLINGHURST: Sydney Audi/VW, Ph: (02) 360 5577. KINGSWOOD: Penrith Subaru & Volkswagen, Ph: (02) 31 8005. LAKEMBA: Muller & Muller, Ph: (02) 794 9934. NARRABEEN: Northshore European Cars, Ph: (02) 970 6861. PETERSHAM: Rick Darmanian Audi, Ph: (02) 940 1000. SYDNEY: McCullum Motors, Ph: (02) 522 8411. WARRINGTON: Regal Motors, Ph: (046) 82 1711. BATHURST: Inverel Motors, Ph: (063) 31 2479. BRIDGEMAN HILL: Williams Motors, Ph: (080) 57 7099. GAMBURGA: Frank Bookling Pty Ltd, Ph: (048) 33 3193. GIFFYS WARRIBOUR: Auto Cars, Ph: (066) 52 1422. GUSSEY: Langdon & Bartley, Ph: (068) 82 6977. MAITLAND: George Wivio Motors, Ph: (049) 33 5233. NORWA: Dave Motors, Ph: (044) 21 0299. PORT MACQUARIE: Macquarie Auto Part, Ph: (069) 83 1965. TAREE: Taree Continental Car, Ph: (065) 52 0009. WAGGA WAGGA: Jupiter Motors, Ph: (069) 21 8205. **A.C.T. BRADDCO:** Gregory's (Motors) Pty Ltd, Ph: (06) 297 1600. **PHILIP:** Esquire Classic Cars, Ph: (062) 85 2266.

Kombi Olé!

While Europe, and the rest of the world, updated long ago to the T3, T4 and now the latest T5 VW Transporters, the VW factory in Brazil is still producing the old T2 Kombi. And apart from a modern water-cooled VW engine, it is otherwise still the basic VW Type 2 van of years gone by.

Volkswagen and South America - most people probably think of the Beetle and its long production history in Mexico. However, the equivalent of the Beetle and Mexico is the VW Bus (or 'Bulli') in Brazil. The Brazilians began making the VW Bus way back in 1953. At that time VW Germany shipped completely disassembled kits to save the import duties for complete vehicles, and the 'CKD' kits were locally assembled.

Indeed, there were not enough suitable production halls in Brazil in the early years. This changed in 1956 when VW laid the foundation stone for the VW auto factory in São Bernardo do Campo, close to São Paulo, at the time the biggest car factory on the South American continent. The aim was to produce possibly many parts in their own country. After the official opening on the 18th of November 1959, by Brazilian president Juscelino Kubitschek, a VW T1 with divided windscreen came off the conveyor belt. It was immediately as much like the model from Germany as possible.

This original old model survived its Europe cousins by a number of years. The T1, which was built in Germany until 1967, kept rolling off the Brazilian production line until 1975. And even during the subsequent years it did not disappear completely from the portfolio of VW do Brasil. The successor was a curious mixture of T1 and T2. The employees in the VW works in São Bernardo now made a Transporter whose car body came predominantly from the T1, but with the front panel and back lights from the T2.



From 1981 a 38 kW Diesel motor was available for the truck and the pickup version. Only four years later VW do Brasil added another diesel version to the program, this time for the double cabin pickup. When the production of this Brazilian T1-T2 hybrid finally ended in 1997, Germany had already finished with the T3 and had been making the T4 for six years!

The Brazilians are very loyal to the VW Bus; it stamps the street scene. More importantly, it is the transporter par excellence in Brazil. "Velha Senora", the 'old lady', they call it in South America. And the 'old lady' kept rolling from the



lines in São Bernardo after 1997, officially under the name 'T2c', which resembled very strongly the last 1979 T2 from Germany. 40 of these cars left the VW factory every day.

For the equivalent of 6500 Euro the Brazilian buyers of the 1990s could receive a proven vehicle that had mastered rough blow hole roads, as well as the crazy traffic of Rio de Janeiro.

The reputation of the mightily air-cooled T2 VW Bus was not diminished at all by the fact that the vehicle was available during his last production years only in white. Under the rear panel of the T2c was still the venerable air-cooled 1.6-litre VW engine. Equipped with an electronic Multipoint injection, it developed 43 kW at 4200 rotations per minute. The maximum torque of 111 Newton metres was produced at just 2600 rpm.

VW do Brasil had built a total of 1.4 million VW Buses with air-cooled engines up to December 2005 when an era finally ended. It was the last Volkswagen model, anywhere in the world, to have an air-cooled VW motor. It survived nearly three years longer than the Mexican Beetle. But the demands of modern efficiency, costs and performance were against the old motor, and production was ended. Air-cooled engines in new VWs were now only a memory.

A special model called Prata - finished in executive Silver and only 200 examples built - were made to give the last honour to the VW boxer. Green windows and a tinted windscreen also distinguished the Prata from its predecessors. The grill, the bumpers and the versions of the floodlights were finished in dark grey. In the interior of the Prata the benches were covered with vinyl.





rear seats and seat belts, carpet and trim, and sliding windows.

The VW Brazil website sums it up – “Female champion of sales and of versatility, the Kombi has been keeping your space among the utilities for over 30 years. With a motor of water-cooled high performance and adapted on the technology of Total Flex.”

You can see the current, 2010 model VW T2c at <http://www.volkswagen.com/br/pt/modelos/kombi.html>

You just need to be able to read Portuguese!

Alex Mannschatz

Nevertheless, the end of the air-cooled boxer motor was certainly not the end of the VW T2 in Brazil, since he is still built there. Since 2006, a vehicle which bears the simple name “Estate car” comes off the Volkswagen production line. The concept works a little like the face-liftings of the 80s in Europe; possibly not for the classic connoisseur but it works for a purpose. One takes the existing nose, and covers the necessary outside parts with matt black hard plastic. Modern VW enthusiasts may shudder with this sight. However, real Bulli friends are calmed - the T2 lives on. The radiator screen made of black plastic can be got over.



In the matter of technology, the latest VW Bus demands a little more compromise from the traditional boxer' enthusiast, however. Replacing the ancient air-cooled VW motor is a modern, water-cooled 1.4-litre in-line engine from the VW Polo. This new engine in the T2 brings 58 kW at 4800 rotations per minute, more than any VW T2 has ever had. It also uses the latest Volkswagen 'Total Flex' fuel technology, which means it can automatically run on any ethanol-petrol mix, from E10 to E100, with the engine computer automatically detecting the mix and adjusting itself.

In fact the VW 'Total Flex' fuel injection technology actually produces 2 more kW on E100 than it does on E10.

The 'Kombi Standard' comes with a choice of 4-speed manual or 3-speed automatic gearbox, electronic immobilizer, elevated brake light, front carpets and cargo area linings, leatherette seats and an engine light. The 'Kombi Furgão' has all that, plus





At the beginning of the season the basic weights were established as follows: current-generation vehicles weigh in at 1,050 kilograms, cars from the 2008 season tip the scales at 1,030 kilograms, and 2007-spec vehicles have a weight of 1,010 kilograms. The respective vehicle weights include the driver in full racing gear. A carefully devised handicap system for ballast enables equality of opportunity between the DTM manufacturers and the vehicles from the various model years. In this way, teams don't have to outlay huge sums of money for the latest model each year.

The DTM and Audi.

The Germans have their own 'V8 Supercars'. The Deutsche Tourenwagen Masters (DTM, German Touring Car Masters) is the premier touring car racing series based in Germany, but also with rounds elsewhere in Europe such as Brands Hatch (UK), Catalunya (Spain) and Zandvoort (Netherlands). Famous German circuits like Hockenheim, Lausitz and the short Nürburgring are used.

The original DTM was run from 1984 to 1996, but was discontinued due to escalating costs, and an aborted attempt to make a world-wide 'International Touring Car Championship' that proved impractical and much too expensive. Audi won the old DTM championship twice - in 1990 (Hans-Joachim Stuck), and 1991 (Frank Biela), both with the Audi DTM V8.

From 2000 onwards, a new DTM was created, with different rules and without 'International' status. The cars are designed to be closely matched, fast and spectacular, while still being affordable to build and run. All DTM race cars have RWD and 4.0-litre 90-deg V8 engines which are air-restricted to 360 kW, no matter what layouts or engines are available in the road cars. Audi joined the new DTM in 2004, and has now won the series the last three years straight - 2007-08-09, with the Audi A4s in the capable hands of Mattias Ekström and Timo Schneider.

The DTM owes its popularity with fans and drivers to the fascination exuded by the DTM cars. The rich sound of the V8 engines, power galore, as well as a maximum of safety, are part and parcel of the concept of these vehicles. From the outset, the objective was to deliver fascinating but cost-effective motor sport. Standardised components like the gearbox, brakes, rear wing profile and prop shaft as well as a ban on costly materials and electronic driving aids, assure that this objective is met. During the entire season a maximum of three engines, which are sealed prior to the start of the season, may be used per two DTM contenders. Turbocharging is prohibited, and two air restrictors, each with a diameter of 28 mm, prevent excessive loads on the engine.

Nevertheless, the DTM powerplants from Audi and Mercedes-Benz deliver an impressive output of approximately 360 kW from their 4.0 litres.

All engines to be used in a DTM event must be presented to the Technical Stewards for sealing no later than two weeks prior to scrutineering for the first DTM event. After that, it is no longer possible to register any engines for drivers of a brand on the entry list.

Fascinating, high-end touring cars and affordable fielding for the teams are not mutually exclusive. While offering leeway in many areas - like the chassis and suspension - the regulations curb the creativity of the engineers when it comes to the sequential gearbox, carbon fibre brakes, engine electronics from Bosch, prop shaft and tyres. These are specified as standard components for the manufacturers in the series. Rear-wheel drive is mandatory, as well as the individually developed four-litre V8 engines delivering about 360 kW. The outer skin of the DTM racing cars, which get their brawny stance from aerodynamic bodywork, consists of high-strength but extremely lightweight carbon fibre - the universal material in professional racing. Composite materials are used in the area of safety as well. Safety structures similar to a Formula 1 monocoque and crash boxes made of carbon as well as approximately 28 metres of high-strength aircraft steel as a space frame ensure "workplace safety" for the drivers.



There are a large number of 'standardised' components, to ensure close racing and to minimise costs. For example, only two different gearbox/differential units are permitted, which are produced by either Hewland or X-trac. All tyres are supplied exclusively by Dunlop. At the front,

Dunlop SP Sport Maxx, 265/660- R18 tyres are used, while the rear dimensions are 280/660-R18.

Like the brake pads and brake callipers, the carbon fibre brakes for all teams are supplied by the same manufacturer (AP). During a season, two drivers share a set of six brake discs each for the front and rear brakes.

Only the fuel specified for the respective event (ARAL Ultimate 100) may be used.

All DTM vehicles operate with a standard control unit supplied by Bosch. Data transmission while the vehicle is out on the track is prohibited.

For optimum safety, the cockpit has an integrated carbon fibre safety cell. In addition, every car has crash structures at the front and rear. Since 2002 the head-and-neck-support system (HANS system) has been mandatory for all drivers in the DTM.

The HANS System protects the racing driver from serious injuries in the areas of the head, neck and spinal column. A carbon fibre collar surrounds the driver's neck and is fastened under the safety belts. Two small belts lead from the HANS system to the driver's helmet. This ensures that the helmet is kept in an upright position in case of an impact and the forces generated in the crash are dissipated towards the neck instead of acting on the neck and spinal column.

Since 2008 DTM races have been more structured due to the introduction of a clearly better defined window for pit stops. Each DTM race comprises two mandatory pit stops at which all four tyres have to be changed.

As in Formula 1 and in many other racing series, the points for places one to eight of a DTM race are awarded according to the FIA scheme of 10-8-6-5-4-3-2-1. All results are counted.

As of the 2009 season a new qualifying mode has been established. Now, the drivers compete for their grid positions in four instead of the previous three sessions. During the first run of the shoot-out all drivers have 13 minutes to complete an optional number of fast qualifying laps. The quickest 14 contenders qualify for session two, the slowest ones occupy grid positions 15 to 20. In the second session, the drivers aim to set fastest times for ten minutes. The top eight move up to the third session, the others occupy grid positions nine to 14. In session three the drivers have nine minutes to do their laps. The slowest four occupy grid positions five to eight. The fastest four qualify for session four, the format of which differs from the first sessions. The top four consecutively start from the pit lane in reverse order of their times set in session three, at intervals of at least five and no more than 15 seconds. Each driver is allowed to do only one timed lap. Grid positions one to four – and thus the pole position – are determined by the times set in this session.

The DTM uses standing start procedures. The starting grid lines up in offset rows. The gaps between the starting rows are eight metres, respectively. The start is preceded by a formation lap, which means that the racing cars drive one lap around the circuit in the order of the grid positions before the official race start. On the formation lap the drivers warm up their tyres and brakes to operating temperature. Overtaking is prohibited.

Since 2005 DTM races are no longer stopped in case of serious incidents. The race is merely interrupted in such a



way that the vehicles stop in a row behind the leading contender in front of the finish line. The safety car is used to restart the race. It leads the contenders around the track for one lap; at the end of this lap the race is opened again at the starting line.

The manufacturers competing in the DTM take turns providing the safety car. It is used to avoid races being stopped. When the order to deploy the safety car is issued, the marshals wave yellow flags through the end of the safety car period, along with a sign saying "SC". The safety car goes out on the circuit with its lights on and moves in front of the leading car.

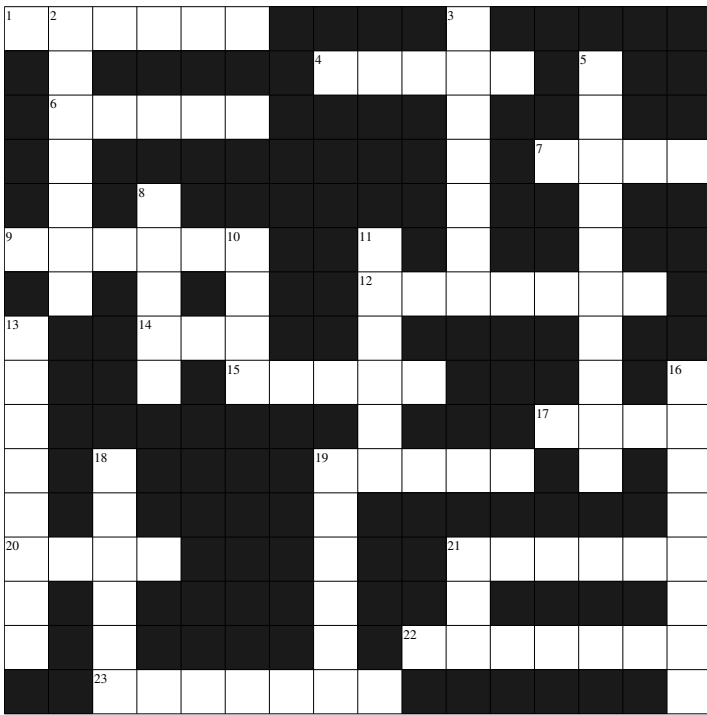
During the entire event the maximum permissible speed in the pit lane is 80 km/h. Exceptions apply to particularly narrow pit lanes like those at the Norisring and Zandvoort, which are both limited to 60 km/h.

Team order To continue ensuring a high level of sporting fairness at DTM races, any type of team order has been prohibited since 2008, to prevent any distortion of the competition. The regulations explicitly state: "Any team order that distorts the race result is prohibited."

As the title defender, Audi starts the 2010 DTM season with an unchanged lineup of nine works drivers and a version of the A4 DTM which has been subjected to further development. The squad's aim is to clinch the touring car championship for the fourth time in a row. No other team – Mercedes, BMW, Opel, or Alfa Romeo – has ever won the title more than twice in a row.

"We want to continue this impressive track record," explains Dr. Wolfgang Ullrich. "Our drivers' squad has played a major role in the brand's exploits. Therefore, we will start to the new season with an unchanged lineup for the first time. In terms of technology, we have consistently subjected the most successful Audi A4 DTM to date to further development within the strict confines of the regulations. Consequently, the R14 evolved into the R14 plus, which will take advantage of the great potential of the successful model in an improved form."

The first round of the 2010 DTM is on 25 April, at the Hockenheimring. There will be six rounds at German circuits, with other races in Spain, Netherlands, England and, for the first time, Shanghai (China). You can follow the DTM at www.dtm.com



11. A famous film VW with '53' on the doors and bonnet
13. The Australian city where you would find Old Parliament House
16. A recent VW car show at the Hubertus Club
18. The largest VW passenger car model currently sold in Australia
19. Based on the VW Golf is the Mexican-made New ...?
21. The only model of MK2 Golf ever sold in Australia

Club Veedub Crossword.

Across:

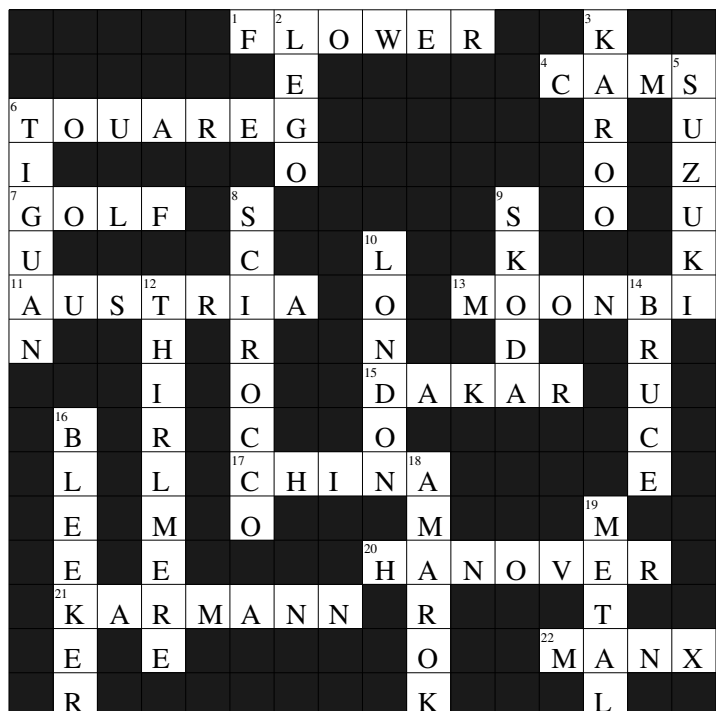
1. The only country in the world still making the VW T2 Kombi
4. The latest body version of the VW Golf, just released in Australia
6. The country where the 11,111,111th VW Polo was recently made
7. The marque that is the current German V8 Touring Car Champion
9. The recent Flat Four VW Cruise finished up at the Plough and ...? Park
12. The fuel of choice in Brazil, as used in all modern VWs there
14. How they used to abbreviate 'hundred-weight'
15. The engine component that gives the Golf R its power
17. European Car of the Year is the VW ...?
19. The southern NSW town soon hosting the VW Blast From The Past show
20. She is organising the Newcastle Pit Stop cruise in May
21. A small model race-car with a lawnmower engine, usually raced indoors
22. A famous ship that sank in April 1912
23. The large VW SUV that has just been redesigned

Down:

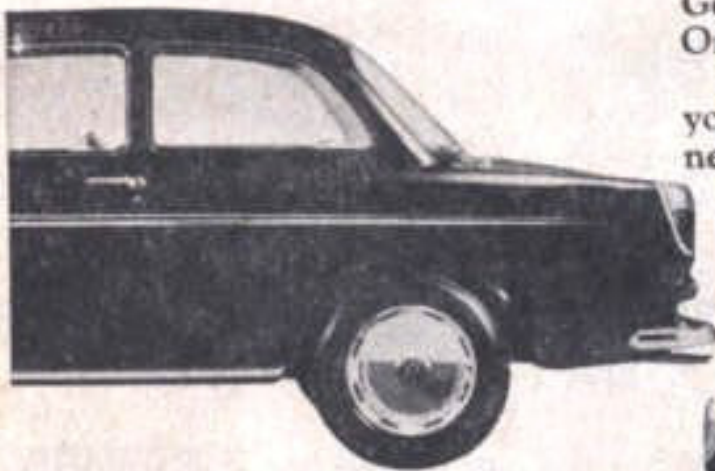
2. What you would usually make in HO scale
3. An historical NSW town on the Hunter River, a good place for a coffee
5. The most fuel-efficient small car in the world is the VW ...?
8. The cyclone that destroyed Darwin in 1974
10. The SI unit for measurement of power



Last month's crossword.

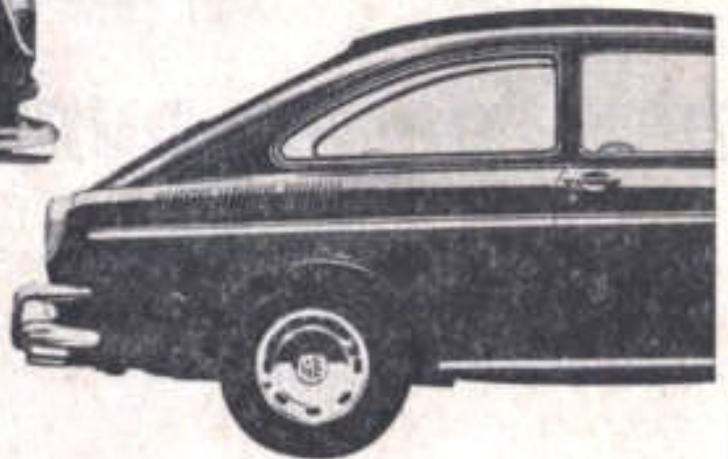


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