

# Zeitschrift



The VVDS Race Team at the Warwick Drags.

**October 2012**

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**Burwood Spring Festival  
The Toy Department  
The Volkswagen K70  
Warwick VW Drags**

**Eastern Creek Sports  
Hubertus Oktoberfest  
Canberra German Auto  
Plus lots more...**



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

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



# Club VeeDub Sydney Committee 2012-13.

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Leigh Harris	Grace Rosch	
Mark Stevens	Quentin Robbins	
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<b>Secretary:</b>	Renee Richards	0438 113 126
<b>Treasurer:</b>	Bruce Walker	0400 119 220
<b>Autofest/Events</b>	Simon Mead	0411 270 260
<b>Registrar:</b>	Iven Laufer	(02) 6254 1142

## 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 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
		(02) 9534 4825

## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to receive Zeitschrift as a full-colour PDF from our website - please email the Secretary if you are interested in this option.

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; late submissions will be held over.

Opinions 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 any information printed in the magazine.

Back issues are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (>2006) are also available at [www.clubvw.org.au](http://www.clubvw.org.au)

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

## We thank our VW Nationals sponsors:

### 25 years.

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Custom Vee Dub	VW Magazine Australia
Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

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



# Driver Training Day at Marulan 21st October

Wollongong Sporting Car Club is having an informal track day at the Marulan Driver Training Centre, our club has been invited to attend. They aren't trying to make any money out of it, just break even. Hopefully there will be enough entries to make it worthwhile, but the aim is to keep the numbers down to give everyone extreme value for money, so get your entries in early because entries will be limited.

Cost of the day is \$110. Track will be open from 8am to 5pm with driving 9am to 4pm. Drivers will be under the instruction of MDTC staff.

Brief Rules: Passengers are allowed but they must be 17 or over and hold a drivers licence. Drivers need to have a competition licence or you can buy a MDTC licence on the day. Cars need to be based on production models or clubmans capable of being registered. Open wheelers and go karts not allowed. Strict noise limits apply. As part of scrutineering every car will be tested.

It will be JUST a fun day out, there will be no classes or timing or trophies. Please read the terms and conditions to make sure you can comply with all requirements. Its a long way to go to get turned around at the gate. Entry form and terms and conditions can be downloaded here <http://wscc.org.au/marulan.shtml>

Any questions call Steve Carter 0439 133 354

**Marulan Driver Training Centre, is just north of Goulburn.**







**Chevalier  
College**

# HIGHLANDS MOTORFEST Chevalier Fete



## Sunday 28 October 2012

Proudly Presented by  
**Chevalier College and the  
Southern Highlands Morris Minor Car Club Inc.**

**MOTORFEST ENTRANTS: \$10 PER VEHICLE / \$5 PER BIKE**

- GATES OPEN at 7:00am -

### **STALL HOLDER ENQUIRIES:**

*(No food or refreshment vendors need apply.)*

MOTORFEST STALLS	PAM: 0438 691 259	SITE FEE: \$150.00
GENERAL FETE STALLS	LISA: 0448 072 593	SITE FEE: \$150.00



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- ◆ Handcrafts
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- ◆ Cakes & Sweets
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- ◆ Huge Silent Auction
- ◆ Entertainment Stage



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College**

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- ★ get close to the action
- ★ meet the stars
- ★ marvel at their strength and skills



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# It's on again!

# **Boris' VW Picnic Day & Swap Meet 2012**

**\*\*\* SAME GREAT VENUE THIS YEAR \*\*\***

**When: From 9:00am Sunday 18th November 2012**

**Where: Cook Park at Dolls Point, right beside Botany Bay.**

**Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.**

- Come rain or shine!
- Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.
- Car Display (no judging or trophies)
- VW Swap Meet - clean out your garage!
- Toilets on site.
- \$5 general entry. \$10 for swappers.
- All VWs welcome - air and water-cooled, old and new.
- Polish your VW for the summer and have a fantastic day!



Presented by Club VeeDub Sydney

Sponsored by Vintage Vee-Dub Supplies  
(02) 9789 1777







## Von dem Herrn Präsident.

Hi all,

I couldn't make it to the VW drags up in Warwick this year, so I went to the Oktoberfest at The Hubertus club instead. I had great time sitting in the big tent along with a few club members and watching the slap dancing, having a few beers and eating good German food.

The Driver Training Day at Marulan is fast approaching on the 21st October. See the add in this issue and visit the website link to Wollongong Sporting Car Club for more information. We need to support this event; we borrow a lot of officials from the Wollongong Sporting car club to run our Supersprint and it would be a shame to see them make a loss on this event. You don't need a racing car or a even a quick car to participate.

The Southern Highlands Motorfest at Chevalier College, Burradoo is on the following weekend (28th October). We are going down there together in a cruise, so meet up first at Uncle Leo's Caltex Servo at the Liverpool Crossroads, at 7:15am for a 7:30 departure. We have to start early as the gates open in Bowral at 8am! I'm hoping to make the debut of the Beetle that I've been building since 2004 at this event, it should be ready for rego next week.

Good weather has been requested for Boris' Picnic Day on the 18th November at Cook Park, Dolls Point. Look for the flyer in this issue and see the VW forums. We will need a hand on the day manning the gate and cooking sausages etc.

If you want a good destination for a road trip in your VW why not go to the Day of the VW 2012 at Yarra Glen Racecourse in Victoria on the 25th November, 2012?

We are still settling in to our new full-colour on-line PDF version of the magazine. There have been a few teething problems with some members logging on, and some unexpected problems at the Post Office. We will still be printing a few spare issues each month, so if you really want a printed issue, come along to the committee or general meeting and pick one up.

Pencil in the December meeting – Thursday 20th December. This will be our Christmas Party, and all members are invited. Please bring a wrapped present (\$5-\$10 value) for the Xmas raffle, and you'll get some free drink coupons.

See you soon,

Steve Carter



## Kanberra Kapitelreport.

Did someone say Spring was here? It seems awfully frosty here in Canberra for Spring, but I'm sure it's just around the corner.

This month was our big car show – German Auto Display – a lot of cars and people involved. It was our biggest year yet with a record number of VWs in attendance. The weather was kind, and if I may say so I think we did

pretty well. There is a report with photos elsewhere in the magazine.

Our October event may be happening by the time the magazine gets to your inbox, but hopefully all local members have received info in their email. On Sunday 14 October we are running a Bredbo cruise, heading to the Christmas Barn first and then capping it off with lunch at the Bredbo Inn. Contact me if you want to go so that we can finalise numbers quickly. The Christmas Barn is a huge shed full of decorations and associated Christmas 'stuff', so if you need to start readying your house for Christmas (already!), make sure you come with us!

November will be our display at Marques In The Park, to be held at John Knight Park in Belconnen, on Sunday 18 November. We'll confirm the times for this in the next magazine but you can guess it will be around 8.30am until after lunch.

I am looking for someone to run our Xmas Lights Cruise this year, so please give me a yell if you would like to help. We will also need to fill our Secretary and Graphic Design spots on the committee with Renee and Neil moving away, please give us a yell if you'd like more info.

Bruce



## Klub Kalender.

**\*\*\* All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check [www.clubvw.org.au](http://www.clubvw.org.au) for the latest information and any changes.**

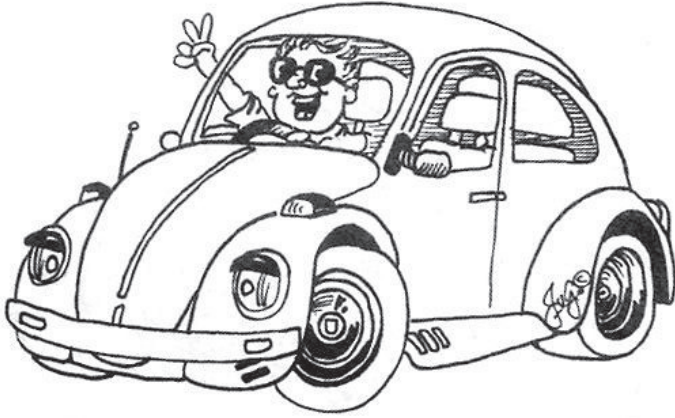
### October.

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

**Sunday 21st:- Driver Training Day at Marulan Race Circuit, north of Goulburn. CAMS Licence needed, or you can buy a Marulan licence on the day. In conjunction with Wollongong Sporting Car Club. Contact Steve Carter on 0439 133354 for more info.**

**Sunday 28th:- Southern Highlands Motorfest 2012 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of classic cars, trucks and bikes. Informal show n shine event with trophies awarded to all categories. County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. Let's see LOTS of Volkswagens this year. **Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.****

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



## November.

**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:- Boris' Picnic Day 2012** at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for the summer and enjoy a day by the bay. All VWs welcome, old AND new. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

**Sunday 25th:- Melbourne Day of the VW 2012** at Yarra Glen Racecourse. Show n Shine, trade displays, swap meet and more. Public entry 9am. For more info visit the VW Club of VIC at [www.vwclub.com.au](http://www.vwclub.com.au)

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

## December.

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

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

**Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This month is the Club Veedub XMAS PARTY.** Bring a wrapped present (~\$5 value) to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.

**Monday 24th:- Canberra General Meeting** at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

## January.

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

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

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

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

## February.

**Saturday 2nd:- Pizza and Pasta Restaurant Night** at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Ring Dave Birchall on 9534 4825 to confirm your booking and numbers - leave a message if no answer. Leave your name and number of people attending! Closeoff for booking is Wed 16th Jan. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt!

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

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

**Sunday 17th:- Sydney Super Swapmeet** at Hawkesbury Showground, racecourse Rd Richmond, from 6:00am. \$20 one-man swap sites, additional adults \$5. Lookers \$5. Free parking. Weekend passes and Saturday setup available for large sites. Car parts and collectables, veteran and vintage cars, customs, classics, street machines. Phone 0410 447927 for more info or visit [www.vvcaa.com.au](http://www.vvcaa.com.au)

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Sunday 23rd:- Sydney VW Drag Racing at WSID**, Eastern Creek. Day/Night 1/4-mile drag racing. VW Bracket Racing, stock to pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, plenty of food and drink. Presented by VW Magazine Australia - visit [www.vwma.net.au](http://www.vwma.net.au) for more information.

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



## May.

**Saturday 25th:- VW NATIONALS Supersprint** at Sydney Motorsport Park, Eastern Creek. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

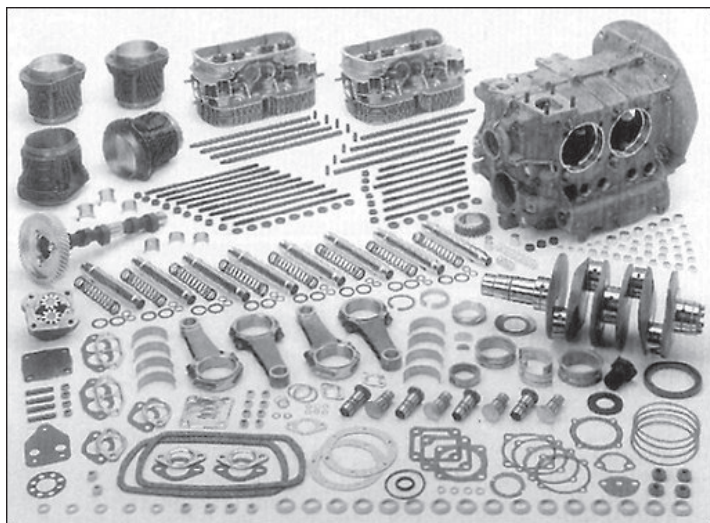
**Sunday 26th:- VW NATIONALS 2013** at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids rides, entertainment, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information.

## Marktplatz.

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

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

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



## New Ads.

**For Sale:- 1969 Single-cab Kombi pickup.** Registered until June 2013. 1600 twin-port engine, green in colour, drives well. Unmolested body, needs a new home, selling to enable the completion of Dual cab project. Asking Price \$7990.00 ONO. Contact Iain Hickman on 042 0373460 or email [i.hickman@hotmail.com](mailto:i.hickman@hotmail.com).

**For Sale:- NSW black/white 'VW-018' number plates.** My father has been a VW fan since he came to Australia when he was young (he is of German descent). We have owned VWs all our lives. Unfortunately my father has had a big stroke and can no longer drive. He has private NSW black/white number plates 'VW 018'. We are looking to sell them but have no idea how to go about it as we know they worth good dollars. Its not only the value but my father being a dedicated proud VW owner himself all his life we want to do him proud. We know VW collectors are true lovers with their hearts like my dad John :) If you are interested, please email Wendy Davison at [dorothygabriel11@bigpond.com](mailto:dorothygabriel11@bigpond.com)

**For Sale:- 1957 Kombi Microbus.** Very rare 90% original Microbus as featured in the ABC TV series, 'Collectors.' Everything works beautifully and comes with factory full length roof rack and ladder plus a few rare spares. Ideal for a serious Kombi buyer who wants a genuine 1957 time capsule. Original paint and too good to do a typical Kombi resto. Most important, it has no rust and has been serviced regularly including a new, full brake job. Please, no tyre kickers, only those who really want a very rare original Microbus. Currently on Historic plates. \$35,000. Phone Ray Black on 0419 200 517.

**For Sale:- VW Eos convertible,** Turbo Diesel 2008. 6-speed manual, grey with black leather, alloys, ABS brakes, airbags, air conditioning, 2-zone climate control. CD player, cruise control, central locking/remote keyless. Immaculate condition. Only 1 previous owner, full service history. Suit VW enthusiast. Only 55,670 km. Great value at only \$29,999. Phone (02) 9318 8800 for more details.

**For Sale:- 2008 VW Golf,** silver, only 68,700 km, Rego expires Nov 2013, Only \$22,500. Phone 0400 826427.



# Look into it.

43 square feet of glass make this new Volkswagen the world's easiest commercial to look into. And out of.

Yes, the windscreen is bigger than it used to be. So we had to make the 2-speed wipers bigger than they used to be. And the push-button washer more powerful. Where will it all end?

New soft bucket seats. A driver's job is hard enough; his seat doesn't have to be.

Between the new soft bucket seats there's now a walkway to the load compartment. Why leave all this comfort?

The brake pedal connects to dual-circuit brakes. Now that there's more go in the engine, we figured we'd put more stop in the wheels.

Crawl under here and you'll see a Porsche-type double-jointed rear axle. Only a few of the finest passenger cars have Porsche-type double-jointed rear axles. And very, very few commercials.

Back here, you'll see a remarkable peppy 1600 cc. engine. And it starts with pep, thanks to a new 12 volt electrical system.

This door isn't really a door. It's a sliding panel that locks open or closed. So now you can load and unload in narrow alleys.

As you look around the driver's compartment, kindly notice:

Dash-mounted handbrake. Padded sun-visor, flexible dashboard handle, safety ashtray. Safety bell anchor joints. Finger operated dipper switch. Three big rear vision mirrors. Curved wind-down windows. Safety steering wheel. Padded dash and soft plastic control knobs. Individual heating and fresh air with de-misting outlets to the windscreen.

The revolutionary new Volkswagen commercials. Worth looking into from any angle.

**For Sale: VW parts** for Beetle, Type 3, Kombi: Gear box (double-joint); Front end complete with disc, 4 holes; 1971 - bonnet for Type 3; 1972 engine for 1600 Type 3 (doesn't run); Seat front and back; Wheels original 4-stud wheels, 5-stud wheels, mags etc. Call Sal on 0423 409718, Blacktown NSW.

## 2nd Month Ads.

**Expressions of interest:-** A limited edition DVD set (two discs) covering the 25th anniversary VW Nationals 2012, as shown at the Edge Cinema, Katoomba July 2012. A detailed coverage of the Supersprint at Wakefield Park and show day at Fairfield City Showground. See yourself, and your Volkswagen, on DVD. Running time two hours. Cost \$30.00 including postage & handling. Please phone Phil Mass on (02) 4787 1841 by the end of October 2012 for details etc.

**For Sale:- 1972 Superbug**, Limited Edition 15 millionth.

Central locking (alarm currently not working). Been in family since new- passed down the family. Been resprayed about 3 years ago - replacing almost all rubbers and odd bods. Been a great car never missed a beat. Tinted windows, CD player, Wood grain steering wheel. Other than those few, car is in original condition. Great car for a Volkswagen lover as I want to go to a good home. Will be missed! Asking price \$7,300 ono. Rego til June 2013. Any further information dont hesitate to call me. Timothy Laing, phone (Business Hours) 96368010 or (Mobile) 0423725295. Email [aussie\\_aussie\\_oioi@hotmail.com](mailto:aussie_aussie_oioi@hotmail.com)

**For Sale:- 1957 Oval Window Beetle.** Restoration project. Fully garaged until 28 June 12, now covered until sale in Wollongong. Asking Price \$2700 ONO. Contact Jane on (Business Hours) 0421 470 254 or email [janeaubourg@hotmail.com](mailto:janeaubourg@hotmail.com)

**For Sale:- 1962 Beetle 1200.** Excellent original condition, one owner. Car is at Georges Hall (Sydney). Contact Denise on (02) 9708 3089.



## Trades and services directory.

## Trades and services directory.

**THE VW KING**



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All Bug & Mechanical Repairs  
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Come and visit our brand new workshop – purpose built to service your watercooled Volkswagen and Audi vehicles.

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**Typical late model oil and filter service: \$240**  
*Using synthetic oil, German filters,  
30 point safety check and VCDS Scan*

**Typical early model oil and filter service: \$165**  
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30 point safety check and VCDS Scan*

Contact us on: (02) 4627 3072 or 0423051737  
Or call in at: Unit 20/6 Badgally Road,  
Campbelltown, NSW, 2560 (Just off Blaxland Road)

We also stock a massive range of late model VW/Audi new and used parts in our parts centre!

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Unit 3, 62 Stacey Street South, Bankstown NSW 2200

**For Sale:- Type 3 Wagon 1600 manual.** Unfinished project. Panels removed. Avacado green, most panels stripped. 90% rust removed, new bumpers, taillights and some Cal look WCM rubbers. Rolling shell, motor still fitted. V.G compression, original condition minus engine mounts and muffler. 15" stock VW rims good rubber. Cookie cutters sold with car. Inspection welcome. Asking Price \$3,700 ono. Contact Jim Shepherd on (Business Hours) 0425 373 629 or Email [altruistic77@gmail.com](mailto:altruistic77@gmail.com)

**For Sale:-** Whilst cleaning out my fiancés late fathers shed we have come across the rear window glass and a side rear window glass for what I believe to be Type 3 - 1500 wagon ( I think that is the model designation) Would these be of any use to someone in your club? If so all they have to do is come and pick them up. They are located at Charlestown (near Newcastle) It seems a shame to dump them. They both need a good clean but appear to in ok condition. We have to get rid of them in the next month or so. If no has expressed an interest by then they will be dumped. If anyone is interested

they can contact me on 0409 361880 or email [peter.marr@tafe.nsw.edu.au](mailto:peter.marr@tafe.nsw.edu.au) regards, Peter Marr

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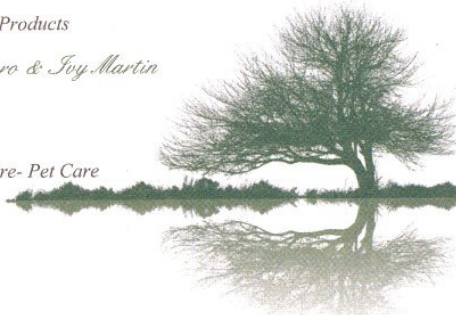
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## 2013 Passat now here.

The Volkswagen Passat range has been updated for the 2013 model year, with new features added while prices remain untouched.

Satellite navigation with a high-resolution touch screen now comes standard across the entire Volkswagen Passat range, featuring voice control, integrated 30GB hard drive and the display for the standard rear view camera while both sedan and wagon variants of the Passat V6 FSI receive steering wheel-mounted gearshift paddles.



Volkswagen Passat wagon owners will also be able to enjoy an automatically operated tailgate as standard, with the newly added Tip-to-Run function also included. The additional function ensures the tailgate will switch to automatic operation if someone attempts to close the tailgate manually.

Volkswagen's driver assistance and visibility packages present buyers with the option of adding blind-spot assist, lane assist and Bi-xenon headlights.

As you know, VW's German model year begins in August, after the workers return from their summer holidays. The first of the 2013 model year vehicles are due to arrive in Australia this month, along with the updated 2013 diesel-only Volkswagen Touareg range (see next item).

### Manufacturer's list price:

Passat 118TSI 7-speed DSG – \$38,990

Passat 125TDI Highline 6-speed DSG – \$43,990

Passat V6 FSI Highline 6-speed DSG – \$55,990

Passat 118TSI Wagon 7-speed DSG – \$40,990

Passat 125TDI Wagon Highline 6-speed DSG – \$45,990

Passat V6 FSI Wagon Highline 6-speed DSG – \$57,990

## 2013 Touareg is diesel only.

The Volkswagen Touareg range has been updated for the 2013 model year with new features, new equipment and an entirely diesel-powered line-up.

The \$62,990 entry-level Volkswagen Touareg 150TDI now includes as standard a rear view camera, upgraded Vienna leather seat upholstery, 12-way electrically adjustable driver and front passenger seats with electro-pneumatically adjustable backrest side bolsters and new 'safety optimised' front head restraints.

They are joined by exterior tweaks of bi-xenon headlights, LED daytime running lights and bigger Karakum 18-inch alloy wheels. The 150 kW/400 Nm 3.0-litre turbo diesel V6 TDI tied to the Touareg's range-wide eight-speed automatic transmission remains.

Both 180 kW/550 Nm variants of the large Volkswagen SUV, the \$78,990 Touareg V6 TDI and \$83,990 range-topping Touareg V6 TDI 4XMOTION, come at a \$1000 premium over 2012 model year prices but receive the same rear view camera and headlight upgrades as the base Touareg along with the addition of 20-inch Pikes Peak alloy wheels and air suspension with adaptive dampening control as standard.

The Touareg V6 TDI 4XMOTION has also been visually pulled into line with the exterior of the other variants with body coloured trim, chrome mouldings and dual chrome triangular exhaust tips being incorporated in favour of the previous, more rugged looking, grey and silver trims and oval chrome exhaust tips. For those buyers who prefer the tougher style, it remains available as a no-cost option.

All models across the updated 2013 Touareg range also benefit from Volkswagen's BlueMotion technologies and driver fatigue system as standard – the latter being a program that detects driver concentration levels and warns drivers to take a break accordingly.



A city emergency braking function that activates below 30km/h and automatically initiates the vehicle's brakes in order to avoid a collision, is now also part of the optional driver assistance package.

While the first 2013 model year vehicles are expected to start arriving this month, the petrol-powered Touareg V6 FSI will not be one of them, being discontinued from the range all together due to low sales volume. Just 963 Touaregs were sold in Australia in 2011 (when Audi sold 1,343 Q7s), although this was a big improvement on the 374 sold in 2010.

### Manufacturer's list price:

Touareg 150TDI 8-speed Automatic – \$62,990

Touareg V6 TDI 8-speed Automatic – \$78,990

Touareg V6 TDI 4XMOTION 8-speed Automatic – \$83,990

## Caddy Edition 30.

The Volkswagen Caddy Edition 30 has been released to mark 30 years since the European release of the first Volkswagen Caddy, and brings with it a plethora of added features and special edition touches.





Originally the VW Caddy was a pickup truck version of the Golf, designed by VW of America and built in their factory at Westmoreland, Pennsylvania. It first appeared in 1980 and was sold in the USA as the Rabbit Pickup. In 1982 the Rabbit Pickup began assembly in VW's factory in Sarajevo, Yugoslavia, for European sales. However the 'Rabbit' name was never used in Europe, so the pickup was given a new name – the Caddy. The Caddy pickup was made in Yugoslavia until 1992 (when the Balkan war shut the factory). The tooling went to VW South Africa, where the original Golf Pickup was made right up until 2007.

Meanwhile a completely new VW Caddy appeared in Europe in 1996, this time a small minivan designed by VW's SEAT subsidiary and based on the SEAT Ibiza. The SEAT version was called the Inca. This Caddy was built in SEAT's Spanish factory until 2003, but is still made today by VW Argentina.



Another completely different 'VW Caddy' also appeared in Europe in 1996, a rebadged Skoda Felicia Utility made in the Czech Republic. This pickup version complemented the SEAT van Caddy. Production of this Caddy (and its Skoda sisters) ended in 2001.

The third (and current) generation of VW Caddy appeared in 2003, this time based on the Golf 5 rather than a SEAT or Skoda. The modern Caddy is built in VW's Poznan, Poland plant and exported around the world. It first appeared in Australia in 2005 and became a local VW success story, quickly taking market leadership in our light commercial category with over 40% of local sales. A long wheelbase Caddy called the Caddy Maxi appeared in 2007, and passenger and camper versions (Caddy Life and Caddy Maxi Life) are also available. The entire range was facelifted with the current VW family design in 2010.

The new five-seat Volkswagen Caddy Edition 30 is based on the Caddy Trendline, but uses the 103 kW/320 Nm four-cylinder turbo diesel with the six-speed dual-clutch DSG transmission from the Caddy Maxi Comfortline TDI320. Until now the short wheelbase Caddy has not had this engine option. It achieves combined fuel consumption of 6.5 litres per 100 km.

The external changes above the base Caddy include the Caddy Edition 30's gloss black roof, fog lights, roof rails, twin halogen headlights, painted bumpers and 17-inch Budapest alloy wheels with black highlights. Unique 'eEdition 30' signatures also appear on the dual sliding doors, rear-end and on the door sills.



Inside, the special edition receives two-tone Alcantara upholstery, a leather steering wheel and climate control.

Safety is not forgotten with electronic stability control, anti-lock brakes, electronic brake-force distribution and brake assist joined by driver and front passenger front, head and thorax airbags.

The Volkswagen Caddy Edition 30 special edition will be released at Sydney's Australian international motor show in October, before being offered in limited numbers at a driveaway price of \$37,990 – \$5000 above the base car's \$32,990 manufacturer's list price.

## Golf 7 pictures revealed.

The seventh-generation Volkswagen Golf has been revealed at a media event in Berlin, Germany, ahead of its public debut at the 2012 Paris motor show this month.

Volkswagen's latest small car is the first genuine all-new model since the Golf 5 of 2003 (as the 2008 Golf 6 was an improve, not a redesign), and brings sharper styling, a roomier, higher-quality cabin, new safety technology and a range of more efficient engines.





While there's a more chiselled look to the new VW Golf's design, the overall shape is again evolutionary – including the retention of classic Golf cues such as the wide C-pillar.

The Volkswagen Golf grows once again, this time stretching another 56mm for an overall length of 4255mm, accompanied by a 13mm increase in width and a 28mm-lower roofline that contributes to a more slippery shape. The front wheels move 43mm further forward as part of a wheelbase increase of 59mm.

Bigger external dimensions bring additional space inside. The front seats move backwards 20mm for more legroom up front while Volkswagen says rear passenger legroom increases by 15mm. There's also more shoulder space front and rear. The boot expands by 30 litres to 380 L, and a new optional fold-flat front passenger seat can create a load length of 2.14 metres.

Visually, there are significant changes to the interior. The centre stack is now angled towards the driver and features a touchscreen display as standard – ranging in size from 14.7 cm to a 20.3 cm satellite navigation version with smartphone-inspired ergonomics.



An electronic parking brake replaces the hand-release lever of the outgoing Golf. PreCrash will tighten seat belts and close windows if the system detects an imminent crash, an adaptive cruise control system includes a so-called Front Assist feature that can control the speed of the Golf in relation to other vehicles from 150 to 0 km/h, a low-speed crash avoidance system helps to prevent rear-enders, while there's also lane departure and driver inattention warning systems, plus the latest version of Park Assist that provides semi-autonomous parallel parking.

Steering is via a new variable ratio rack, and a new Driver Profile system enables the driver to choose various throttle and transmission configurations that include Eco, Sport, Normal, Individual and – with DSG dual-clutch gearboxes – Comfort modes.

The new Volkswagen Golf sits on the VW Group's new MQB modular platform that will underpin a vast number of models including the Audi A3 and numerous other VWs as well as Seats and Skodas.

The Golf 7's body is stronger and lighter, with a 23 kg weight saving contributing to a reduction in the new Golf's overall mass of up to 100 kg. That aids fuel consumption and emissions throughout the new VW Golf range.

A 1.6-litre turbo diesel uses just 3.8 litres per 100 km, with a 1.4-litre four-cylinder turbo taking advantage of a



cylinder deactivation system that at times turns it into a two-cylinder to use just 4.8 L/100 km. Initial launch engines will also include a 1.2-litre turbo and a 2.0-litre turbo diesel, with more variations to follow including the GTI with even more power (see below).

The VW Golf 7 goes on sale in Europe in November, and will reach Australia in early 2013.

## Golf 7 GTI to follow.

The all-new Volkswagen Golf 7 GTI is set to launch in Europe around May next year, coming just three months after the standard hatchback line-up reaches overseas showrooms in February.

The iconic Golf GTI replacement looks set to make its international debut at either the Detroit or Geneva motor shows early next year.

The all-new Golf launches in Australia in the second quarter of 2013. At this stage Volkswagen Australia says there is no word yet on timing for the local launch of the GTI hot-hatch, but from previous experience it will be around six months later, meaning the last quarter of 2013.

The Golf 7 GTI will be powered by a new 2.0-litre turbocharged petrol engine that is expected to produce around 165 kW, up 10kW from the current outgoing model.



In addition to a range of new petrol and diesel engines for the base models, electric and plug-in hybrid variants will also join the range further down the track – a benefit of the company's new MQB platform that allows for different propulsion systems to slot in without the need for excessive engineering work.

Volkswagen will also produce a version that will run on compressed natural gas in markets where the refueling infrastructure is in place. There could be a market for a

similar version in Australia, with our large network of LPG stations.

Before the new GTI appears, however, a limited edition lightweight edition of the current Golf GTI, constructed with carbon fibre and aluminium, could launch in time to mark 40 years of the Volkswagen Golf.

According to reports the Carbon GTI should shave 200kg of weight thanks to its use of a carbon fibre roof and bonnet, and aluminium in the car's front bulkhead, windscreen surround and floor panels.

Power is said to come from the 165 kW 2.0-litre turbocharged petrol engine that is expected to come in the standard Golf 7 GTI when it's released. The rumoured model will be front-wheel drive, avoiding a heavy four-wheel drive system like that in the current Golf R.

The weight reduction should help performance and efficiency figures and, according to Autocar, with making the lightweight Golf reminiscent of the original GTI's agility and simplicity.



The report says two significant production developments have made the production of a Volkswagen Golf GTI 'Carbon' edition possible: the roof being a two-layer carbonfibre sandwich over a thin steel core allowing the roof to be welded into the body on a standard production line, and the aluminium components riveted or bonded to the steel understructure.

## Golf 7 3-door.

The all-new three-door Golf 7 can now be seen on the 'Konfigurator' application on Volkswagen's German website.

It's the first time the three-door version of the all-new Volkswagen Golf has been seen, with all the previous official press photos highlighting the more popular five-door model.

While the images are not actual photographs, the renderings show the new three-door from all angles.

Further exploration around the site reveals the Golf's specifications and details such as engines, outputs and fuel economy.

Volkswagen is claiming combined cycle fuel economy of just 2.7 litres per 100 km and average CO2 emissions of



85g/km for the 77 kW 1.6-litre diesel-powered BlueMotion model, both figures superior to the more expensive Toyota Prius. Volkswagen is showing that expensive hybrids could be a technical dead end, beaten by more practical diesels.

Marc Lichte, leading designer for the exterior of the new Golf, has added some additional design elements to the new model – most notably the strong character line below the door handles, wrapping around the car and broken only by the wheel arches. The front wheels have also moved forward by 43 millimetres, reducing the front overhang.

Volkswagen's new MQB platform, which will underpin at least half of all Volkswagen models by 2015, uses more high-tensile steel than the previous Golf 6 platform and as a result is lighter by 37 kg. The design creates more space too, with a noticeable increase in legroom and a boot that is 30 litres larger than its predecessor.

A report from Autocar in the UK speculates the Golf 7 will be sold with two different suspension systems. Base or lower-end versions will reportedly get MacPherson struts up front and a torsion beam set-up at the rear, while higher-spec models will receive MacPherson struts up front and a multi-link unit at the rear.

Volkswagen Group Australia says it's too early to comment on specific models and individual suspension systems for the new Golf, which won't arrive here in the second quarter of 2013. However if we are lucky we may get to see a Golf 7 at the Sydney Motor Show this month.

## Golf R Cabriolet.

The first iteration of the Volkswagen Golf R Cabriolet is nearing the start of production, with a prototype caught by spy photographers showing the car with full 'R' badging and no camouflage.

First seen at the Wottersee VW show in Austria as a





design concept, the latest images clearly show the Golf R for what it really is with model-correct badging on the front grille and rear-end, a new front bumper with LED daytime running lights, chunkier side skirts and a small rear lip spoiler.

Other touches include bigger brakes with 'R'-marked brake calipers, lowered suspension and bigger 19" wheels, and the two oval exhaust tips finished in chrome rather than the standard round pipes seen on the recently released Golf GTI Cabriolet.

While development appears to be significantly far along, we would still expect to see the final production version of the soft-top Golf R continue the model's long-standing tradition of having two centrally located exhausts rather than the current test car's set-up.

Regardless, the Golf R Cabriolet will see all four wheels get drive via a six-speed manual transmission or six-speed dual-clutch DSG gearbox, with power coming from its 199 kW/350 Nm 2.0-litre turbocharged petrol engine (188 kW/330 Nm for 'hot weather' countries like Australia). The car's 0-100 km/h time will be under 6.0 seconds, making it the fastest Golf Cabriolet ever.

Oddly, the Golf 6-based hot convertible will be released with the next-generation Golf 7 due to be unveiled at this month's 2012 Paris motor show.

## Popular Passat.

Volkswagen CEO Dr Martin Winterkorn may have described the all-new Volkswagen Golf as the brand's most important vehicle at its unveiling in Berlin recently, but amazingly the Golf is NOT Volkswagen's top selling vehicle. Somewhat surprisingly, it is the larger Passat that is VW's top seller, in total, around the world.



Volkswagen sold 900,000 Golfs worldwide in 2011, compared with 1,500,000 Passats. While the gap is expected to narrow considerably with the arrival of the new Golf 7, it is still unlikely to match the demand for the Passat around the world.

Developing markets such as China, Russia and the Middle East, where there is a clear preference for sedans over hatches, are fuelling the demand for the larger Passat. In addition, a new US plant in Chattanooga, Tennessee, produces a different version of the Passat called the 'Midsize Sedan,' as a way to increase US VW sales from 250,000 to over 800,000 by 2018. Americans have always preferred VW sedans to hatchbacks – the Jetta consistently outsells the Golf in the USA.

China's government prevents foreign companies having 100% ownership of Chinese production facilities, so they

must form cooperatives with Chinese companies. VW has two different co-operation partners for local production in China, Shanghai Volkswagen and FAW (First Automobile Works) Volkswagen.

Shanghai Volkswagen produces the Golf 4-based Lavidia sedan, Passat B2-based Santana and the current US Passat 'midsize sedan,' as well as the Polo, Tiguan, Touran and numerous Skoda models. Shanghai Volkswagen sales have risen from 220,000 in 2000 to 1.16 million in 2011.

FAW-VW produces the Golf 4-based VW Bora sedan, Golf 5-based Sagitar sedan, the current Jetta 6 sedan and Golf 6 hatch, the Passat B6 'Magotan' sedan, wagon and CC variations. FAW-VW sales have grown from 111,000 in 2000 to 1.08 million in 2011.

The two VW cooperations together sold 2.24 million vehicles in 2011, making China Volkswagen's largest market by a considerable margin. The larger Passat-based models, in whichever generation, are the most popular models.

The Passat first appeared in Australia in 1974, winning Wheels Magazine's Car of the Year award (VW's first). The Passat was locally assembled in VW's Melbourne plant until early 1977, the first factory outside of Germany to assemble the new model.

Around the world the Passat has been known by a wide variety of names at various times – Dasher, Quantum, Santana, Magotan, Corsar and Carat. Total Passat production, since 1973, passed 15 million in 2007 and is now approaching 20 million. The Passat is due to pass the Beetle's 21.5 million total in the next year or two, which would make the Passat VW's second-most successful model of all time after the Golf.

## VW XL1 in testing.

The ultra-fuel-efficient Volkswagen XL1 has been spied undergoing hot-weather testing in southern Europe, ahead of the plug-in diesel hybrid's 2013 launch.

The images reveal two XL1 prototypes – one silver and one matt black – both of which appear almost identical to the sub-1.0 L/100 km XL1 concept that was first unveiled at the 2011 Qatar motor show early last year.

Although the spy shots show the prototype twins with a conventional visible wheel design, the rear wheels of both vehicles are set back behind the exterior panels indicating that the production model will retain the concept's flush rear wheel covers that improve aerodynamic efficiency.

The futuristic front-hinged scissor doors, LED headlights and tail-lights and minimalist interior will also carry over into the production car. Less clear at this stage is



whether the production model will inherit the concept's rear-view side cameras and internal digital displays or trade them for traditional side mirrors.

The Volkswagen XL1's powertrain promises to be no less technologically advanced than the concept, however.

Like the concept, the production model is expected to team a 35 kW 800cc two-cylinder diesel engine, a 19 kW electric motor and a lithium-ion battery pack, with a seven-speed dual-clutch DSG automatic transmission sending drive to the rear wheels.

Despite its modest output, the XL1's super-slippery 0.186 drag coefficient and anticipated body weight of 800 kg means it can accelerate from 0-100 km/h in approximately 12 seconds – roughly the same as other light- and small-sized diesel vehicles.

Best of all is its anticipated fuel economy, with Volkswagen targeting a combined cycle rating as close to the concept's 0.9 litres per 100km figure as possible for the production car.

Volkswagen confirmed late last year that the two-seat plug-in would enter production in 2013, following its anticipated unveiling at an international motor show, potentially Frankfurt in September.

## Volkswagen tops quality survey.

Volkswagen is the leading automotive group for total vehicle quality, according to the results of a new survey by US industry analyst Strategic Vision.

Volkswagen topped the 2012 Total Quality Index ahead of Ford Motor Company and Chrysler Group in the survey that ranks manufacturers based on the number and seriousness of problems reported by owners of new vehicles, as well as the perception of quality the owner gets from the vehicle.

Renowned quality leader Toyota Motor Corporation, which includes Lexus, was the highest ranked in terms of problems reported by owners, but fell short of Volkswagen, which includes Audi, in the Total Quality Index, where the Germans were found to offer owners a greater feel and impression of quality than the Japanese.

The result is welcome news for Volkswagen, which has struggled in regular similar US vehicle quality surveys conducted by analyst JD Power and Associates.

In February's 2012 US Vehicle Dependability Study, Audi fell short of the industry average ranking and Volkswagen brand was seventh from the bottom, while in June's 2012 Initial Quality Study, Audi again

came in just below average while Volkswagen slumped to fourth from the bottom.

Strategic Vision president Alexander Edwards said innovation was a key factor in owners' perceptions of quality.

"The key to success and sales will be products that satisfy the customer's increasingly insatiable need for innovation, and the complete picture of quality," Edwards said.

Strategic Vision vice president Christopher Chaney said German and American manufacturers have closed the 'problems reported' gap to the Japanese in recent years while moving beyond them from an innovation perspective.

"Full-line corporations like Toyota and American Honda Motor are as strong as ever in terms of percentages of people reporting problems," Chaney said.

"It's just that others are doing such a great job also, and they have excelled in providing the kind of innovation that influences perceptions of quality.

"Look at the Chevrolet Volt. It may not be a sales leader, but those who purchased it were heavily influenced by a number of quality cues that made it a segment leader in Total Quality."

Volkswagen's strength centres on its passenger vehicles, with the Volkswagen Golf, Eos and Tiguan, and the Audi A4 and A8 all leading their segments in terms of Total Quality.

Ford performed strongest in the SUV and pick-up categories, with the Ford Flex, F150 and F-250/F-350 taking out the top spots.

Chrysler's success was spread across three unique segments and three different brands, with the Fiat 500, Dodge Charger and Jeep Grand Cherokee all leading their respective markets.

Honda also had three varied winners in the Accord Crosstour, Odyssey and the Ridgeline, while Toyota failed to take top spot in any individual segment.

Strategic Vision's 2012 Total Quality Index is based on the responses of 45,390 owners of 2012 model year vehicles purchased between September and December 2011.





2012 Strategic Vision Total Quality Index segment winners:

Small car – Fiat 500

**Small multi-function – Volkswagen Golf**

Mid-size car – Chevrolet Volt

Mid-size multi-function – Honda Accord Crosstour

Large car – Dodge Charger

Near-luxury car – Audi A4

Luxury car – Audi A8

Speciality coupe – Mini Coupe

Premium coupe – BMW 1 Series Coupe, Chevrolet Corvette

**Convertible – Volkswagen Eos**

Premium convertible – BMW Z4

Minivan – Honda Odyssey

**Entry SUV – Volkswagen Tiguan**

Mid-size crossover – Ford Flex

Mid-size SUV – Jeep Grand Cherokee

Large SUV – Nissan Armada

Near-luxury SUV – Range Rover Evoque

Luxury SUV – BMW X6

Standard pick-up – Honda Ridgeline

Full-size pick-up – Ford F-150

Heavy-duty pick-up – Ford F-250/F-350

## New Cross Caddy.

Volkswagen has released the first details and images of the new Cross Caddy, ahead of its launch in Europe early in 2013.

The Cross Caddy will join other off-road-themed Volkswagen 'Cross' models already available in Europe, which include the Polo, Golf and Touran models.

The beefed-up Caddy is based on the Volkswagen Caddy Edition 30, already described in this month's Zeitschrift and that launches at the Australian international motor show in Sydney this month.



Sporting a tougher look than the standard model, the Volkswagen Cross Caddy is armed with plastic protectors for the wheel arches, bumpers and side sills.

There are also front and rear metallic strips that add to the Cross Caddy's cosmetic protection pack.

It's a more an exercise in style than substance, although the Cross Caddy will also be available with Volkswagen's 4Motion four-wheel drive system and a dual-clutch DSG automatic transmission for those determined to test it away from the bitumen.

Additional features include newly designed 17-inch

alloy wheels, tinted glass and silver roof rails.

Inside there's a two-tone green/grey front seat design, an adjustable central armrest and grey stitching for the leather steering wheel, gear knob and handbrake lever.

Volkswagen will launch the Cross Caddy in Europe in both five- and seven-seat configurations with a range of petrol and diesel engines along with natural gas and LPG versions.

Volkswagen Australia currently has no plans to sell the Cross Caddy here (none of the other 'Cross' models are sold here either), but there is always the option to add the model later.

## Boxter built at Osnabrück.

The first new-generation Porsche to be built at Volkswagen's Osnabrück plant in Germany has rolled off the production line. Volkswagen finalised its acquisition of the Stuttgart-based Porsche company in August.



The Porsche Boxster S is part of a production expansion strategy that Porsche says will help meet rising demand for its quality sports cars. The company's main factory in Stuttgart will continue to produce the new Porsche 911 and Boxster in a 'mixed-model' operation on a single production line.

Volkswagen CEO Dr Martin Winterkorn said the start of Boxster production at Osnabruck was a clear sign of how quickly the two brands have formed a union.

"Production in Osnabruck means creating synergies that will benefit customers, staff and location alike," Winterkorn said.

The inter-German relationship actually has a strong past, with the former Karmann Osnabruck plant supplying parts for the Porsche Boxster since its foundation. The factory produced car bodies in the 1960s for the Porsche 356 hardtop coupe and for the Porsche 968 in the 1990s, as well as the full assembly of more than 115,000 Porsche 914s between 1969 and 1975. Karmann also built numerous Volkswagen models over the years, including the Beetle and Golf Cabrios, Kombi campers, Golf wagon, Scirocco and Corrado. Karmann went bankrupt in 2009, and Volkswagen bought their entire facility.

The deal that saw Volkswagen buy the remaining 50.1 per cent stake in Porsche for almost 4.5 billion euros (\$5.8 billion) was agreed on in July of this year.



# The Toy Department.

If you are into model trains then the name Märklin will be of no surprise to you.

Märklin released its first wind-up train in 1891, with cars that ran on expandable track. They noted that railway toys had the potential to follow the common practice of doll houses, in which the initial purchase would be enhanced and expanded with more accessories for years after the initial purchase.

Märklin is responsible for the creation of several popular scale model railway gauges. In 1891, Märklin defined gauges 1-5 as standards for toy trains and presented them at the Leipzig Toy Fair. These have scales of 1:32; 1:22.5; 1:16; 1:11 and 1:8 respectively, with corresponding track gauges of 45mm, 63.5mm, 89 mm, 127 mm and 184 mm between the rails. They soon became international standards. However these were quite large, so Märklin followed with O gauge in 1900 (1:45 scale, 32mm between rails), HO scale in 1935 (1:87 scale, 16.5 mm between the rails) and the diminutive Z scale in 1972 (1:220, 6.5 mm between the rails) – the smallest in the world for decades. Today only the tiny Japanese T and ZZ gauges are smaller.

Today, Märklin manufactures and markets trains and accessories in Gauge 1, HO scale, and Z scale, as well as their Märklin Digital train control systems. The Märklin catalogue is extensive, and you can browse their model train stuff at [www.maerklin.com](http://www.maerklin.com). In 1994 Märklin acquired a Nuremberg based model train manufacturer named Trix. Today Trix is another brand of Märklin Holding and covers N-scale and DC-operated HO scale. Märklin's older trains are considered



highly collectible today, and Märklin's current offerings enjoy premium status among model railway hobbyists.

Although Märklin is best known for its trains, from 1914 to 1999, the company produced mechanical construction sets similar to Meccano and Erector. Between 1967 and 1982, the company produced a slot-car system called Märklin Sprint. Märklin also produced numerous other toys over the years, including lithographed tinplate toy

## Miniature Automobiles of Thermoplastics for Use with HO Gauge

*Scale Reproductions of their prototypes. Each model is available in several colors. These autos have been designed specifically for decorating, detailing, and completing model railroad layouts.*



860/3 Volkswagen • Length 2 in.



860/2 Porsche • Length 1 3/4 in.



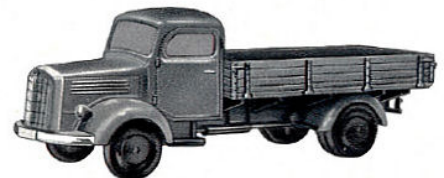
860/1 Mercedes 300 • Length 2 1/2 in.



860/6 DKW • Length 2 in.



860/4 German Ford "Taunus 12M" • Length 2 in.



860/7 Mercedes Truck, 3 1/2 ton • Length 2 1/4 in.



860/5 E Volkswagen Delivery Van, 1 tone • Length 2 in.  
860/5 M Volkswagen Delivery Van, 2 tone • Length 2 in.



860/8 E Mercedes Bus, 1 tone • Length 4 in.

860/8 M Mercedes Bus, 2 tone • Length 4 in.





automobiles and boats. From 1909 until well into the 1950s they sold a range of alcohol-burning model steam engines. These were very educational toys, and could be linked to dynamos to provide lighting.

On 11 May 2006, the company, which had until then been owned by the three families Märklin, Friz and Safft, was sold to the British investment group Kingsbridge Capital, with the support of the employees. The new shareholders plan to restructure the company and make it profitable again. The purchase price was approximately \$38 million. At the time, Märklin had approximately \$70.5 million in debt, as a result of several years of slumping sales.



On 4 February 2009 Märklin filed for insolvency at the Göppingen municipal court. A year and a day later, on 5 February 2010, Märklin announced a return to profitability.

For us the interesting Märklin railway accessories are the car and truck models they made to suit model railway



dioramas. Being German their range has always included Volkswagens, including early Beetles, Ghias, Type 3s and Kombis. Some of these models can still be found in collector shops and on line – do an Ebay search on 'Markin VW'. As I write this article there is a 1/43 VW bus selling on Ebay for \$580 (Buy It Now!). In more recent years Märklin has made HO railway models of Golfs, Sciroccos and T4 Kombis, and there are plenty of them on Ebay.



This month's main illustration has been kindly provided by club member Greg Christie, which shows various model VW buses of the 1950s. If you look carefully in small print you will notice the recommended price of these models back then, and yes they were all under \$2 US.

If you have one of these fine examples MINT in box then you certainly have an investment on your hands.

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

**MÄRKLIN**

PORSCHÉ 910

**neu**

Die interessantesten Typen, die der Straßenverkehr zeigt, gehen bei uns als Modelle im Maßstab 1:43 in Serie. - Das Besondere an diesen kleinen Wagen ist die bis ins Feinste durchgearbeitete Ausführung aller Details. Türen, Motorhauben, Kofferraum-Klappen usw. sind beweglich, die Fenster verglast. Die Autos werden sehr solide in Zinkdruckguß hergestellt. - Wir beginnen die Serie mit dem VW 1600 Variant in 5 Ausführungen und dem Porsche 910, denen weitere Modelle laufend folgen werden.

Auch für die MÄRKLIN-Modelleisenbahn und die MÄRKLIN-Sprint-Autorennbahn zeigen wir sehr interessante Neuheiten.

**MÄRKLIN**





## Burwood Spring Festival. Sunday 16 Feb.

In previous years the Burwood Spring Festival has always clashed with Canberra's German Auto Day, both held on the same weekend. But not this year! The keen VW fans were able to go to both. However family commitments again held me to just one.

Burwood Council celebrates the arrival of spring with their Spring Festival, held on Burwood Park. The whole park becomes abuzz with food stands, showbags, kids activities, dancers, model boats, farmyard animals, carnival rides – and of course a classic car show. With limited space, those interested needed to prebook to display their cars.

Owners were required to arrive before 9am, but I knew from experience that the space would fill earlier than that. 7:30am would be better, which meant an early night! It was tough for us this year, as Lily had a school performance the night before and was very tired when roused for a 7am departure!

The streets were almost empty as we drove to Burwood, and were marshalled to the entry off Park Rd. I could already see Ray and Shirley, and Wayne, Laurie and Gwen parked on the grass. Jeff and his Dad were also there. We paid our \$10 entry, got checked off, drove in and parked next to the other VWs. Lily still sat half asleep in the passenger seat and watched as I set up the roof, flag and pole and Club membership display.



Classic cars kept arriving, but it was first arrive first park – not all the VWs got to park together. Joe was a few places the other side of some Morris Minors, while Alex's Herbie, Peter's Oval, a couple of Superbugs and a nice early Kombi were a few rows away.



The weather was perfect, fine and sunny, but it was still early. Lily wanted to know when the carnival rides would start – not until after 9am – so we went for a walk to look around. We looked at all the yummy food stands, and what a range of things to try. Satay sticks; kebabs; paella; chips on a stick; corn on the cob, and Lily's favourite, churros (imagine long straight donuts). We also sampled fresh sugar cane juice (with lime), watching as the man fed the sugar cane into the juicer. Lily thought that was super yummy.

The radio-control model boats were sailing gracefully around the little lake; models of Manly ferries, destroyers, tugboats and even the Titanic. Probably not as exciting as radio control aeroplanes, but certainly not as much damage when they crash. We also walked past the farmyard animal nursery, but Lily is getting a bit old now to pat little lambs and goats.



The crowds were growing and it was warming up. We headed back to the Kombi for sun cream, and Lily helped me top up the Kombi's water tank. We stayed for a while talking to passers-by, but Lily was keen to try the rides once they started. It was \$5 a ride, or 5 for \$20. Of course the best ride, the swinging platform, didn't use those tickets and cost an extra \$8 (!!) Lily was only allowed one go on that one.

The VW gang took it in turns to go for a look around, or stay and talk to passers-by. Burwood has a very high





mudguards, or even opened the doors to sit inside. I caught one lady trying to open my Kombi's cupboards to see what was in them! But Jeff, Wayne, Ray and Laurie didn't mind pretty young girls having their photos taken with their VWs.

At 3pm there was a presentation for the Best '50s, Best '60s and so on – around 20 trophies altogether. Their PA system failed so it was a bit difficult to work out who won what. But Wayne won a trophy for Best Classic Commercial for his blue Kombi Microbus – well done, Wayne! This was the only winning VW.

The cars then started packing up and departing – but Joe had already left several hours earlier. Ray and Shirley packed up their picnic gear, and I put away the flag and pole. The

portion of Asian residents, and many of them were very interested in our classic Volkswagens. Jeff's Superbug had a group of four giggling Japanese girls have their photos taken with it - but Jeff missed it! Nearly every spectator seemed to have a camera. Many of them asked me, "how much do these cost?" We gave away around 50 membership brochures.

The kids had lots of things to see and do. There were fire engines, ambulances, police cars and NRMA vehicles to look at and sit in. There was even that weird NRMA 'bitsa' vehicle from their TV ads to look at. Kids could have their hair platted, face painted, skin tattooed (temporarily), and try colouring in, singing, clay moulding, cup cake decorating or plaster painting at some of the trade stands. It was even possible to try the Church of Scientology's E-Meter if you were so inclined (no, we didn't).

Lily was getting very tired by lunchtime, as it was quite hot and she had been on all the rides. She didn't really fancy the food stalls or the Smurf stagemshow, so we strolled over to the air-conditioned Westfield centre across Burwood Rd. The crowds were huge. We ate at the food court (Lily wanted Oporto), then walked back to the Kombi. I had to stay until the end (at 4pm), but Lily was ready to go, so Helen met us and took Lily home.

The rest of us stayed and talked to passers-by, sometimes shooing them away when they leant on the

cars were making their way out, but the crowd for the rides nearby was as strong as ever.

We had a fantastic day. So many things to see and do, for kids and grownups, and a great opportunity to show off our VWs and promote our club. And a great way to welcome in spring!

Phil Matthews





## Festival of Sporting Cars, Eastern Creek.

Saturday the 29th September saw me assisting as an official at the FOSC Festival of Sporting Cars event, held at the new Sydney Motorsport Park (aka Eastern Creek), on the newly opened south circuit complex.

This was a one-day event, and as the event name would indicate catered to a vast array of sporting cars, ranging from modern sedans to classics sedans, sports cars and open wheelers from by gone eras.

I was assisting with time keeping and had a great view of the day from the new control tower. Sharing the tower with Race Control officials gave a good understanding of the intricacies of how a circuit meeting meeting runs.

With my background being in rallying I can now appreciate (as with rallying) the great job done by volunteers, not only to run efficient events but to also how competitor, official and spectator safety is paramount. So much so I reckon the greater risk comes from driving to and fro the event.

From my perch in the tower I had a great view of the day's qualifying and races. I had two favourites on the day, one being a Match being driven as hard on the day as if Frank was behind the wheel, a delight in engineering and in styling.

My favourite though was Greg Mackie in his Beetle.

Watching Greg took me back to the TV coverage of Amaroo Park days when they used to run the sports sedans there in the early 1980s. Channel 7 and commentator Mike Raymond used to broadcast the event, and we are lucky that a short piece of footage of Greg racing the Powertune Beetle exists in the Club DVD library, recorded by Steve Carter. Evan Green might not have liked 'Herbie' then, but everyone else sure did.



In fact Greg raced VW Beetles even earlier – he drove a VW 1200 with Graham White at the very first Bathurst 'Armstrong 500' (as it was called then) in 1963. Barry Ferguson and Bill Ford won the Class A that day, beating a Mini 850, but Greg's Beetle finished fifth in class (behind two more Beetles!)

Over the years since, Greg has lost none of his skills. He still has the same precision he showed back then, when he raced the Powertune Beetle painted red and fitted with huge flares and wings and was the giant killer of the sport sedan category. Adrian at Powertune still owns the flared red race

Beetle, but it is in storage and is no longer seen in public, sadly.

This time Greg was racing his matt black early '60s Beetle that we saw at the VW Nationals Supersprint in May. Number 8 handled as if it was on rails around the tight and twisty South Circuit, dicing with Morrisies, Hillman Imps, Mini Coopers and Mk1 Ford Escorts all day. A real flash back to a bygone era where the competitor was the engineer, team tactician and driver all rolled into one and you would "run what you bring."



A real credit to Greg, his driving skills and meticulously prepared race car which is a mix of "old School" and new technology, you got to love that!

Legends never die, they practice the art of "Adventure before Dementia!"

I found the Powertune Beetle pic at [autopics.com.au](http://autopics.com.au), a great web site for historical motor sport photos.

Uch Perazza

## Hubertus Oktoberfest. Sunday 30 Sept.

I'm penning this just after having been dropped off home by El Presidente Mr Steve from the Hubertus Club Oktoberfest.

Steve couldn't get to Warwick drags, so next on the list was Club VeeDub display organised by Raymond Rosch.

Steve has always been the thorough planner and when he picked me up made sure there was enough room in Carter Jnr's beetle to fit my wheelchair (he's seen the results of me and large glasses of beer before). His planning was spot on.

As planned by Raymond we met at 10.00 am on the concrete area in front of the club building, lining up Matt's Scirocco, then a Golf, Kombi, Polo, Ghia and several Beetles, chrome and paint dazzling in the glorious spring time sunshine.

The dazzling beacons of light shimmering from the cars was as if it was summoning the faithful on their pilgrimage from the car park up the hill to the heavenly delights that lay ahead.

We did the usual thing, greeted club member as they arrived and parked up.





Not being able to attend many organised events I listened sympathetically to the woes of newly found blemished paint spots, to those bargains on Ebay that got away, and the eternal conundrum of when can you have too much horsepower (Veedubbers are so diverse in their focus).



Small talk over a small group led by El Presidente, Karl, Rudi and I thought we best promote Club Veedub which is why we were all there. Strangely neither Brian or Phil (Oktoberfest stalwarts) came along this year; both were unwell that weekend. With the largest collection of the crowd now being congregated in the beer hall we decided to turn our backs on the sun of the car park and venture inside to raise



our clubs profile and a stein or two.

On entering the beer hall all our sense were engaged. Oom Pah Pah Band belting out tunes, folks dancers, rows of tables filled by people eating and drinking. The aroma of an array of German pork meals, sauerkraut and potato cakes filled our nostrils and made us salivate.

The plan of eat drink and be merry needed to be put into play, so now being 11:00 am and so overcome by thirst the process would of course be to start with steins of beer, the perfect thirst quencher and complimentary beverage to go with the plates of pork and sauerkraut that was soon to follow.

I was lucky enough to be in Munich last year for Oktoberfest and the Hubertus Club event certainly carries the spirit of the original in the Home Land. Maybe not so many lederhosen to be seen as the original but still very well catered for and attended.

The advantage the Luddenham event was being a local I never faced the risk of holding an empty stein thanks Steve, Rudi and Karl, and to Hicco Jnr and Mrs Hicco Jnr who had the knack to turn up as just as I took the last sip of the golden amber to hear, "ready for another?" must be a Hicco gene)

To sum it up a great day full of sunshine, fine people, great food and beer.

Thanks to Steve for getting me there and home and a special thank you to Yara for the pic proving Veedubbers are the horniest. And to those 10,000 pigs who now go through life without knuckles and gave them up to help make the day a culinary success and a feast for the senses.

Prosit!

Uch Perazza





# German Auto Display Canberra 2012.

Previously known as German Autofest, the Auto Display is a Canberra event held in September each year, which includes all German marques. It is comprised of a large car show, normally on the shore of Lake Burley Griffin. However this year the event had to be moved to a nearby car park.

Traditionally, Club VeeDub Canberra runs a VW cruise on the Saturday afternoon before the event, and this year was the same. With around 40 cars in attendance, we headed to the southside and visited the Tuggeranong Homestead, where we set the cars up for a photo session in front of historic shearing sheds. I did my best in relaying some history to the dubbers, before we headed off for a BBQ at the Canberra VW Centre at Tuggeranong. With sausage sandwiches and a jumping castle for the kids, what more could you want?



The Sunday car show was reconfigured this year. Normally we park on grass and spread around as we need to, however this year we were confined to a car park and limited parking allocations.

Without knowing what cars were attending, a lane system was set up to display the cars, and this in general worked well. Our marshals were busy directing vehicles and by lunchtime we had a huge number of cars – from memory we had 137 VWs, which was a record for our show. We also took Audi under our wing this year and they had 8 cars on display.

Our major sponsor for the show was Lennox VW, who brought 6 cars along for public viewing. Our other sponsors



for the event were Beetle Exchange, Volksparts, Canberra VW Centre Tuggeranong, Car Care Products, and Kombis For Occasions. We thank our sponsors for their support, and ask that you remember them if you're shopping around.

Due to some hectic times and over-abundant paperwork, I don't have the trophy data on me, but we handed out a larger number of trophies this year to some happy recipients. All things going well I'll get the trophy info posted in the next magazine.



We recruited our judges this year from attending members and saw that the large number of cars gave them a hard task, however they succeeded in giving us a list, and we are thankful for their time. Being as this is the club mag, I would like to thank Raymond, who jumped in to be a judge for me when I was struggling to fill numbers – I know you wanted a quiet day and I'm appreciative of your commitment!







No large event runs without any issues, and we had a couple, however all things considered I think the weekend (cruise and carshow) ran fairly well. A big thanks to the committee, who have been organising this for many months, and also to the volunteers on the day – you know who you were. I won't try and cram names in here because I know I'll forget someone, but to quote young Mr Grace, 'You've all done very well!' As always we are open to feedback – good and bad – so let us know your thoughts so that we can make the event even better. I was going to feature a few individual locals and their efforts on the day but have run out of time, so will work on this for next issue.

Bruce







## Warwick VW Drags Weekender.

The Vintage Vee Dub Race Team recently travelled to the Warwick Drag Track in Queensland for the 7th annual event, put on by Volkswagen Magazine Australia. It's a good 12 hour drive with stops along the way, but the drive is made easier with several people in the car and regular driver changes.

We left Sydney around 5pm on Thursday night, stopping for dinner at the Cessnock RSL, and arrived at the Warwick Race track around 5.30am on Friday morning to set up our camp site. Racers continued to arrive throughout the day and into the night. On Friday night our group was catered for by Louie Guevara, a long-time Club member now residing in Brisbane. Louie is of Spanish background and always make us (16) eat the traditional Spanish Paella, with a few cold ones.

Saturday morning saw the Street and Park parade in Warwick town, with practice racing starting at 1pm to approximately 4.30pm when light rain stopped the proceedings.

The VVDS car had five flawless

passes with a quickest time over the 1/8 mile (201.1 m) of 6.6 seconds @ 177.1 km/h (110 mph) being the 2nd quickest pass on the weekend and a personal best for the car.

During the afternoon Rod Penrose finally debuted his New Beetle Dag car with some impressive trial launches and practice runs. We first saw this new car at the Sydney drags in February, but it didn't run that day. This time we saw the New Beetle 'funny car' run, but unfortunately he was stopped by a small breakage in the throttle body linkage.





Louie's car ran very well over the weekend, being the old VVDS race car now fitted with a Subaru twin turbo engine. Sorting out has taken some time and he now realises that twin turbos are not as good as a single aftermarket set up – unless you have Porsche or Audi's race budgets!

Dave Stoker's car piloted by Mike Waldron ran the fastest time on the weekend with a 6.2 @ 181.9 km/h (113 mph), before a small breakage put them out of Saturday's qualifying time. But after a bit of hunting around a new part was made and fitted ready for action on the Sunday.

Brad Young from Westside was unable to make his car 'The Junka' start up, and he spent the weekend inside the tent with tools in hand. Pity it wasn't a welding job or it would have been on the track in no time, such are his skills there.

After the rain, the action moved to the Big Top tent for a buffet dinner and Tappet Cover Racing. Even with the rain the weather was quite mild for camping, however in previous years it has been known to be below freezing!

On Sunday morning before Racing began, the track requires a few hours of cleaning up by the Warwick Drag Track crew. Another one hour practice session was under way with actual racing being around 11.00am.



next issue of VWMA, on sale at your local newsagents next month. Make sure you grab a copy.

Looking forward to the Sydney 2013 event to be held on Saturday 23rd February, at Western Sydney International Dragway, Eastern Creek, followed by next year's Warwick event in October.

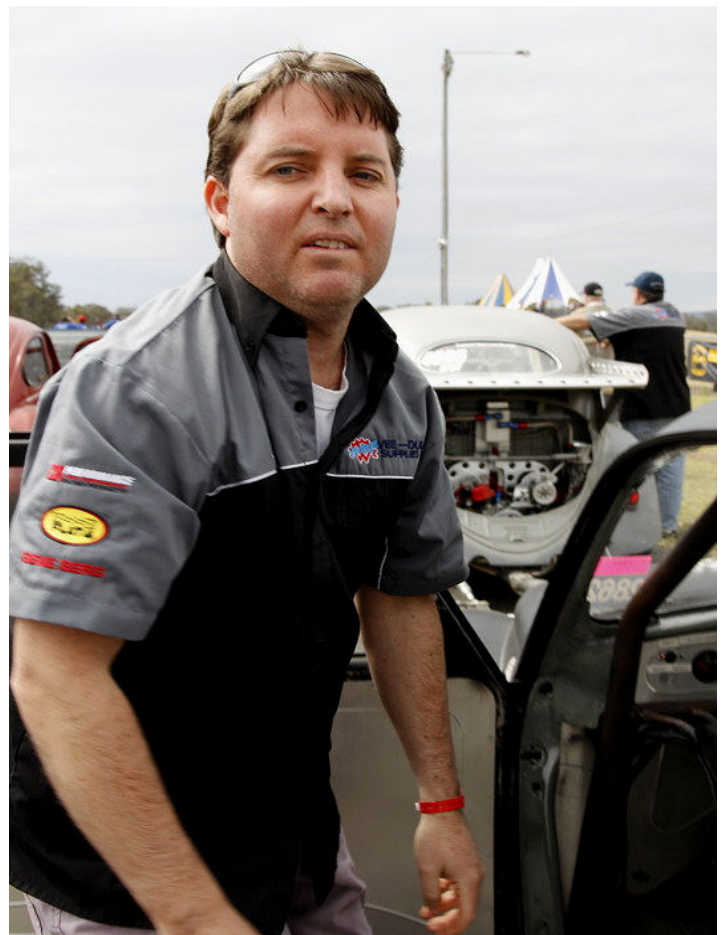
David Birchall



The racing consists of 4 rounds. The two drivers with the most wins or in the case of a tie the finalists are determined by the closest driver to run to their dial in time, the they advance to the final race.

The VVDS team had 3 from 4 wins, but missed the final on the count back system closest to dial in time, so we packed up and headed off to the Royal Hotel in Tenterfield to watch the Footy Grand final and a few beers and steaks, and a restful night sleep in a bed, and a relaxing day's drive back to Sydney on the Monday.

There'll be full results and lots of colour photos in the







## Volkswagen K70 - the forgotten VW.

Kurt Lotz, Volkswagenwerk's second chairman, took over on the death of Heinz Hordhoff in 1968 and inherited a problem that would have dissuaded a lesser man from accepting the position.

VW was virtually a one-product company. The Beetle formed the overwhelming majority of production, with the 1500/1600 Type 3, 411/412 and Transporter making up the numbers to appear as if the company really did have a 'range' on offer. While many prototypes were built and tested, from the production point of view nothing changed.

Sales of VWs were falling steadily in the face of some intense competition from Fiat and Renault particularly, with Opel, Ford and the Japanese preparing to make determined sales efforts in the market segment that for so long had been VW's sacred turf.

Lotz, therefore, had a massive problem – diminishing sales, plummeting profits, a less-than cooperative management group, a huge work force and nothing remotely competitive forthcoming from the Research and Development department, such as it was in those early days.

As management skills were in need of revitalising, Lotz set up Rhode House as a special learning institute for VW managers to attend for further training, and funds were dramatically increased for Research and Development with major restructuring of responsibilities. New ideas and new blood were required for the long-term survival of VW, which to Lotz meant that he had to go out and do some buying.

Heinz Nordhoff had earlier secured Auto Union in 1965, bought from Daimler Benz not for their product range, but to use their Ingolstadt factory to make Beetles. An unexpected benefit was that VW subsequently gained entry into the more profitable medium-luxury market segment with

the Auto Union Audi 75 and 90, but more importantly VW had also gained an engineer and administrator of immense capabilities, Ludwig Kraus, a man who would have a profound influence on the regrowth of both Audi and VW.

Kurt Lotz's acquisition took place in 1969 when he successfully negotiated to take over the ailing NSU Motorenwerke in Neckarsulm, and merge it with VW's Auto Union division to form Audi NSU Auto Union AG.

Unfortunately for Lotz the takeover was not achieved without some drama. NSU shareholders were angry because they knew that a completely new medium-sized car, designed by Ewald Paxl, was ready for release. Because of the poor reputation of the VW 411 in the same market area, the NSU shareholders firmly believed that they were saving VW.

This new car, which by then was an open secret due to some well controlled 'leaks' in the press, was the centre of Lotz's interest throughout the transaction. To placate the NSU shareholders, it was agreed that their new K70 would indeed go into production, but as a VW, not an NSU. The 'K70' name came about because it was intended to produce 70-bhp, and the K was for 'Kolben', German for 'piston.' The Germans called it the 'ka siebzig.'

This was an historic decision for the board of management of VW because it was the first of several steps aimed at modernising the VW range of cars, and making a deliberate break with their tradition of powering VWs with air-cooled engines in the rear.

The VW, nee NSU K70, was the first VW to be powered by a water-cooled engine, the first to use an overhead camshaft and the first to be front-wheel driven. It became, some might say by default, a rather significant automobile. Its place in history was guaranteed.

The K70 was typical of the new range of cars designed by Dipl. Ing. Praxl, in that it was a technically advanced automobile. As was NSU philosophy, the engine and transmission were designed as a unit, which meant that the K70, like its big brother the Ro80, would be front-engined



with front-wheel drive.

Previous four-cylinder NSU engines, as used in the 1000 and 1200 series, were SOHC air-cooled units with a legendary reputation for reliability and longevity. Because of the market segment at which NSU was aiming the K70, it was decided that water-cooling was desirable. Apart from the different cooling medium and larger capacity, many design elements were carried over so that the K70 engine could be produced on the existing production machinery.

Cylinder bores in the cast iron block were 81mm in diameter, while the stroke of the counter-balanced five-bearing crankshaft was 76mm, giving a capacity of 1567cc.

The aluminium cylinder head featured a chain-driven overhead camshaft and cross-flow porting arrangements. Adjustment of the individual tappet clearances, as with all NSU piston engines, was through removable pressed metal caps held in place by spring clips, one cap for each valve.

A horizontal twin-choke Solex 40 DDH carburettor provided the fuel mixture to the cylinders through separate ports. The engine developed 67 kW at 5000rpm and 138 Nm of torque at 3000-3800rpm.

If the engine could be considered advanced conventional, then the transmission layout was totally unique. So that they did not have to cope with the adverse pendulum effect on handling of an overhung engine at the front, the NSU engineers designed an extremely compact 'three-tiered' transmission in which power was taken from the clutch to the gearbox via removable upper shaft (for ease of clutch



servicing), which drove the centre shaft which in turn drove the lower output shaft to the differential, which was located below cylinders 3 and 4.

Drive was then taken to the front wheels by equal-length drive shafts with inner and outer constant velocity joints.

Braking was by a dual circuit vacuum-boosted disc/drum system, the front disks being mounted inboard to reduce unsprung weight. The rear drums were finned for better cooling.

In keeping with the advanced nature of the K70's specifications, it had fully independent suspension. Based on NSU's experience with the larger Ro80, it used MacPherson







struts with coil springs, lower pressed steel wishbones and a stabiliser bar at the front, while at the rear tubular steel semi-trailing arms were used together with coil springs and telescopic dampers. Wheel movement was 190 mm at the front and 235 mm at the rear, combining with the long wheelbase to provide the car's occupants with an exceptionally smooth and compliant ride. The only disadvantage of the system was that the K70 developed considerable body lean when cornered enthusiastically.

The front suspension provided centre-pivot steering geometry for the rack and pinion steering.

Although powered by a relatively small 1.6-litre engine, interior room and comfort was superior to many far more expensive cars because of the decision of Ewald Praxl and his team to use a 2690 mm wheelbase. Large, well-shaped but firm bucket seats with reclining adjustment were provided for the front occupants, and a wide bench seat with centre armrest for the rear passengers. As with the Saab 99 the K70's rear seat squab could be laid down to facilitate the loading of lengthy or bulky items, a feature that has only now become a selling point for other manufacturers.

Being an automobile designed by enthusiasts, the K70 catered well for the enthusiast driver. Ample adjustment was provided by the bucket seats and the floor gearshift was well placed and crisp in action. The steering wheel was at a comfortable height and angle with excellent 'feel', and the large circular instruments (including a tachometer) were in a reflection-free binnacle directly in front of the driver. A comprehensive heating and flow-through ventilation system ensured a comfortable climate for the travellers.

Contained within the short rear overhand was a huge luggage compartment, more than capable of carrying the family's cases on the annual holidays.

Safety was high on the NSU engineers' list of priorities. Active safety was ensured by the sophisticated suspension system, and directional stability was guaranteed by having front-wheel drive combined with the centre-point

steering. The powerful braking system ensured that braking distances would be as short as circumstances would allow.

Passive safety was taken care of by carefully designed crumple zones front and rear, sturdy pillars for rollover support and by having the fuel tank mounted outside the body under the rear seat.

Arriving two years after the highly acclaimed Ro80, and being designed around different parameters, the

K70 had a rather conservative body style. Aerodynamics did not assume a major role as with the Ro80.

From the first sketches by Claus Luthe, the shape of the K70 was more upright and much squarer than the avant-garde Ro80. Buyers in the DM7500 market segment – on 1969 prices – were deemed to be less likely to purchase a car that they viewed as radical in appearance when compared to its competitors. What the engineers lost in aerodynamics the marketers gained in promotable roominess.

In December 1966, when NSU was still independent, approval was given for developing the car for production, based on a 1:1 mockup presented to the board. At the same time, the Neckarsulm factory was reorganised to manufacture the K70 in a volume not previously envisaged for an NSU model.

Following the stormy takeover meeting, plans were announced by VW to produce the K70 in a new plant at Salzgitter, a city southwest of Wolfsburg in northern Germany.

Apart from the obvious badge swapping, not much was changed by VW's engineers. The engine's bore was increased from 81mm to 82mm, raising the capacity to 1605cc, and two different versions were offered. The lower compression model gave 56 kW, and the high compression model gave 67 kW. Minor changes were also made to the suspension to slightly lessen low speed harshness over bumpy surfaces.

Production began in the autumn of 1970 and exports to other EEC countries started in early 1971.

In the European motoring press the K70's handling and ride received high praise, while road performance was good for a 1.6-litre engine in a car of its size, and competitive with modern rivals such as the Renault 16, Saab 99 and Peugeot 504. Understeer was the predominant handling characteristic, allied with considerable body roll, a legacy of the long wheel movement available. Stability at speed under all weather and road conditions was exemplary. As was typical of all VW cars, construction quality was excellent.





On the debit side, the K70's engine was noisy when extended through the gears, while the steering, although accurate and well weighted, was felt to be too low-geared. The car was also thought to be too expensive for a 1.6-litre.

Late in 1973 VW introduced a revised K70 with a 1.8-litre engine and 75 kW. Four round headlights distinguished it from the old model. VW also added the seats, and the steering wheel, from the VW 411 and added new bumper bars from Audi.

Sales continued into 1975 when the success of the Passat spelled the end for the K70. By the time the model was phased out, a total of some 211,127 K70s had been built in Salzgitter.

Other events had overtaken the K70. Good as the car undoubtedly was, its parentage counted against it within the new VW and Audi hierarchy. It was forced to compete with the Audi 80 and 100, and the comparatively primitive VW 411/412 from within its own organisation, as well as worthy products from several other manufacturers. Also, the reputation for unreliability earned by the Wankel-engined big brother Ro80 was unfairly transferred to the K70 in the eyes

of the buying public.

While the K70 did not do as well on the market as VW (and Kurt Lotz in particular) would have liked, there can be little doubt that many more would have been sold if the VW Type 4 had not been in the picture.

By 1975 VW was well and truly on the road to recovery with the Passat, Scirocco and Golf, each making major conquests in the market place. In the new modular manufacturing approach, there was simply no place for the K70. It was never sold in the US market, even when the VW Type 4 range flopped there, while the latter Passat (sold as the VW Dasher in the USA) was a success. And while LNC Industries sold a small number of NSU Ro80s in Australia between 1969 and 1973, the VW K70 was never considered for sale here.

In reality the K70 was largely ignored and undeveloped further by the VW engineers. Its chassis engineering was vastly superior to virtually every other front wheel drive car on the market, and could have easily formed the basis for an expanded range of technically advanced cars, large and small, but this was not done.

No sporting versions were produced, no coupe version was considered, and no variant (station wagon) version entered production even though prototype wagons were built and ready. No automatic transmission was made available, and fuel injection was never offered. Parts and modules from the K70 were never used on any other VW models.

There can be little doubt that internal jealousies and rivalry caused the K70 to become nothing more than a stop-gap venture between Beetle and Golf/Passat, used only to buy time for the Volkswagenwerk.

It really deserved a better fate.

Joe Kenright



VW K 70 L



## VW Ignitions.

Early VWs used an ignition system based on the Kettering patents from the 1920s, in which the battery voltage was stepped up to several thousand volts through the use of a transformer, the thing we call the coil. But transformers only work when the voltage is changing. Alternating current 'changes' 120 times a second (ie. 60 cycles) in the USA, so transformers work just fine. In Australia it's 50 cycles (Hz), or 100 times a second.



To use a step-up transformer in a car you'll need something to cause the voltage to change. Just turning it on and off will work. Henry Ford used a magnetic-reed oscillator, a kind of vibrating switch. 'Boss' Kettering (he ended up running General Motors) had the genius to connect the ignition transformer through a mechanical switch driven by the engine. Opening and closing the switch provided the changing voltage needed to make the transformer work. The switch of course is the ignition points.



The reason a transformer works lies in the physical properties of electrical current. When a current flows through a conductor it generates a magnetic field around the conductor. Conversely, when a conductor is moved through a magnetic field, a voltage will be induced in the conductor. A transformer takes advantage of those principles of inductance by winding one coil over the top of another. At low frequencies you can focus or concentrate the magnetic field by winding the coils around an iron core. And since you can't

move the coils relative to one another, the changing voltage in the primary winding serves as the 'movement' needed to induce a voltage in the secondary winding. And as you've probably guessed, the voltage in either winding is proportional to the number of coils in the inductor; if there are more turns in the secondary, its induced voltage will be higher than the voltage in the primary. But there's no such thing as a free lunch, the total amount of energy remains the same. If you pump in 120 watts (that is, ten amps at twelve volts) to develop, say, 30,000 volts in the secondary (about what you need to jump the gap of a spark plug under worst-case conditions) the current can't be more than about three-one thousandths of an amp (3 milliamps). Actually, things never work out that neatly in reality because there are losses in the coil's iron core, etc.

Those same principles of inductance create a kind of paradox, because when you stop feeding juice to the coil, that is, when the points open and the magnetic field collapses, inducing the 30,000 volt current in the secondary, it also induces a current in the primary as well! It's not very much because there are only a few windings in the primary, but it's enough to jump a small air-gap, such as the one between the just-opening points in the distributor. That tiny spark is enough to erode metal away from the points, and if there is any oily vapour inside the distributor, any oil on the points will become carburized; you'll 'burn' the points.

To keep your points from burning as they open and close, you'll need to provide something to absorb that spike of counter-current, something more attractive, electrically speaking, than the air-gap between the points. That's a job for a capacitor. To the counter-current, the capacitor looks like a black hole, an attractive one. The spike of current dives right in. And the points don't burn. Your VW has a capacitor, mounted quite close to the points. You know it as a condenser.



The points have a tough job, switching up to eight amps of current many times per second at highway speed. Indeed, as engine speed increases the efficiency of your ignition system decreases, thanks to heating problems and fundamental electrical laws. This declining efficiency has a serious effect on your spark voltage and results in poor high-speed performance, incomplete combustion and a host of other ills.

There's also the necessity for regular maintenance and adjustment. Removing the points, cleaning and filing,



resetting the gap, lubing the hinge post, resetting the timing; and of course periodic replacement of the points and the condenser.

But us humans are tricky rascals. To see how tricky, read some articles about electronic ignition systems.



## Car Batteries.

My wife and I are amateur astronomers. In 1991 we journeyed to the tip of Baja California to spend seven minutes and forty-two seconds standing in the shadow of the moon. As total solars go, this was the E-Ticket ride of the century but what made it even more unique was the ability to drive to the location of maximum totality. Our planet is mostly water and the majority of long-duration total solar eclipses are only visible from a ship, too expensive for us amateurs. Most folks guessed there would be at least a hundred thousand people willing to drive down to Baja to experience such an event. Some estimated as high as a million since it's such an easy trip, which is why we decided to leave early.

Seeing as we expected to be away for a full month and in the middle of summer below the Tropic of Cancer, we took the camper I'd built onto my old Datsun pickup. It has a toilet, shower, swamp cooler and all the stuff girls consider necessary for roughing it.

We had a good time. Saw a couple of painted caves that aren't on the maps, did a lot of fishing, beachcombing, surfing and so on. Then came the eclipse. Too spectacular for words; you really had to be there. But a bit of an embarrassment, interest-wise. Best estimate is that less than 5,000 people showed up and the majority of those were from Europe, Asia and Canada.

When we got home, my VW Bus in the garage was dead. Or rather, it's battery was. So I bought a new one. I usually don't. Usually, I hit the junk yards and buy a battery out of a wrecked new car. Usta cost five or ten dollars. More now, of course. But when I went looking I couldn't find any big batteries. And I mean big, like you find in an air conditioned Coupe de Ville. Lotsa little batteries but I wanted a Type 27. Couldn't find one at the junkies so I had to buy one. Delco 'Voyager' 105 A/hr deep-cycle, marine battery, yada yada yada. Cost the earth.

I run two batteries in the bus, one for the engine and an auxiliary for everything else. I had an old Exide Type 27 as the auxiliary but it was more than ten years old and I figured it wouldn't do for the engine. So I bought the big Delco and installed it in August of '91. (The Exide crapped out in 1998 and was replaced with a Type 24 from the junk yard.)

Last week the Delco finally gave up the ghost.

The Delco was one of those low-maintenance types, the kind you have to chisel off the caps to re-fill with water, which I did every couple of years. But last week it wouldn't start the bus. Checking it out, I found a shorted cell. And only eleven years old, too.

I transferred the auxiliary into the engine compartment to get the thing running. Last week I visited the junkies but as before, all I found were little batteries. Finally said to hell with it and bought one. Couldn't find a good one. Wal-Mart and Price Club appear to have driven the local battery shops out of business. Ended up buying one from Costco.

A Type 27 won't fit in the battery space of a 1965 VW bus. It hits the tail light. 'Way back when, I built a new battery tray that raised the battery about four inches. The forward part of the tray is the after part of the rear wheel well and raising it up allows the battery to sit farther forward. The auxiliary battery is just forward of the same wheel well but inside the cargo bay. It's in a box and most folks never even notice it but when you camp, that's what's powering the lights and computers and radios and stuff. I use a pair of relays to isolate the batteries. (If you're using one of those diode isolators, don't. The voltage drop across the diodes guarantees the batteries will never be fully charged and with a lead-acid battery, 50% of the charge is in the top couple of volts. Use locally available relays to duplicate the circuit used in Westys and the better RV's.)

Raising the battery up in that manner, which is only possible on a bus, makes it inconvenient to service since you have to remove the battery to check the water and you have to remove the air filter before you can remove the battery. Since I pull the engine every couple of years, it isn't that big a deal, plus it makes for a neat installation; there's never any corrosion to worry about and the space under the battery tray is large enough to hold two spare quarts of oil without them rattling around.

I wish I could have found a name-brand battery. I've found they last eight to ten years if you take care of them. Although house-brands are usually built by the same companies their quality tends to be lower because they cut a

lot of corners in to keep the price down, which you can discover for yourself by simply taking a few batteries apart. (I recycle the acid then neutralize the plates and melt them down for the lead, which I mold into bullets.)

So howz your battery doing?

Bob Hoover







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