

# Zeitschrift



Merry Christmas everyone !

## December 2012

### IN THIS ISSUE:

**Boris' Picnic Day 2012**  
**Canberra Marques in Park**  
**World's Poorest President**  
**The Last Volksiebus**

**Bigger Better VW 1300**  
**BlueMotion Challenge**  
**Lily's Find-A-Word**  
**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.



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Amanda Stevens	Norm Robertson (JP)	
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Leigh Harris	Grace Rosch	
Mark Stevens	Quentin Robbins	
<b>Chairman:</b>	Bruce Walker	0400 119 220
<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 PO Box 1135 Parramatta NSW 2124	<b>or</b>	Club VeeDub (Secretary) 14 Willoughby Cct Grassmere NSW 2570 (02) 9534 4825
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## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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-on) 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.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
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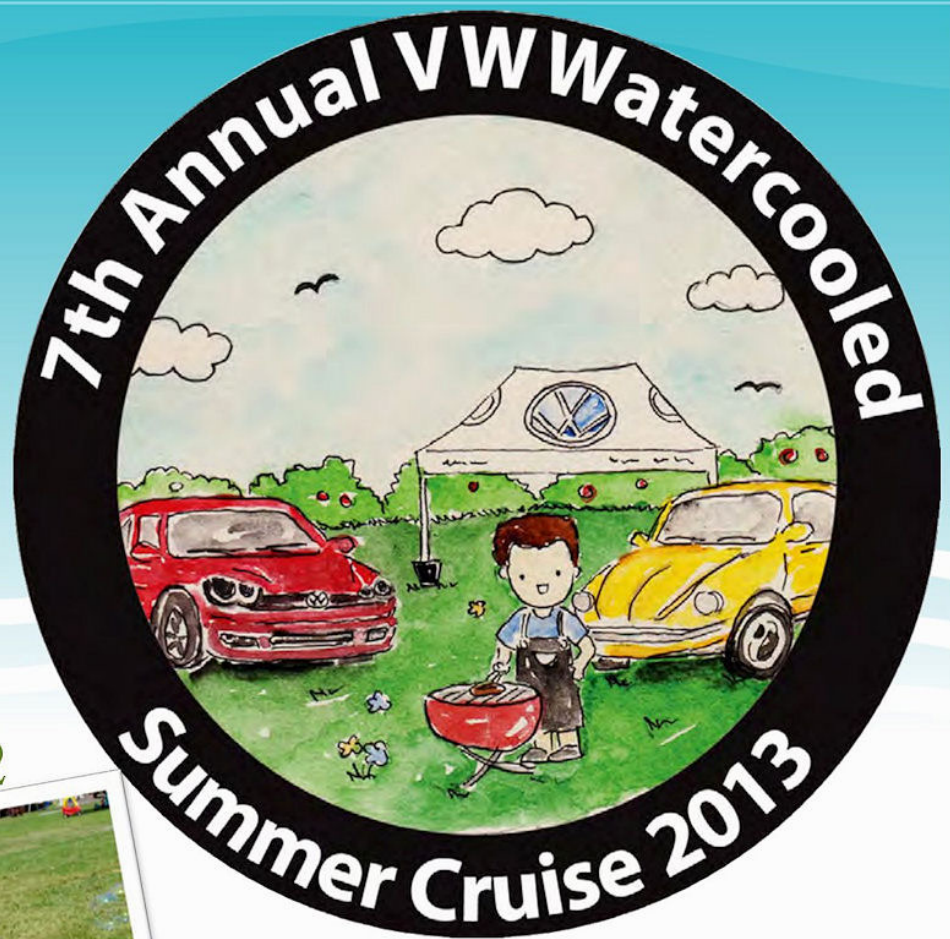
All Metal Bumpers	Mobile Model Cars
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Antique Tyres	Les Barlin VW Automotive
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Camden GTI Performance	VA Spares
Canberra VW Centre	Volkspower
Classic Vee-Dub	VW Classic Kirrawee
Custom Vee Dub	VW Magazine 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.*

SUNDAY JANUARY 20TH 2013



Pics from 2012



## Join us for Picnic by the Sea!

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am, departing at 10:30am and finishing at Stanwell Park at 12:30pm. If you're not up for a cruise head straight to Stanwell Park and meet us under the Club VW Marquee.

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach. All donations on the day will go to the Cancer Council.

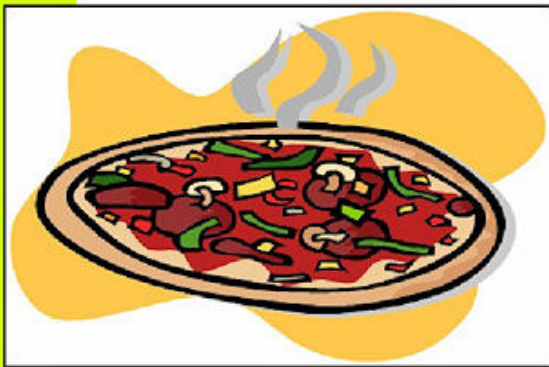
Contact Aaron Hawker – 0413 003 998

# VW Pizza and Pasta Restaurant Night

Let's start off 2013 with a Pizza and Pasta night at Monte Carlo's Pizzeria at Riverwood. Great Italian food, best pizzas in southern Sydney.

**Bring Your Own Grog.**

Don't forget to wear your best Hawaiian shirt!



## Saturday 2 February

### From 7:00pm

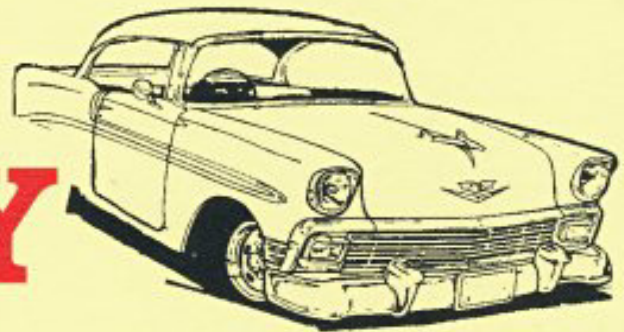


**Monte Carlo Pizzeria  
208 Belmore Rd  
Riverwood**

(parking in the rear - enter laneway  
off Cairns St)

Ring Dave Birchall on 9534-4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday 30th Jan.

# ANNUAL SYDNEY SUPER SWAP



**SUNDAY  
17th FEBRUARY  
2013  
FROM 6AM**

## HAWKESBURY SHOWGROUND

Racecourse Rd, Clarendon NSW  
opposite Richmond RAAF Base

*Car Parts & Collectables*

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*Sports & Classic Cars*

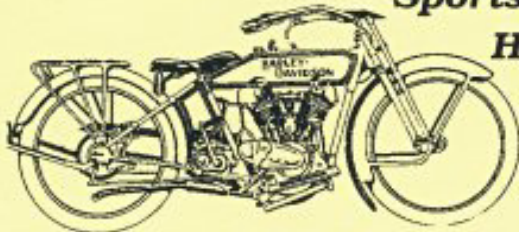
*Hot Rods & Customs*

*Street Machines*

*Motorbikes*

*Vintage Tractors*

*Stationary Engines*



Information:

Ph 0410 44 SWAP  
7927

From 17/1/13

Website [www.vvcaa.com.au](http://www.vvcaa.com.au)

SUNDAY OUTDOOR SWAP SITES  
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**VW MAGAZINE SYDNEY VOLKSWAGEN SHOWDOWN 2013**  
FEBRUARY 23RD



**VWMA DRAG RACE SERIES**

# SYDNEY DRAGWAY

**ROUND 1 SATURDAY FEBRUARY 23RD 2013**

- DAY/NIGHT 1/4 MILE VW DRAG RACING
- VW RACING BRACKETS STOCK TO PRO
- TOP VW SHOOTOUT • SHOW'N'SHINE
- RC DRAG RACING • ENTERTAINMENT
- TWILIGHT CRUISE • FOOD • DRINK

[www.vwma.net.au](http://www.vwma.net.au)

**VW WARWICK OFFICIAL DVD**

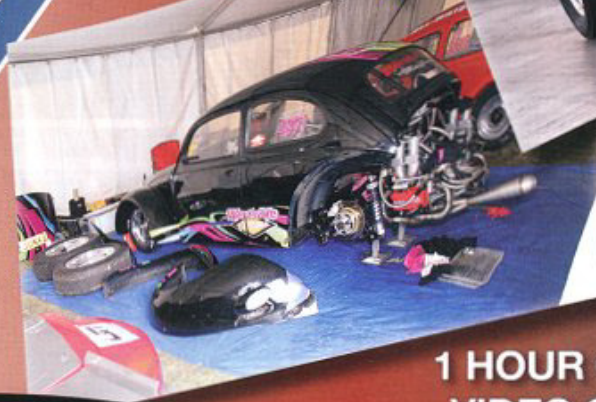
ALL THE ACTION CAPTURED LIVE



ONLINE DOWNLOAD OR DVD



AVAILABLE FROM NOVEMBER 1ST 2012  
ORDER YOUR COPY BY VISITING  
[WWW.VWMA.NET.AU](http://WWW.VWMA.NET.AU)



1 HOUR OF ACTION PACKED VIDEO COVERING ALL THE RACING, INSIDE THE PITS, STREET PARADE, SHOW'N'SHINE, INTERVIEWS



## Von dem Herrn Präsident.

Hi all,

Well Santa will be coming soon, I hope he has a few VW toys for you. The only club event left in the year is the Christmas Party, held in conjunction with general Club Meeting. It's on Thursday the 20th of December at the Greyhound club.

Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles and snacks. See you there!

I could only attend Boris' Picnic Day at Dolls Point for a short while. I had to attend an eightieth birthday party in Katoomba that day. When I left there was good crowd of people there. Thanks to all those who helped run the day. Lily has written a report about the day, which is in this issue.

A few club members made the trek down to the Day of the VW 2012 in Victoria. I would love to attend one of these years; I hear it's a pretty good event. Maybe next year.

There are two great events to start the year off. Firstly the VW Watercooled Summer Cruise on Sunday the 20th of January. See the flyer inside this issue for more information. Air cooled VWs are most welcome too. Phone Aaron on 0413 003998. The second event is a Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria at Riverwood. Don't forget to wear your Hawaiian shirt or dress.

Merry Christmas! See you soon,

Steve Carter



## Kanberra Kapitel report.

December already?! That was 2012 it seems; time races by and already the year is gone. I hope everyone has a relaxing break planned, and maybe a few VW jobs to be done in the garage?

In November we took some cars along to Marques In The Park. There should be a few pictures in the magazine of the members cars on display. Thanks to everyone who came along.

In December we are having our Christmas Lights Cruise. This will be on Saturday the 15th of December, starting at 5.30pm (6pm departure) from Russell carpark. BYO dinner (picnic dinner is the best idea) as we will travel to a local park for a catchup, and then Jay and Chris will lead us on to some of the local lights and displays. Please have a full tank of fuel, dinner for yourselves, and maybe a folding chair or two, and the camera! This event has been a success over the last few years and isn't the easiest to arrange beforehand, so give your support and come along for some VW fun and bright lights! Enquiries to Jay at [jay\\_1965vw@hotmail.com](mailto:jay_1965vw@hotmail.com). An email is going out as well with the info, it would be great to see a good turnout for this.



In January we may have cars on display for Summernats, but we don't have any information as yet - we will keep you posted if we get more information.

In February we have our AGM with a club BBQ and fun event, stay tuned for more in the New Year. If any of you have some aspirations of taking on a position, helping with events, or even new ideas, come forward to talk to someone on the committee about how you can help. Many hands make light work, etc etc, and we'd love to get more faces on the committee. We work to get YOU out on the road with your cars, so let us know what YOU want.

In March we will have our annual Wheels car show, again more info to come on this one.

This month we farewell two committee members as they move interstate - Renee (Secretary) and Neil (Graphic Designer) are leaving us and will be missed by our locals. I'd like to thank them both for their support and help over their time on the committee, and the club in general. Renee has saved me a few times by organising 'stuff' before I realised it needed organising, and Neil's abilities with graphics programs are enviable. On behalf of the local chapter, and certainly myself, thank you both for your commitment, and may the relocation go painlessly.

In 2013 we hope to concentrate more on getting to some of the out-of-town events, so if you know of any specific events you'd like to attend as a Chapter, let us know. A safe festive season to all, watch the roads, and we look forward to catching up again in 2013.

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.**

## December.

**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. Nibblies and snacks provided. 8:00pm start.

## 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.

**Sunday 20th:- VW Summer Cruise 2013.** Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30 and finishes at Stanwell Park at 12:30pm. Or just meet us at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the beach close by. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome - water and air cooled. Phone Aaron on 0413 003998.

**Saturday 26th:- Australia Day Supercar d'Elegance** in Macquarie St, Sydney. The NRMA Motorfest is no more but a new agency has taken over the event. It is now for expensive luxury cars, but if you would like to take part, contact Supercar d'Elegance directly on (02) 9646 1005 or go to [www.supercardelegance.com.au](http://www.supercardelegance.com.au).

**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.

## March.

**Sunday 3rd:- Thirlmere Festival of Steam 2013** at Thirlmere, NSW. Steam train rides, steam museum (Trainworks), model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. **Club VW convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45am departure.** Arrive by 9:30am. Street parade (2 VWs max) at 1pm.

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

**Saturday 9th:- Tea Gardens Hawks Nest Motorfest**, held at Myall Park Sports Reserve, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special VW parking area. \$10 per vehicle. Be there before 9:45am, trophy presentation at 1pm. For more info contact Phil Hoare on (02) 4997 0082.

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



**Sunday 17th:- Old Car Annual Show and Shine** at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry; \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds, Revesby**, cnr River and Milperra Rds, at 7:30am. Then we can all arrive (and park) together.

**Thursday 21th:- 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 24th:- Sydney German Autofest**, organised by the Mercedes Benz Club of NSW. Will be a new park venue, within easy reach of most Sydneysiders, with plenty of shade and grassed areas, and space for 200 or more cars to be displayed. We will have more info soon. Contact John Assarapin (MBClub) on [jassarapin@gmail.com](mailto:jassarapin@gmail.com) for more info.

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

## April.

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

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

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

**Monday 29th:- 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\-\n 14 Willoughby Cct, Grassmere NSW 2570.

## New Ads.

**For Sale:- VW Genuine Parts** from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (std and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many hard-to-get original NOS VW parts. Contact Lorenze on (02) 9630 1048 (Northmead).

**For Sale:- Need to sell my VW Type 3.** Very well maintained at Wayne Penrose, and absolutely no rust. I have too many cars. Its never let me down reliable daily driver. See it at [www.tradingpost.com.au/Automotive/Classic-Unique-Cars/Vintage-Classic-Cars/AdNumber=TP005268697](http://www.tradingpost.com.au/Automotive/Classic-Unique-Cars/Vintage-Classic-Cars/AdNumber=TP005268697). Asking Price \$7500. Contact Patrick Keane on (02) 80212261 (bh), or (02) 80212261 (ah), or mobile 0402 738125. Email [patrick@enterprojects.net](mailto:patrick@enterprojects.net)

**For Sale:- 1971 VW Beetle 1300**, yellow, unregistered, in need of some TLC. Two owners since new, broke down approx 14 mths ago, but then a separation stopped me from



fixing it. Needs to be removed from ex-girlfriend's front yard in Frenchs Forest. Asking Price \$ 600.00 ono Benjamin Duncan Phone 0411 394650 or email [bennod@tpg.com.au](mailto:bennod@tpg.com.au)

**Wanted: The owner.** I have a blue fold-up camp chair left at Boris' Birthday. If you are the owner, please contact me on this number: (02) 4625 7057. Please do this as Dave wants to claim it. Thanks. Norm Robertson.

**For Sale:- I have a 1967 VW Beetle.** It was a project, running and registered, now not registered. Vehicle complete, free to good home. Located in Berowra NSW 2081. Contact Steve Cary on 0418482605 (Work) or email [scaryone.sc@gmail.com](mailto:scaryone.sc@gmail.com)

**Wanted:-** I am looking for an original **Kombi bus** (not camper) with no rust. Do you know anyone who has one and is interested in selling. If so please contact Glenn Dewhurst on (045) 0495146 or email [glenn dewhurst999@hotmail.com](mailto:glenn dewhurst999@hotmail.com)

**For Sale:-** Looking to sell 1970 (green) Beetle, original purchase documents held. Car located in Raymond Terrace. Rego expired 17/11/2012. Contact Mrs Kym Shepherd on (042) 3006745 or email [kym sim e@bigpond.net.au](mailto:kym sim e@bigpond.net.au)

**For Sale:-** Hello everyone, we are one of the biggest suppliers of new and original VW engines and gearboxes in Europe. I wonder if anyone can bring me in contact to people in Australia who are looking for new original new parts? Please feel free to contact me. Mr Rudolf De beer (Ronald Morien), The Netherlands. Phone 0031582502520 or email [rudolf@ronald-morien.nl](mailto:rudolf@ronald-morien.nl) Visit our website [www.ronaldmorien.nl](http://www.ronaldmorien.nl)

## 2nd Month Ads.

**For Sale: 1978 2-litre Kombi Camper.** A1 condition. Mid-section pop-top, sunroof, aluminium bull bar, driving lights. Kenwood radio-CD, roof rack, wide wheels. Engine recently overhauled by Wolfsburg Motors (Sydney). Same owner for 32 years. Logbook covering every service/repair. Engine manuals, VW literature. Rego until October 2013. \$18,500. Phone John on (02) 9999 2993. Car is at Bayview, Sydney.

**For Sale:- 1968 Semi-Automatic Beetle (white).** Superb original condition. I purchased vehicle in 1969 from my place of work. Vehicle is garaged. Ten years ago complete overhaul including motor, gearbox and auto. In last six years, the vehicle has been stripped to bear metal, re-sprayed with original colour, replaced all outside rubbers with German rubbers. Two years ago I overhauled all brakes including new discs. For the last 10 years this vehicle has only been driven for local area short club runs. Has never been in an accident. Vehicle has original number plates (AFO 177) and original dealer's sticker (Swantons Hurstville) Please give me an offer. Laurie Toscano Nelson Bay (02) 4981 1779.

**Wanted:- I am looking for swan-winged VW front hood mascot.** For all intents and purposes it was the same as the one with the rocket on top, excepting instead of the rocket it had swan wings. I am offering \$500.00 to purchase one or if I

can borrow one to have it reproduced I would be happy to share the proceeds with the owner. Last of all a good close up picture with correct dimensions would also be appreciated. If anyone can help, please contact Tony on [gyro14u@bigpond.com](mailto:gyro14u@bigpond.com) as I am deaf and cannot use the phone.

**For Sale:- 1989 VW Transporter (T3) for sale.** Blue with windows. Purchased new in April 1990 and outfitted with TRAKKA conversions:  
-front polished bullbar  
-rear step and bar  
-sliding right rear window  
-full roof lining  
-rear carpeting  
-rust and paint protection  
-rear seat with three seatbelts converts to full flat sleeping bed with raised head area and storage underneath seat.  
Van has been well maintained and serviced regularly, garaged, no rust, radio cassette, front and rear speakers, curtains, 416 000 km, registered till Apr 2013. Owner in need of a smaller VW now. \$7000. Phone Joanne on 0431 800 976 or email [Joanne.Gill@det.nsw.edu.au](mailto:Joanne.Gill@det.nsw.edu.au)

**For Sale:- VW wheels and tyres.** 4x as-new Michelin Energy XM2 tyres 4,300 km, Size 205.65 R15 \$200.00. 4x 14-inch, 6-inch wide 4 stud VW Beetle wheels w/-good tyres \$100.00. Stuff is in Seven Hills NSW. Phone Laurie 02 96715810.

**Free to Good Home:-** I have a what appears to be an original Kombi roofrack 1300 W 2300 L. Free to a good home if someone is interested. Contact William Livingstone at [rydegdoors@bigpond.com](mailto:rydegdoors@bigpond.com) or phone (02) 9809 1965 (BH) or mobile 0412 961 427

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## Klub Korrespondenz.

Dear Editor,

It's about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the road work limits), and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state, and are therefore placing a further burden on younger drivers.

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using drugs or doing burnouts, they must be banned from holding a licence.

Doug Money, Oak Park

Dear Editor,

Murphy and his wife took their VW Golf to the shopping centre. They parked in the supermarket car park and went off to shop for their groceries. An hour later, just as they came out laden with shopping, they saw a young lad break into their Golf, hot wire it and drive off. Naturally he reported the matter to the police.

“Stole your car, eh? What did he look like?” the police sergeant asked. “I don’t know, we didn’t get a good look at him,” Murphy replied. “But I got the licence plate number.”

Chris Quigley, Homebush

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## Passat Alltrack released.

Following its local debut at the recent Sydney Motor Show, the Volkswagen Passat Alltrack has gone on sale in Australia with a price tag of \$47,790.

The all-new Passat Alltrack is an off-road-oriented wagon featuring higher ground clearance than the regular Volkswagen Passat wagon, as well as 4Motion all-wheel drive and a six-speed DSG transmission as standard.

The Volkswagen Passat Alltrack is aimed at those drivers that require the versatility of light off-road duties and reasonable towing capability without having to resort to a high-riding SUV.



Rivals to the Volkswagen Passat Alltrack include the recently released, but considerably more expensive, Audi A4 Allroad, the Skoda Octavia Scout, Volvo XC70 and Subaru Outback.

The standard Passat wagon's 135mm ride height has been raised to 165mm on the Alltrack, which has increased the vehicle's approach, departure and all-important break-over angles in off-road environments.

The Volkswagen Passat Alltrack also features a solid underbody-guard constructed of steel that protects the drivetrain and front section of the exhaust system.

Volkswagen has launched the Passat Alltrack as a single-spec model powered by a 125 kW 2.0-litre TDI engine with stop/start technology that generates up to 350 Nm of torque. Volkswagen claim a 0-100 km/h-sprint time of 8.9 seconds for the Passat Alltrack along with a combined fuel consumption of 6.3 litres per 100km and CO2 emissions of 166 grams per kilometre.

The powerful diesel engine also allows for a larger 1800kg towing (braked) capacity thanks to its maximum torque being developed between 1750 and 2500rpm, ideal for low down pulling power.

The Volkswagen Passat Alltrack is 110 mm longer than the Passat wagon, providing up to 588 litres of cargo space with the rear seats in place and a capacious 1716 litres with the rear seats folded down.

As well as Volkswagen's 4Motion all-wheel drive system, the Passat Alltrack gains the same 'off-road driving program' seen on the Volkswagen Tiguan and larger Touareg SUV. The system remaps the Passat's ABS, electronic differential lock, throttle control, and shift points to maximise traction. Hill decent is automatically activated when grades are steeper than 10 per cent.

In addition to the modified chassis and body modifications, the Volkswagen Passat Alltrack picks up a raft

of specific features including 17-inch 'Valley' alloy wheels (18-inch wheels are optional), tyre pressure monitor, and chrome roof rails, window surrounds, door mirror housings and radiator grille.

The list of standard features also includes an electronic parking brake with auto-hold function, leather trim, leather-trimmed shifter, multifunction leather steering wheel, dual-zone climate control, brushed stainless pedals, floor mats and fog lights. Additional equipment includes auto lights and wipers, automatically dimming rear vision mirror, front and rear parking sensors.

Key safety features on board the Volkswagen Passat Alltrack are eight airbags, daytime running lights, and electronic stability program.

Additionally the Alltrack gets fatigue detection which identifies poor driver concentration, warning drivers with an audible alert and suggesting they take a break.

There are two option packages available on the Volkswagen Passat Alltrack: Driver Assistance and Visibility, and Sport.

The driver assistance and visibility package includes Bi-Xenon headlamps with dynamic cornering lights, lane assist, lane departure warning, side assist, and LED rear tail lights.

The Sport package combines 18-inch 'Canyon' alloy wheels with 225/45R18 self-sealing tyres, steering wheel-mounted gearshift paddles, front sports seats with Nappa leather trim, and privacy glass.

### Manufacturer's list price:

**VW Passat Alltrack 125TDI**

**\$47,790**

## Beetle 53 Edition.

Volkswagen is bringing back the love bug, unveiling the nostalgic Volkswagen Beetle '53 Edition' ahead of a limited production run exclusively for Spain. For that market, the Beetle is known as the VW Escarabajos.

Inspired by Herbie, the 1963 Volkswagen Beetle that shot to fame in the 1968 Disney film *The Love Bug*, the Beetle 53 Edition sports the iconic movie star car's famous '53' racing number on the bonnet, and tri-colour body stripes. The Volkswagen Beetle 53 Edition also features unique 17-inch alloy wheels and a 'Beetle 53' badge on the glove box. It has not been revealed how the copyright licencing between Disney and VW will work, or whether this may be a preview of a new Disney Herbie film character. The most recent film was *Herbie: Fully Loaded* in 2005, starring Lindsay Lohan.

The original Disney Herbie wore the '53' numbers through five movies, a TV movie and a short-lived TV series. The number '53' was chosen by Disney director Bill Walsh,



who was a fan of the LA Dodgers baseball team. Pitcher Don Drysdale wore number 53.

The 21st century Love Bug will be available in Spain with three engines – a 77 kW 1.2-litre petrol, a 77 kW 1.6-litre diesel and a 103 kW 2.0-litre diesel – although surprisingly the 53 Edition package is not available with the top-performance 125 kW 2.5-litre petrol powerplant from the Beetle Turbo.

The all-new Volkswagen Beetle was recently on display at the Sydney Motor Show and is set to launch in Australia in the second quarter of 2013. The '53 Edition', however, will not be sold here. The Beetle Convertible is headed for this month's Los Angeles Auto Show, but is yet to be confirmed for our market.

## Beetle Cabriolet released.

The Volkswagen Beetle Convertible has been revealed ahead of its world premiere at this month's 2012 Los Angeles auto show.

The soft-top version of the new-generation Beetle will reach European showrooms in the second quarter of 2013, although its inclusion in Volkswagen's Australian line-up is yet to be locked in.



Volkswagen Australia's Kurt McGuinness said it was "still up in the air," whether the Volkswagen Beetle Convertible would reach our shores, insisting it was too early to comment on its chances for our market.

The all-new Volkswagen Beetle hardtop will finally hit Australian showrooms in early 2013, around two years after it debuted simultaneously at the New York and Shanghai auto shows in April 2011.

Volkswagen sold 1,626 previous-generation New Beetle Cabriolets in Australia between its 2003 launch and its discontinuation earlier this year – averaging approximately 200 units per year at its peak around the middle of last decade.

If the new 'third-generation' Beetle Convertible (if you include 2002's New Beetle Cabriolet, and the original 1949-79 Beetle Cabriolet built by Karmann as the 'same' vehicle) does join the local line-up, it will compete with Volkswagen's two other compact convertibles – the Eos hardtop and the Golf Cabriolet soft-top – as well as a number of open-top models from other manufacturers, particularly VW's sister company Audi.

Like the generations before it, the 2013 Volkswagen Beetle Convertible retains the standard hardtop's signature curves while sporting its own unique open-air profile.

Prominent black and chrome skirts sit low between the generous wheel arches, while an additional thin chrome strip wraps around the top, accentuating the border between steel and fabric.

The soft-top's roof opens and closes automatically on all models, folding up or down in around 10 seconds at vehicle speeds up to 48 km/h.

The Beetle Convertible's boot has a capacity of 225 litres, and folding the split rear bench forwards opens up more space whether the roof is open or closed.

Enhancing top-down safety is a new active rollover protection system consisting of two modules that extend from behind the rear seats when the central airbag unit is triggered to provide additional protection for all four occupants.

The Beetle Convertible will be available overseas with seven turbocharged engine options, ranging from the entry-level 77 kW 1.2-litre petrol and 77 kW 1.6-litre diesel to the 147 kW 2.0-litre petrol.

## New VW Santana.

The all-new 'second-generation' Volkswagen Santana has been unveiled in China, 29 years after the original utilitarian sedan went into production.

Although the name is not well known in most of the western world, the Volkswagen Santana was actually the first mass produced modern passenger car built in China, and has since become one of the best-selling nameplates in China's automotive history. Almost four million units have been sold since Chinese production began in 1983.



Despite a number of updates throughout its lifetime, the Santana always maintained its original Volkswagen B2 Passat underpinnings, which first appeared as the second Passat model in 1981. In Europe the B2 Passat was made with the same hatchback sedan and wagon layouts as the B1, but in addition there was also a more traditional '3-box' saloon body. For the UK market this was sold as the 'VW Santana', a more upmarket model fitted with an Audi 5-cylinder engine. For the US market it was called the VW Quantum. The



Santana model was discontinued in Europe in 1985, and the new B3 Passat appeared in 1988 without a Santana version. Neither the B2 Passat, or its Santana derivation, was ever sold in Australia.

The Santana sedan was first assembled in China (from German CKD kits) in 1983, and locally manufactured from 1984 by the VW-Shanghai Automotive joint venture. South Africa also made the Santana, from 1983 to 1987. The Santana was also built in Brazil and Mexico as the VW Corsar (until 1988), and in Argentina as the VW Carat (until 1991). Nissan also produced their own version of the Santana, under licence, from 1984 to 1989.

The Chinese Santana continued on, with local content rising from less than 6% in 1986 to 89% by 1995. The model received many improvements over the years, and in 1995 a new version called the Santana 2000 (co-designed by VW Brasil) appeared. It still had the original B2 bodyshell but a more modern Passat nose and tail. The facelifted Santana 3000 of 2004 was the first Volkswagen model to be solely engineered by Shanghai Automotive. A further update of the original B2 design appeared in 2008, the Santana Vista, but it would be the last.

The all-new Volkswagen Santana takes a multi-generational leap forward, trading its ancient Passat architecture for a stretched version of Volkswagen's PQ25 platform, which is used beneath the current-generation models of the Audi A1, Skoda Rapid and Volkswagen Polo.



Complying with China's demand for maximum interior space, the new Santana offers significantly more rear-seat legroom and a larger 480-litre boot.

The exterior styling has finally arrived in the 21st century, inheriting basic cues from VW's global line-up, while the cabin sees familiar Volkswagen parts combine to exude a conservative yet upmarket appeal.

The Santana also takes big strides forward in terms of comfort and safety, featuring air conditioning or climate control, leather upholstery, electric sunroof, alloy wheels, parking sensors, and electronic stability control and ABS.

Two newly developed naturally aspirated four-cylinder petrol engines are available, including a 66 kW 1.4-litre that uses 5.9 litres of fuel per 100km on the combined cycle, and an 81 kW 1.6-litre flagship that's only marginally thirstier at 6.0 L/100km.

The new engines represent a fuel consumption and CO2 emissions reduction of up to 28 per cent compared with the old model.

The new Volkswagen Santana is produced at Shanghai Volkswagen Automotive in China and will reach domestic

showrooms later this year. There has been no indication yet whether Volkswagen Group Australia has any intention of importing the new Santana here.

## VW 3-year plan.

Volkswagen Group will invest 50.2 billion Euro (\$62.3 billion) in its automotive division over the next three years as it aims to accelerate through the challenges of the embattled European market.

The three-year investment strategy, which covers the period from 2013 to 2015, is 24 months shorter than Volkswagen's usual five-year planning cycle, and highlights the German manufacturing giant's cautious approach to the current uncertain market.



Volkswagen Group CEO Martin Winterkorn said despite the economic challenges in Europe and a shortening of its investment plans, the group was spending more than ever in pursuit of achieving its long-term goals.

"This investment is the key to Volkswagen Group's innovation and technology leadership. It enables us to further strengthen our competitive position and ensure that we are fit for the future," Winterkorn said.

Investment in property, plants and equipment account for 39.2 billion Euro (\$48.6 billion) of the total sum, with 60 per cent of that figure (\$29.2 billion) destined for the group's 27 German production facilities.

Volkswagen Group works council chairman Bernd Osterloh said strong investment and a focus on production versatility would be fundamental to the company's profitable and sustainable growth.

"We are investing in securing our proven flexible production network between plants," Osterloh said. "This enables flexible production of different volumes and products at our locations to meet market requirements.

"The investment planning agreed upon also represents a clear commitment to securing jobs and employment at Volkswagen, particularly in light of the difficult conditions seen in the automotive industry."

The investment will see continued development of new-generation engines – including hybrid and electric motors – with a focus on performance enhancements and reduced fuel consumption and emissions.

Money will also be directed towards a new Audi plant in Mexico, the expansion of Porsche's Leipzig plant for the new premium mid-sized Macan SUV, as well as increased production of automatic transmissions.

The last time Volkswagen laid out a three-year strategy was in 2009 in the wake of the global financial crisis.

## VW's Chullora HO.

Volkswagen Group Australia's ambitions to continue its run as Australia's fastest-growing mainstream motor company were revealed during a tour of its new \$40 million-plus national headquarters on Muir Rd at Chullora, which opened at the start of 2012.



But the extent of the planning for growth is hidden behind the shiny two-storey façade of the building that houses the headquarters for Volkswagen cars, Volkswagen commercial vehicles and VW Financial Services, as well as Skoda and Bentley.

Out of sight in the brand new building is a dormant office area, sealed behind a temporary wall that can be quickly torn down to extend space for an enlarged operation, while under the building, foundations to support another storey are already in place.

In the huge parts warehouse at the rear of the complex, only 60 per cent of the racks are full – carrying 47,000 parts lines – with the remainder awaiting parts for future models, not just from VW, Skoda and Bentley but also Audi, the luxury arm of Volkswagen Group that is run separately in Australia.

Approval for the new building was given in 2007 by VW chiefs in Wolfsburg, Germany, in line with their identification of Australia as one of 22 markets around the world ripe for significant growth by VW and its subsidiaries such as Skoda. From the highs of the 1960s, Volkswagen's Australian sales lapsed to nothing in the late '70s and most of the '80s until restarted in the early 1990s by a series of independent importers.

When the VW Germany-owned VW Group Australia was created in 2001, Australian VW sales were still below 10,000 a year. In just over ten years they have been quadrupled.

Today's sales are the highest ever, and VW Group Australia managing director Anke Koeckler expects further significant growth to come. She recently said, "We are ready for some big things to come."

The state-of-the-art Chullora facility replaces three separate premises spread across Sydney, including the previous Botany head office that Ms Koeckler said was bursting at the seams.

"Our success here in Australia has resulted in an increased need for staff, space, technology and equipment –

necessities that our previous offices and warehouse could not adequately provide," she said.

"At Botany we simply ran out of space. We have been growing at a rapid pace in recent years and we have been increasing our staff number, while also growing our dealer network and parts and accessories business.

"In 2011 alone we expanded our product range with 13 models and 2012 has also been a busy year.

"We believe we have the right products for the Australian market to continue our growth plans.

"This new office at Chullora provides our staff and dealers with the best facilities to ensure our customers are receiving the best service possible."

Ms Koeckler declines to put a figure on a VW sales target for 2012, but concedes the company will find it difficult to match the growth rate of recent years and might fall to about half of the 2011 growth figure – still a significant rise in a market that many pundits expect to flat line.

"We probably can't keep this speed up, but we will try our hardest to keep this momentum," she said. "Sustainable growth is our company's goal, not quick growth."

While VW Group is expanding its range and head office facilities, it is also growing its dealer network, adding 10 VW and 12 Skoda dealers in 2012, taking the combined network to 125 dealers, with more to come. Many large Australian regional centres and country towns are now regaining a local Volkswagen dealer, often for the first time since the 1970s.

The new Chullora facility includes a huge technical training centre and workshop covering 4720 square metres, accommodating more than 250 people.

## VW Dealer tyre and body shops.

Volkswagen has revealed plans to add tyre racks and panel beating services to its dealerships in a bid to boost VW agency revenues and keep customers happy.

VW Australia managing director Anke Koeckler says Volkswagen aims to start rolling out paint and body shops, and even tyre-fitting stations, across its network of 92 Australian dealerships to help them better manage customers after they have bought the car – part of the customer relationship she says dealerships struggle with.

"We are looking into that for next year, to give them other business opportunities, and especially also to offer customers a first-hand service," Ms Koeckler said.

"We have some dealerships that already offer body and paint and are offering tyres, and now we have some others that are interested.



“In Europe this is big business, and we haven’t done anything here. We want to get in contact with our dealers to see if there actually might be additional business needs.”

She adds that other car brands are not offering these types of services in Australia, potentially giving Volkswagen a competitive edge.

Ms Koeckler said it was still too early in Volkswagen’s planning to provide details of how the body repairs and tyre side of the business will operate, but she will start to “share our first ideas” with dealers before defining the next steps of Volkswagen’s strategy.

According to Ms Koeckler, the main benefit of adding a panel-beating and tyre shop to the traditional service bay is that it will put other services within customers’ reach, saving them time and effort by having small dents or scratches taken out, or even a complete set of new tyres fitted all during a regular servicing pit-stop.

“It’s a more easy life for them,” she said.

Ms Koeckler also revealed that Volkswagen is struggling to fill its service bays with skilled-up technicians, with the big-money allure of the mining boom still creating a shortfall of talent to maintain Volkswagen’s customer fleet.

Instead, the company is taking the lead of other Australian brands – including Ford – who are looking to the English-speaking Philippines to recruit service technicians.

She said Volkswagen Australia started an apprenticeship program about four years ago to train new talent to join its workforce, but there were still shortfalls.

“We have two dealers who once or twice a year are going to the Philippines,” she said. “As long as we have the mining boom we will continue to have this challenge to retain our technicians in workshops.

“It’s not just a Volkswagen problem, it is a problem for other European brands, German brands that have similar situations.

“Someone who has been trained at Toyota can’t be put immediately on at Volkswagen because the technology is so different.”

## T2 Kombi to end.

The end of an era is about to come. Volkswagen will finally cease Brazilian production of the much-loved ‘T2c’ Kombi by the end of next year. It will be the end of the last rear-engined VW anywhere in the world.

Car and Driver magazine has reported that the final examples of the Kombi will be built at Volkswagen of Brazil’s Sao Bernardo del Campo factory at the end of 2013.

The demise of the T2 Kombi marks a 45-year lifespan for the vehicle, having commenced production in Germany in August 1967 for the 1968 model year. It was assembled in Australia from 1968 until 1976, with German imports making the final sales in 1980. The T3 Transporter followed and was built from 1979 to 1993. The front-engined T4 Kombi was made until 2003, and the T5 is the current model.

Volkswagen first sold the original T1 ‘split-window’ Kombi in Brazil in 1957, a few years after it appeared in Germany (1950) and Australia (1954), but it survived in Brazil right up to 1975. Brazil then built a unique ‘T1½’, which featured the old T1 body shell with T2 nose and tail

lights. In 1995 Brazil finally introduced the complete T2 (16 years after it had ended in Germany!) but it was only available with 1600cc engines. The European 1700, 1800 and 2000cc engines were not used. In 2003 when Mexican Beetle production ended, the Brazilian T2 became the last air-cooled Volkswagen built anywhere in the world. In 2005 the air cooled engine was discontinued, and replaced with a 1.4-litre watercooled Polo engine that could run on any ethanol mix between 10 and 100%. With its large black radiator and redesigned body panels, this became the ‘T2c’.



The end of the T2c Kombi production comes after stricter safety standards were introduced in Brazil, requiring any new vehicles sold after 1 January 2014 to be fitted with dual front airbags and anti-lock brakes. In addition, Volkswagen Germany is modernising and standardising its overseas factories, bringing them into line with Europe and killing off the ancient local models.

Volkswagen’s product development manager for Brazil, Egon Feichter, told Autocar in the UK that the Kombi would have to become “a new car” to comply with the new laws, as it was not possible to reengineer the ancient Kombi.

The Kombi is one of several ancient Volkswagen models to be continually sold somewhere since its introduction, but recently killed off. The later rear-engined T3 Transporter (‘Volksiebus’) was built in South Africa until 2005, as was the original first generation Golf (Golf Citi), but it ceased in South Africa in 2009. The ancient Passat 2-based Santana is still built in China, but will soon be replaced by a modern version. China does still make versions of the Golf 4 and Bora, but much modified.

The totally modern T5 Transporter range (vans, pickups, cab-chassis, Kombis, Caravelles and Multivans) has now replaced the ancient Kombi versions in almost every market. But Volkswagen has flirted with ‘lifestyle’ Kombi concepts on a number of occasions. The Microbus concept from the 2001 Detroit auto show never made it to production due to high costs, and more recently the Bulli concept was shown at the 2011 Geneva motor show.

The head of Volkswagen Brazil, Thomas Schmall, said the Bulli concept was more of a design exercise and is no longer a priority for Volkswagen, but the company is still keen to fill the gap in that segment to cater to “cost-conscious business owners.”

It is likely that the T5 will quickly replace the ancient T2c in Brazil, probably CKD-assembled with local modifications such as alcohol engines.

## The Toy Department.

Hello and welcome the last edition of the Toy Department for 2012.

It's still not too late to get out there in shopping land and buy someone you love that all important VW Toy.



For example the new release of the Dickie Toys low light T2a surf van. This you will notice has been done in two tone green and gold Australian colours and comes complete with Aussie road stickers, including a koala and emu. This is now available at Big W stores for just \$20.00.

At K-Mart pick up this camper doll bus complete with outdoor accessories and picnic set. The camper almost resembles a Brazilian Kombi, being a split with T2 features! Consider this one for the kids and they will have lots of fun and will occupy themselves during the Christmas holidays – all for just \$39.99.



Now onto the serious toy stuff and due for early release down under in 2013 (unless you can't wait and feel the urge to buy on line) is the new Matchbox 60th anniversary T2 Kombi in yellow, black and red combo complete with special packaging and traditional Matchbox box and similar to the white over blue Kombi realised some 2 years ago.

When it arrives (if it arrives) I would expect it to sell for between \$6.95 and \$9.95.

Keep an eye out for this one down the shops as it is sure

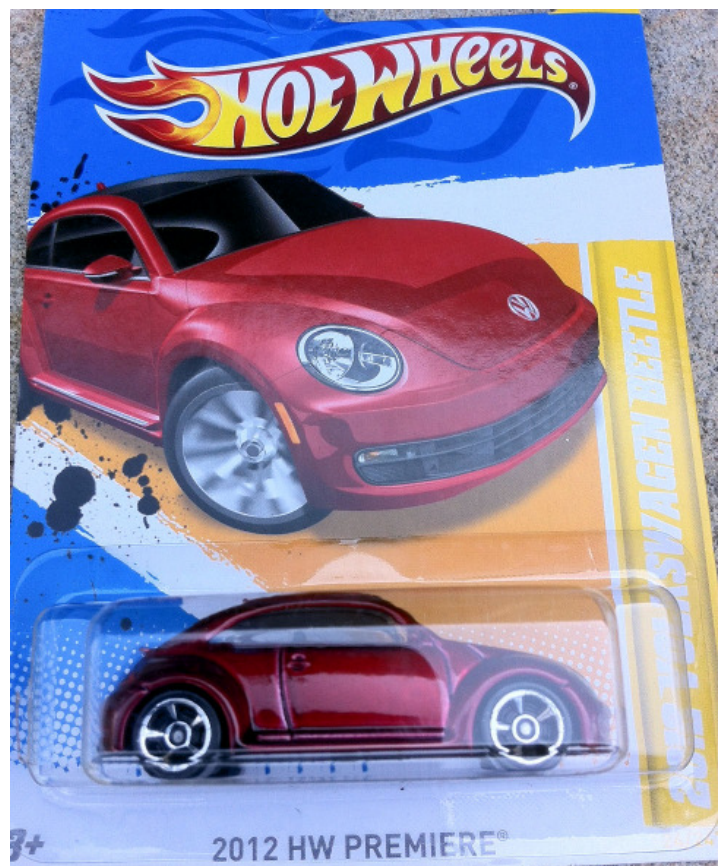


to be a limited edition and in small numbers.

Late inclusion - Now available 2012 HW premiere VW Beetle in candy apple red.

Any way for now just a short thank you to all that contributed to the toy department over the year and to all our members and beyond wishing you all a safe and Happy Christmas.

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



# Canberra Marques In The Park.

On Sunday 18 November, the ACT had its annual Marques In The Park carshow, bringing together dozens of car clubs and hundreds of vehicles. It was held at John Night Park, in Belconnen.

Club VeeDub participated and had a total of 10 Volkswagens on display over various times throughout the day. Many thanks to those who came along. I hope you enjoyed the day and the array of cars.

Bruce





## Boris' VW Picnic day 2012.

On Sunday the 18th of November, my Dad and I took our Kombi to Boris' Picnic Day. It's at a really nice park beside the water at Botany Bay. Like all the other times that I have been, I sold VW cupcakes! I sold big ones for \$1 (ea.) or small for \$0.50 (ea.).

We arrived nice and early, and Martin was on the gate. We waved at him as we went through. We parked next to Jeff's orange Superbug. I set my little table up next to the Kombi and put my whiteboard up in front of the table. My back was facing the beach, so Boris came over and had an idea to put a sign on the back of my chair. Dad ended up putting it on the Kombi's rear hatch.



Lots of shiny old VWs were arriving and parking near the water in the sunshine. They were really AWESOME! There weren't a lot of new VWs though and I was hoping that someone would bring an Up! They are soooo cute and I want one for my first car in 6 years time.

I kept bugging Dad about when Kira and Bettina were going to turn up. Finally Raymond arrived. Unfortunately he wasn't in his Caddy! I asked him if Kira and Bettina were coming and he said YES!!! I was so excited! When Grace finally brought them, I went to hug Kira, because I hadn't seen her for a while. Bettina brought along her boyfriend Brandon.



I asked Kira if I could sell my cupcakes at the Club VW stand. She asked her Dad and he said Yes! We moved my table over next to the BBQ. While my Dad went for a walk to



look at the other VWs, I stayed with Kira helping at the shop and trying to sell my cupcakes!!

The BBQ was pretty good and really delicious. The guys did a great job cooking the yummy sausages all day and the smell was really good. Unfortunately my Dad hates sausages so he didn't eat any! We had lots of people wanting to buy them, and they got raffle tickets too.



When Dad had finished looking at all the other VWs, he told me that when I had sold all of my cupcakes, that we will have to go home because we had relatives coming over after lunch. Luckily Aaron bought the last of my cupcakes. Dad and I packed the table, whiteboard, chair and cupcake containers into the Kombi. Kira and I exchanged emails then



we were off.

It was a really fantastic day. I can't say how much I want to thank Boris and Dave for organising it!!!

Article by Lily ☺



## Uruguay President is The World Poorest President



### Uruguay's Jose Mujica: The world's poorest president.

It's a common grumble that politicians' lifestyles are far removed from those of their electorate. Not so in Uruguay. Meet the president who lives on a ramshackle farm and gives away most of his pay.

Laundry is strung outside the house. The water comes from a well in a yard, overgrown with weeds. Only two police officers and Manuela, a three-legged dog, keep watch outside.

This is the residence of the president of Uruguay, Jose Mujica, whose lifestyle clearly differs sharply from that of most other world leaders.

President Mujica has shunned the luxurious house that the Uruguayan state provides for its leaders and opted to stay

at his wife's farmhouse, off a dirt road outside the capital, Montevideo.

The president and his wife work the land themselves, growing flowers.

This austere lifestyle - and the fact that Mujica donates about 90% of his monthly salary, equivalent to \$12,000 to charity - has led him to be labelled the poorest president in the world.

"I may appear to be an eccentric old man... But this is a free choice. I've lived like this most of my life," he says, sitting on an old chair in his garden, using a cushion favoured by Manuela the dog.

"I can live well with what I have."

His charitable donations - which benefit poor people and small entrepreneurs - mean his salary is roughly in line with the average Uruguayan income of \$775 a month.

In 2010, his annual personal wealth declaration - mandatory for officials in Uruguay - was \$1,800, the value of his Brazilian-built 1987 Volkswagen Beetle.







This year, he added half of his wife's assets - land, tractors and a house - reaching \$215,000. That's still only about two-thirds of Vice-President Danilo Astori's declared wealth, and a third of the figure declared by Mujica's predecessor as president, Tabare Vasquez.

Elected in 2009, Mujica spent the 1960s and 1970s as part of the Uruguayan guerrilla Tupamaros, a leftist armed group inspired by the Cuban revolution. He was shot six times and spent 14 years in jail. Most of his detention was spent in harsh conditions and isolation, until he was freed in 1985 when Uruguay returned to democracy.

Those years in jail, Mujica says, helped shape his outlook on life.

"I'm called 'the poorest president', but I don't feel poor. Poor people are those who only work to try to keep an expensive lifestyle, and always want more and more," he says.

"This is a matter of freedom. If you don't have many possessions then you don't need to work all your life like a slave to sustain them, and therefore you have more time for yourself," he says.

"I may appear to be an eccentric old man... But this is a free choice."



The Uruguayan leader made a similar point when he addressed the Rio+20 summit in June this year: "We've been talking all afternoon about sustainable development. To get the masses out of poverty.

"But what are we thinking? Do we want the model of development and consumption of the rich countries? I ask you now: what would happen to this planet if Indians would have the same proportion of cars per household than Germans? How much oxygen would we have left?

"Does this planet have enough resources so seven or eight billion can have the same level of consumption and waste that today is seen in rich societies? It is this level of hyper-consumption that is harming our planet."

Mujica accuses most world leaders of having a "blind obsession to achieve growth with consumption, as if the contrary would mean the end of the world".

Mujica could have followed his predecessors into a grand official residence. But however large the gulf between the vegetarian Mujica and these other leaders, he is no more immune than they are to the ups and downs of political life.

"Many sympathise with President Mujica because of how he lives. But this does not stop him for being criticised for how the government is doing," says Ignacio Zuasnar, a Uruguayan pollster.



The Uruguayan opposition says the country's recent economic prosperity has not resulted in better public services in health and education, and for the first time since Mujica's election in 2009 his popularity has fallen below 50%.

This year he has also been under fire because of two controversial moves. Uruguay's Congress recently passed a bill which legalised abortions for pregnancies up to 12 weeks. Unlike his predecessor, Mujica did not veto it.

He is also supporting a debate on the legalisation of the consumption of cannabis, in a bill that would also give the state the monopoly over its trade.

"Consumption of cannabis is not the most worrying thing, drug-dealing is the real problem," he says.

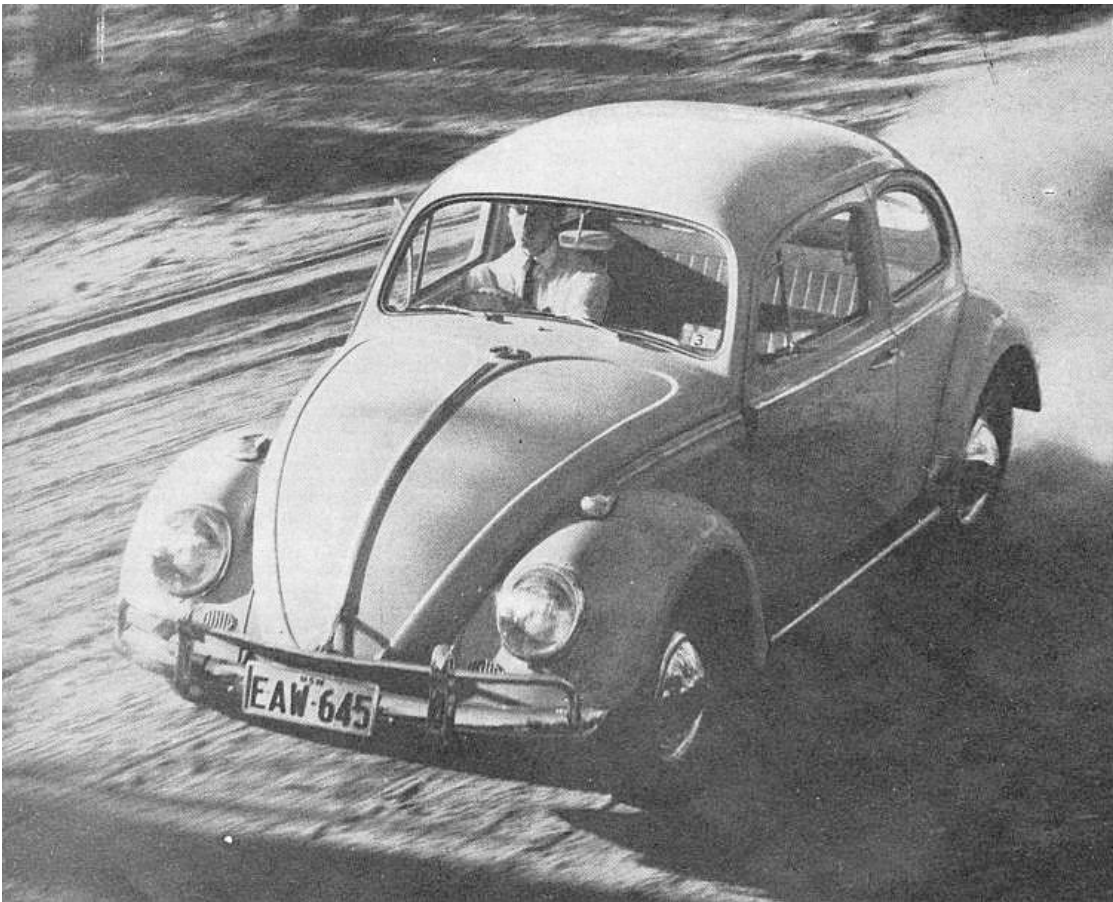
However, he doesn't have to worry too much about his popularity rating - Uruguayan law means he is not allowed to seek re-election in 2014. Also, at 77, he is likely to retire from politics altogether before long.

When he does, he will be eligible for a state pension - and unlike some other former presidents, he may not find the drop in income too hard to get used to.

By Vladimir Hernandez

Thanks to Cliff Willard for the article!





1300. In this day and age it seems quite incongruous to be able to sit in a small car and physically rub shoulders with your passenger; your reaction to this depends a great deal on the sex of your passenger, but the fact remains that by today's standards, the Beetle does not have much interior room. After all, it retains the running boards and all straight glass (except for the rear window), plus the big wheels - and for good reason, too - so the passengers have to take leftovers.

But the Beetle continues to satisfy the needs of a large number of motorists. These people are mainly looking for a durable, reliable transport that will return them a good resale value after four years of running it

with little maintenance. These people look for (and get) tyre mileages of up to 50,000 (80,500 km) from the original covers and the ability to drive flat-out everywhere without things falling off.

To this end, Volkswagen has stretched the capacity of the 1200 engine for the third time, this time by combining the

## Bigger, Better VW 1300 Beetle.

(Wheels Magazine Road Test 1966)

Same familiar shape but faster off at the lights - that's the new VW 1300. But the Australian car missed some overseas improvements. Maybe they'll come up with a 1500 Beetle!

What can you start to say about a Volkswagen 'Beetle' that looks no different from the one before and the one before that? Very little, we suppose, except that the Volkswagenwerk (and its daughter, Volkswagen Australasia in Melbourne) has once again demonstrated that even a VW can be improved. We can only assume that the 1300 has the usual annual number of under-the-skin improvements (something like 67, they would have us believe) but we can say for sure that the extra engine capacity has improved the car's performance quite noticeably.

Volkswagen owners are inordinately fond of pointing out their cars' durability, low cost of maintenance and excellent finish, but if a manufacturer who has been building virtually the same car for the last 20 years - 10 million have been sold - can't come tops on those points what else has he to sell? The standards of engineering are very high, for that same reason, but by the same token the car has been left behind a little in the stampede in the last five years for the things like maximum interior usage, building suspension around radial-tyres, and putting 3-litre performance in 1-litre pint-pots.

That is the first thing that strikes one about the VW



*Driver sits a little higher than before. Facia and interior equipment are unchanged from the VW1200.*



*Where the main change lies. The 1300 engine has 10 more bhp, and better fuel consumption.*

longer throw crankshaft of the Type 3 1500 with redesigned larger barrels of the same bore to lift capacity from 1192 to 1285 cc. Compression ratio is up from 7.0 to 7.3 to 1, and power output is up from 40 bhp (gross) to 50, at 4600 rpm (25 kW to 32 kW). The engine is built for durability, and the breathing is deliberately restricted at the top end to prevent anything more than about 6000 rpm. The result is that top speed is up slightly (our figure was 73 mph (117 km/h), but 75 (120 km/h) would be more realistic) and acceleration improved in the upper half of the scale. There is little difference in top gear acceleration, although the car is more flexible in this gear than before.

The established VW owner will notice few changes in the 1300. The driver sits a little higher than before. The fascia and interior equipment are unchanged from the VW1200. The windows seem slightly bigger in area with thinner pillars (although they're the same as before - Ed.), the trim is better integrated for colour and texture, and the seats are slightly curved for better sideways location - which they actually do provide. However, he will also notice - doubtless to his dismay - that there is increased lost motion in the 'no man's land' of the gearbox pattern. This - paradoxically - has been caused by softer gearbox mountings, but has not affected the car's beautifully smooth and precise shift action.

Other than this and some small '1300' script on the engine cover, the Beetle is indistinguishable from a 1965 ('64, '63, '62 and so on, ad nauseam) Volkswagen. VW owners will tell you that this helps the resale value, and - try as you might - you can't find an argument to refute this.

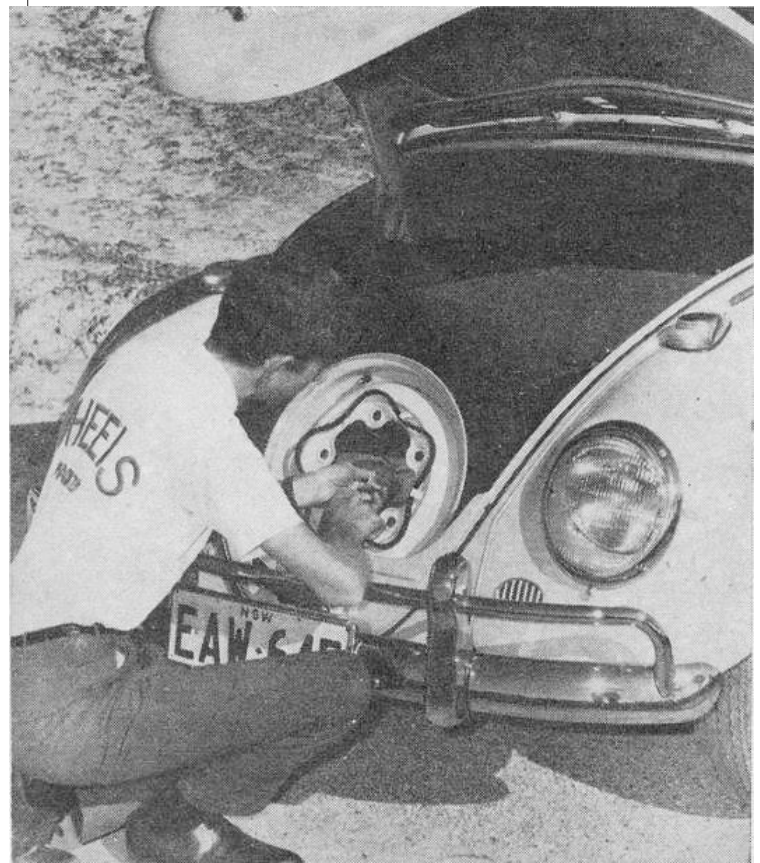
So what is this new-not-new car like, after all? The big difference is in the top third of the performance scale. We could indicate 70 mph in third gear in the test car without much strain, and the energy residue for overtaking at speeds

of around 55-65 mph is noticeably greater. The new engine does spin a little more freely, and seems slightly quieter as well, although this may have been our imagination. However, our watches showed that acceleration times using full rpm were no better than those taken with about 4500 rpm in hand, such is the character of the engine.

The extra poke has done something to improve handling, mainly through its use to correct camber change at the rear and keep the wheels more vertical. The onset of the characteristic VW oversteer is thus delayed even further. The little car still oversteers, make no mistake, but at higher limits. We still don't like the way the car points, while recognising that experienced Beetle operators are almost uncatchable in boondocks country, but for the normal ham-fisted and careless Australian the VW 1300 is still capable of giving severe frights until he gets used to this swing-axle oversteer characteristic.

One of our test crew is a confirmed VW-phobile, and he reported quite firmly that the steering was not quite up to the usual standard. The front-end alignment on the test car seemed a little astray, but even allowing for this the steering was noticeably heavier than on the 1200. It retains the steering damper, but there is still feedback through the rim.

The driver sits a little higher in this model, accentuating the already-low placement of the wheel. The seats are firmer, but give better sideways support. To drivers unfamiliar with the car, the driving position seems awkward, but after a short while it develops quite a natural position, despite some canting of the feet to the left to dodge the wheel arch. Two of our testers ran the VW 1300 to Melbourne and back, even managing to sleep quite comfortably one at a time in the rear seat and stepped out at the other end feeling quite



*Staff man checks screen washer reservoir. Front-mounted spare is easy to get in and out.*

passable. Indeed, the trip down took only 10½ hours overall - a fairly respectable time.

The ride is as good as ever. All-independent suspension and big, 15-in wheels handle our appalling main roads in wonderful style. The same applies to dirt roads. Add to this first-class traction - due mainly to weight over the driving wheels and no excess torque to create wheelspin, and you start to get the message; no wonder so many country people, and city dwellers who like to stray from Highway 31 go out and buy VW.

Drum brakes are still used all round, slightly bigger than before, and we were interested in spending some time on them in light of our recent exclusive report on fitting a disc brake kit to the 1200. The brakes are powerful, hard to fade and quite adequate for normal use, although requiring fairly heavy line pressures. However, they are still noisy and rough at low speed, and bounce quite a bit of feel back through the pedal. The clutch and brake pedals are still set vertically, running in a slot on the floor.

The car starts instantly from cold, using the automatic choke, and did not show any signs of the typical VW malady of being hard to start when really hot. It is noticeable, however, that VW Australia has not adopted a few of the improvements in the overseas 1300 model. The overseas body shell with the larger windows is the most obvious omission - Australian cars still use the old 1200 body shell. The European VW has the heater control levers set at the butt of the handbrake, but the Australian car retains the screw-in, screw-out knob. Neither does it have the self-locks on the seat squabs to stop them tilting forward.

The facia is unchanged, wearing just the speedometer and fuel gauge. The general finish of the car is better than last year's Beetle, if that's possible. Little things, such as better screws to retain the courtesy light switches, chrome replacing paint on screws, a little extra padding here and there, all point to continued production line quality improvement.

The heater/demister unit has been criticised in the past for being too slow in delivering a flow of warm air, as well as for its practice of drawing the air from a jacket around the exhaust pipes. However, it does deliver some tremendously hot air when needed, although there seems to be no means of controlling the temperature - only the volume of the flow. Also, the floor vents have a sort of inter-action effect so that in certain positions all the hot air passes over the driver's right ankle, which can be distressing.

Fuel consumption for the new engine is excellent. On the Sydney-Melbourne-Sydney trip, cruising at a consistent 60 mph (100 km/h), the car never returned worse than 30 mpg (9.4 L/100 km). Even hairy flatters motoring does not dip the thirst much below 28 mpg (10.1 L/100 km), which is excellent.

Other than these factors, the car is substantially the same as before. You can stow a large suitcase and several soft bags in the front locker, and a surprising amount of garbage in behind the rear squab which can, of course, be laid flat for two-up motoring with lots of gear. The headlights, shrouded behind angled covers, are no better than before, and are too diffused in their beam. There is a grab handle on the passenger's side, and the front squabs are mildly adjustable for rake through a three-position cam on the hinge.

All in all, it is very much the mixture as before, with some welcome extra power and some detail refinements. Perhaps our fully-imported VW-owning staffer summed it up when he wrote on his test report:

"In all still a unique machine, part of motoring history and will always remain so. VWA claims to be the fastest Beetle yet, but you know I saw 85 (137 km/h) coming out of the mountains down from Bathurst, but then, mine is one of the German ones."

Edited by Bill Tuckey

## wheels ROAD TEST

### TECHNICAL DETAILS OF THE VOLKSWAGEN 1300 SPECIFICATIONS

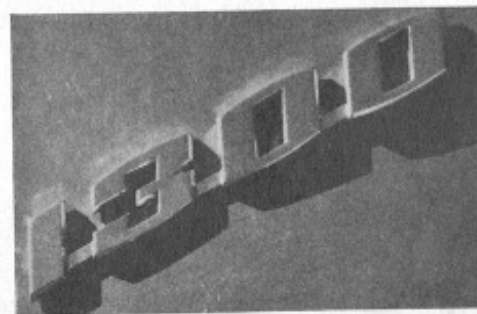
<b>ENGINE:</b>	
Cylinders	four, horizontally opposed in two banks
Bore and stroke	77 mm by 69 mm
Cubic capacity	1285 cc
Compression ratio	7.3 to 1
Valves	overhead, pushrod operated
Carburettor	Solex
Power at rpm	50 bhp at 4500 rpm
Maximum torque	68.7 ft/lb at 2600 rpm
Piston Speed at max. bhp	1625 ft/min
<b>TRANSMISSION:</b>	
Gearing	18.7 mph per 1000 rpm
Type	manual, all synchromesh
Gear Lever location	central, floor
<b>Ratios, overall:</b>	
First	15.656
Second	8.487
Third	4.944
Top	3.666
Final drive	4.125 to 1
<b>SUSPENSION:</b>	
Front	torsion bars, trailing arms
Rear	torsion bars, trailing arms
Dampers	telescopic
<b>STEERING:</b>	
Type	worm and roller
Ratio	14.15 to 1
Turns, 1 to 1	3.2
Circle	35 ft

<b>BRAKES:</b>	
Type	drum (Lockheed)
Swept or Rubbed area	96 sq in.
<b>DIMENSIONS:</b>	
Wheelbase	7 ft 10½ in.
Track, front	4 ft 3½ in.
Track, rear	4 ft 2½ in.
Length	13 ft 4½ in.
Width	5 ft 0½ in.
Height	4 ft 11 in.
Fuel Tank capacity	8.8 gals
<b>TYRES:</b>	
Size	5.60 by 15
Make on test car	Dunlop B7+
<b>WEIGHT:</b>	
Kerb (with fuel and water)	16.2 cwt
<b>GROUND CLEARANCE:</b>	
Unladen	7 in.

### PERFORMANCE

<b>TOP SPEED:</b>	
Fastest run	76.2 mph
Average of all runs	73 mph
<b>MAXIMUM SPEED IN GEARS:</b>	
First	25 mph
Second	49 mph
Third	65 mph
Top	76 mph
<b>ACCELERATION:</b>	
Standing quarter mile:	
Fastest run	22.0 secs
Average of all runs	22.4 secs
0 to 30 mph	6.4 secs
0 to 40 mph	10.8 secs
0 to 50 mph	16.4 secs
0 to 60 mph	22.8 secs
0 to 70 mph	25.9 secs
0 to 80 mph	NA
20 to 40 mph	7.8 secs (third gear)
30 to 50 mph	9.05 secs (third gear)
40 to 60 mph	9.45 secs (third gear)

<b>BRAKING:</b>	
From 30 mph	33 feet
From 60 mph	132 feet
Handbrake from 20 mph	31 feet
<b>GO-TO-WHOA:</b>	
0-60-0 mph	28.7 secs
<b>SPEEDO ERROR:</b>	
Indicated	Actual
30 mph	29.9 mph
40 mph	38.9 mph
50 mph	47.4 mph
60 mph	55.2 mph
70 mph	NA
80 mph	NA
90 mph	NA
<b>FUEL CONSUMPTION:</b>	
Overall for test	28 mpg
Normal cruising	34 mpg
Fuel used on test	Premium grade
<b>TEST CONDITIONS:</b>	
Surface	Hotmix bitumen
Weather	Fine, cool, slight breeze
<b>PRICE:</b>	
Including tax	\$1838





## BlueMotion challenge.

In a bid to show just how much thinking Blue (Volkswagen's ultra-economy spec) can improve fuel consumption, Volkswagen invited us along to its recent Think Blue Eco Driving Challenge. This involves steering four BlueMotion-spec cars from its current line-up, to see who could drive the most efficiently.

First off, in Volkswagen-speak, what does 'BlueMotion' mean? Blue represents the elements of water and air, while Motion is about the need to keep things moving towards the future.

Canberra welcomes us in the morning with light fog, sunshine, one degree Celsius, and lots of roundabouts.

The Volkswagen T5 Multivan escorting us to our mountainous destination is oozing calm, soothing classical music through its speakers. This is accompanied by the gentle, if a little patronising, voice of the female sat-nav. Those who aren't falling asleep are definitely beginning to channel their inner efficiency-focussed driver.

We meander through our nation's capital from the airport to Mount Stromlo, the home of the Canberra

Observatory and our base camp for the day. The astronomical location presents a thought. Is it Volkswagen linking itself with the planet and going 'Blue', or is it that with BlueMotion technologies they're aiming for the 'stars?' It's probably not wise to draw too many parallels, as the Mt Stromlo observatory was completely destroyed by the Canberra firestorm in 2003. The charred remains of five telescope buildings and the old art deco admin buildings are stark reminders of Australia's fierce bushfires. New buildings have since been built, perhaps reflecting Volkswagen's Australian rebirth from the ashes of the 1980s.



We're introduced to our team for the event, highlighted by former Australian rally driver Ed Ordynski. You may be searching for the connection between sliding a rally car across mixed surfaces while avoiding trees and efficient driving, but Ed explains that his use of smarter fuel-saving driving techniques when covering transport stages between competitive rally stages, meant more fuel in the tank for when it was needed in full attack mode as well as less top-ups required from the crew.

The challenge would consist of one run only in each of the four cars – passenger-free to keep weight down – through





two different routes (one suburban, one through the hills with a gravel road feature). The average litres per 100 km reading from each of the four runs would then be averaged to come up with an efficient-driving winner.

Ed presented his benchmark targets for the four cars: Golf – 4.0L/100km, Tiguan – 5.0L/100km, Passat CC – 4.8L/100km and Touareg – 7.1L/100km. Game on.

At our disposal is driving behaviour, efficient driving tips and the vehicles' individual BlueMotion technologies. All models employ engine start/stop, brake energy recuperation and gear recommendation (this includes manual, auto and DSG transmissions). The Passat CC scores a coasting function, or overrun fuel cut off, that ensures 0.0L/100km by deselecting the gear and declutching the engine. The new lighter Touareg employs intelligent thermal management, a system designed to speed up the warming-up process to improve fuel economy from an earlier starting point – not a great concern for us today.

Though not all the tech is available on all models yet, Volkswagen expects them to filter down from the top-level premium vehicles over time but will not give a specific time frame.

It's an odd scenario to be in, a driving challenge against Ed Ordynski that isn't about time or going fast. Yet, only moments into the first run, the competitive nature takes over and the game of balancing the numbers on the multifunction display's trip computer with throttle inputs and applications begins.

Run one: Touareg – a missed turn-off for the gravel road track results in a 38 km course taking 61 km. This



combines with a less than economical drive back to base for a soul-destroying 9.6 L/100 km. That's it. Game over. The challenge is based on an average over all four runs, and with the first a total right-off, things aren't looking good.

Run two: Golf – driving through suburban streets, road works and, you guessed it, roundabouts, a solid run is again hampered by an inability to read maps and follow directions. Minor detour included, a respectable 4.1 L/100 km results.



Run three: Tiguan – the same route as the Touareg and no missed turn-off. The gravel road excursion is a killer for the numbers, with some ARC-style work not helping to keep fuel usage in check. Manage to get lost heading back to base camp and confirm another disappointing run – 5.7 L/100 km.

Run four: Passat CC – this is it, the last run for the day. Determined not to get lost again, the 'easy does it' approach is called upon. This means using the CC's coasting function as much as possible, holding steady revs through the suburban route and a careful touch for the climb back up the mountain. It comes together to net a sound result. A better than sound result actually - 4.4 L/100km, enough to beat Ed himself.



While they won't always be able to be followed, Volkswagen's nine efficient driving tips help greatly. They may seem like basic concepts but they do work, provided your behaviour is in line with the philosophy behind them:

1. Drive the modern way and think ahead.
2. Drive in the highest gear possible.
3. Use overrun fuel cutoff.
4. Use auxiliary equipment in moderation.
5. Check your tyre pressures.
6. Avoid short trips.



7. Use low-viscosity oil.
8. Cut aerodynamic drag.
9. Avoid unnecessary weight.

The Volkswagen team stresses that the key defining factor to BlueMotion, and its success in obtaining consistently good fuel consumption figures, is driver behaviour. Plant your foot off every traffic light, hold gears too long, rev gears too much, carry more weight and so on, and your wallet will suffer. Take the steps to heart and the savings are there to be had, even in cars that don't feature new environmentally conscious technologies.

But therein lies the difficulty; with a general consumer population that struggles to bother with simple vehicle checks

such as tyre pressures or regular services, is thinking Blue going to sink in?

And would the driving style used to produce our test figures be considered 'everyday', standard or normal? No, but there's no doubting that legitimate improvements in fuel consumption are possible.

The public will be put to the test too with Volkswagen bringing 12 competition winners to Canberra today to take part in the Think Blue eco driving challenge. The winner will represent Australia at the Think Blue 2nd World Championship 2012 event in Los Angeles in November.

David Zalstein

## Why be environ-mental when you can be environ-normal?



### The Golf BlueMotion.

Some 'green' products can be off-puttingly impractical. That's why Volkswagen has created a car that's easier on the environment and fun to drive. It performs just like a Golf, but is packed with eco-friendly BlueMotion Technologies like the Start/Stop System and Optimised Aerodynamics. So test drive a Golf BlueMotion today. It's about the most environ-normal thing you can do. Visit [environ-normal.com.au](http://environ-normal.com.au) to find out more.

BLUEMOTION



Das Auto.



## Lily's Christmas VW Find-a-Word.

See if you can find all of these Volkswagen words in this special Christmas puzzle. They can be forwards or backwards, up or down, and diagonal.

Merry Christmas everyone!

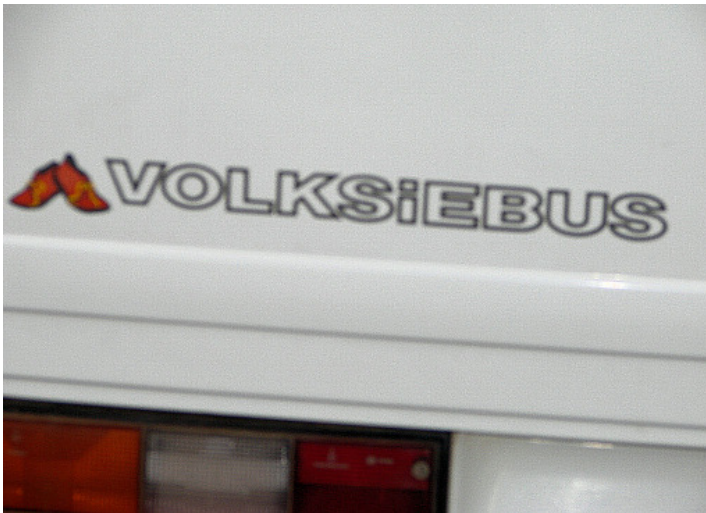
Lily ©

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## The last VW T3.

*Car South Africa magazine, June 2002.*

The final VW T3 Microbus came off the production line in 2002, after being built at the Uitenhage plant, near Port Elizabeth in South Africa, for more than 20 years. The very last one was a gold-painted Microbus 2,6i. It will reside in the VWSA museum in Uitenhage.

So popular was the T3 Microbus that it became part of local motoring folklore - even the name 'Kombi' has for many become a generic term for any minibus. More than 265,000 of these vehicles have been built in South Africa.

Managing Director Hans-Christian Maergner, speaking at a special function to mark the end of production of the T3 Microbus, said that it was with "a hint of sadness and nostalgia" that the T3 Microbus era had drawn to a close at Volkswagen South Africa.



"In many ways, the T3 Microbus holds a special place, not only in the hearts of the people, like our employees, who have worked on building this South African icon over the years, but also the many customers who have been fortunate enough to own one," said Maergner. "We started building the Transporter, or T1, in Uitenhage in 1955, just four years after local Beetle production started. Over the years it has

transformed itself, from the T1 to the T2 in 1968, and finally to the T3 which appeared on the local market in 1980.

"More than any other South African transporter, it seems to have given expression to a lifestyle that is uniquely South African. All South Africans have some kind of bus story to share - whether it is going to a soccer or cricket match in a Microbus, taking a taxi ride or joining the family on holiday, we have all - on some occasion - had an opportunity to be part of the Microbus story.

"In the plant, things have been no different. Due to the perseverance, innovation and talent of all who have worked on the T3 Microbus, from operators, through the supervision and management, right through to design engineers, we have managed to keep the Microbus alive for so long - for many years holding its own against stiff competition in the marketplace.



"It is only due to declining economies of scale that we have to call it a day - and the decision by some key suppliers to discontinue producing certain of the components that we needed.

"I believe the proud tradition and values of the Microbus will live on, not only in our hearts, but also in the new generation imported front-wheel-drive T4 Caravelle (pictured above), a very worthy successor," said Maergner.

While the rest of the VW world updated from the rear-engined T3 to the new front-drive T4 in 1992, the Uitenhage factory kept making the rear-engined Bus. In fact, the South Africans improved it further. In the mid-1990s the flat-four Wasserboxer was retired and replaced with a five-cylinder Audi engine. These were tilted over at an angle (like the earlier European diesel T3s), in order to fit under the low rear engine cover. The factory changed the rear design and raised the rear cover by 3 cm. Sizes ranged from 2.2, 2.3, 2.5 and finally 2.6 litres.

At the same time, the South African T3 body shell was given larger, deeper side windows with a lower bottom line than the front door windows, a new four-lamp front grille and new larger taillights. The interior was also modernised with more modern parts from the VW parts bin. This made the 5-cylinder South African 'muscle bus', truly unique.

The last range on offer from Volkswagen consists of four models - including the Microbus 2,3i, Microbus 2,6i, Caravelle 2,6i and the special edition Microbus 2,6i.

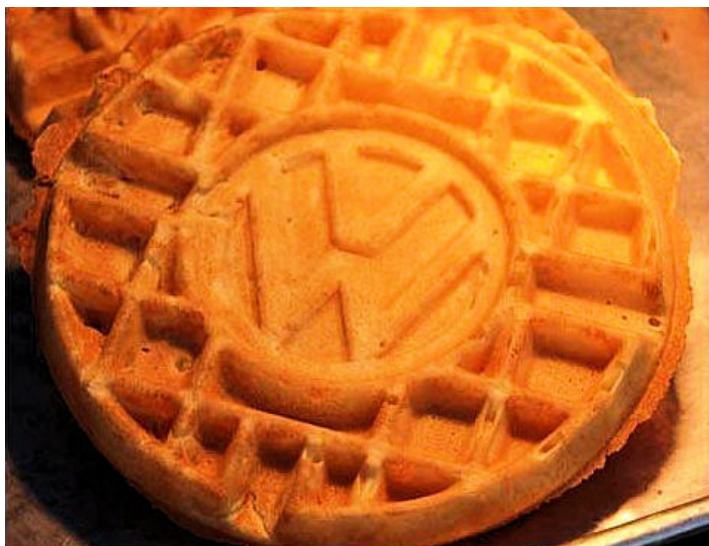
## Christmas suggestions.

Here are some last minute Christmas gift ideas for the VW fan who has everything.

The only trouble is that you may not find them at your local Supercheap Auto.

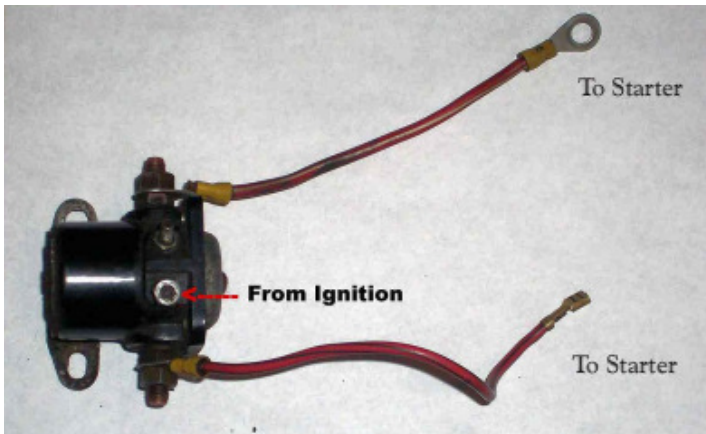
Simon Specker





## Bypass solenoid traps.

St. Muir and the By-Pass Solenoid, or “Soul y noid? We don’ need no stee-king solenoid!”



This one really gets me hot under the collar, first because it ain’t a by-pass-anything, and second because the usual method, using an old Ford starter solenoid a la St. Muir is dumber than hell, partly because it ain’t a solenoid at all but a contactor, and finally because you just don’t need a starter contactor for this particular job.

The problem arises because Volkswagen feeds their starter solenoid 12-volts DC by way of China. They run the juice from the battery to the solenoid terminal, then all the way up to the front of the vehicle, through the starter switch which isn’t all that reliable to begin with, then all the way back to the solenoid - which is where the juice started its journey to begin with.

By the time those 12 volts have marched up front, squeezed through the switch terminals and hiked all the way back to the solenoid, about of half of them are dead and the others have blisters. They jump inside the solenoid, put their electronic shoulders to the wheel but find they’re played out by the trip. If the solenoid moves at all it does so sluggishly, often not strongly enough to close the contactor terminals that provide juice to the starter motor.

The fix is to keep those 12 volts from wasting their time and energy on that useless hike by putting in a relay. That’s what that Ford contactor is pretending to be. The joke is, the contactor uses almost as much juice as the VW solenoid! A wiser choice is an electronic headlight or horn relay. Cheap, easy to find and easy to mount. Screw it to the fender well inside the engine compartment to help keep the terminals clean.

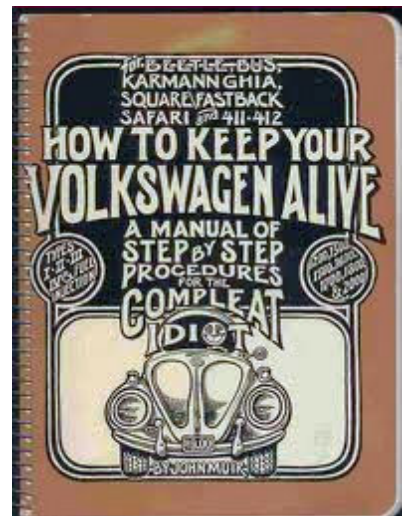


What the relay does is tell those 12 volts when to go to work on the solenoid. You wire your relay with the same wire originally used for the VW starter solenoid but you install new, heavier wires — with a shorter run to the battery and solenoid — from your relay. Since a headlight relay only needs an itty-bitty amount of power to pick or transfer, the original wiring provides more than enough energy despite its long run. And since your new, heavier wiring provides a shorter, neater, cleaner, prettier, healthier and politically more correct run between the battery and the VW starter solenoid, it fires right up every time.

This isn’t a new problem. In fact, Volkswagen came out with a fix for it years ago. Their solution? A simply relay packaged as a completely wired kit, including instructions. The part number was something like VK-1 and you could buy it from any dealer for about two bucks.

I understand Gene Berg started selling Ford contactors because he got tired of trying to explain to St. Muir disciples that St. John didn’t know very much about elektrissity. I know a whole bunch about elektrissity and I’m still alive, even though I use a headlight relay to pick my solenoid and a horn relay to turn on my back-up light and an itty-bitty microampere relay out of a short-wave radio to tell my external cooling fan when to turn on, although a Ford contactor would have done the job - sorta - in each and every case and would have, if St. Muir had thought of back-up lights and cooling fans. (“Back-up lights! We don’ need no steeking back-up lights!”)

Cold weather brings home the problem of the voltage drop in the long wiring runs common to a Volkswagen bus. If you want reliable starts and brighter headlights you need to know more about heavier gauge main buss wiring and the use of relays. You are the mechanic-in-charge of your vehicle. Sometimes that calls for you to be an electrician as well.



## VW deeps sumps.

*Is it a good idea to put one of those larger oil-sump deals on your VW? It sounds like a really good idea, but is there some technical reasons that it would be harmful?*

I’ve never seen a deep sump that didn’t leak, apparently because the sump-plate studs - even when replaced with longer units - were never meant to carry such a load.

Reduced ground clearance, while never a problem on the drag strip, can cost you an engine in daily driving. I’ve seen several crankcases with chunks knocked out of them as a result of hitting something with the attached (and quickly detached) deep sump. I’ve also seen a couple of engines lost when the oil pick-up extension came adrift, and it started sucking air.



With a filled deep-sump, the oil takes forever to warm up. And of course you have to keep the thing filled if you want your dip-stick to work :-). Drag-racing, we ran the engine with the minimum of oil, pouring in fresh for each run. It never showed up on the dip-stick because the dip-stick does not extend into the deep sump.

We used to call these things the 'Poor Man's Dry Sump'. Getting the liquid oil out of the crankcase gave us extra rpm, always important when you're trying to catch a clock. For roundy-round, rallies and road courses, we had a better results - and less expense - using a windage tray and fabricating extenders for the push-rod tubes. Running at speed, we thought the deeper sump would keep the oil from pooling-up out in the head - and maybe it did, for a few seconds. Fact is, running at speed the extra capacity of the deep sump doesn't mean squat. We just ended up with an extra litre of oil in the outside head. Live and learn :-).



I thought the added surface area of the deeply finned (and properly fabricated sumps, such as the one Gene Berg made) would result in cooler oil temps. It didn't. The oil took longer to come up to normal operating temperature but once there, it was about as hot as before. Apparently the oil cooler is about twenty times as effective at cooling the oil as any form of sump - you'd need about five times the surface area of the typical deep-sump before you saw an appreciable drop in your engine's oil temp. There's bound to be some variation here. I'm talking about using a deep-sump in California. Veedubbers in Finland probably swear by the things :-).

All of the guys who claimed miraculously low oil temps after bolting on a deep-sump usually had chromed

valve covers, chromed push-rod tubes, no thermostat and so on - they were already running near the red-line before they bolted the thing on - and most of their claims were based on only a few minutes of run-time when the extra oil hadn't even warmed up yet.

Deep sumps are suicide off-pavement - or on-pavement for that matter, if you have to negotiate the occasional rough alley or railroad track.

Deep sumps tend to get in the way when you need to drop your engine, forcing you to raise the vehicle higher (bugs) to clear the rear apron and to use a different scooter (buses).

Finally, most of the deep sumps I've seen were very poorly made, the exception being the ones Gene Berg used to sell (I've not seen his most recent offering but I understand it's aluminium. It used to be magnesium and beautifully made, too.) The deep sumps sold locally are bubble-packed crap, cast in Taiwan and have casting inclusions and lots of CASTING SAND RESIDUE. It would be suicide to bolt such a thing on an engine.

The bottom line? Deep sumps first appeared on the drag strip. Kiddies bolt them on because they can and because they look kewl and because all the tits & ass VW magazines say it's the thing to do. I ran them on the strip but found them impractical on the road, and sought other, more effective, solutions.

Want to increase your oil capacity? Add a full-flow oil filtration system. The big FRAM PH-8A canister holds nearly a litre of oil, the hoses about 300 mL.

Your engine, your decision.

## Ignition timing.

With regard to ignition...

Got a match? Camping, kitchen, safety... any match will do. You'll need a few of them for what follows.

Strike a match and measure how long it takes for the chemicals to burn off. Just hold it vertically and count down starting from the pop of ignition until all of the chemicals are gone. You may chant "one-potato, two-potato..." if you wish :-).

Do that several times and you will see that for same amount of chemical, it takes the same amount of time.

Now try to make it burn faster. Or slower. Blowing (gently) on the flame should give it more oxygen whilst holding it in the steam from a kettle should give it less but the odds are neither will effect the burn-time because the chemicals are a balanced mixture of fuel and oxidizer. That's what's referred to as a 'stoichiometric' mixture.

As with the match, the fuel-air mixture in a gasoline-fuelled internal combustion engine does not explode, it merely burns. Or should :-). If it does explode (ie, detonation) you've got a serious problem on your hands.

Although the match experiment isn't very precise it offers a hint that combustion of a given quantity of mixture not only takes a certain amount of time, that amount of time is virtually fixed for a given quantity of material. If we set aside the temperature of combustion, which I am doing deliberately for the purpose of this explanation, the only way to alter the amount of time it takes to burn a given quantity of fuel is to alter the composition of the mixture. The key point

here is that for a given engine and within the parameters already mentioned (ie, temperature and mixture ratio) combustion takes approximately the same amount of time regardless of engine rpm.

Now consider a spark-ignited Otto-cycle engine.

Even with a cylinder of large displacement, when the fuel-air mixture is compressed, combustion takes only a few thousandths of a second - a brief flash is all you'll see through the quartz head of a Test Engine. What happens during that brief flash is the heart & soul of understanding internal combustion engines.



During that brief flash all of the fuel combined with all of the oxygen to produce a given quanta of heat, raising the temperature of the residual gases in the combustion chamber, most of which are nitrogen, to several thousand degrees, at least momentarily and nearest the core. But that brief flash of heat also serves to raise the pressure inside the combustion chamber. Which is good. But only if the pressure rises in an orderly fashion - and only if the peak pressure occurs after the piston has reached the Top Dead Centre point of its up & down movement. If peak pressure occurs too early we might as well go home.

A little bit early isn't too bad. It wastes power but the engine will still run. Here's why: Each cylinder of an Otto-cycle engine has only one power pulse for every two revolutions of the crankshaft and that pulse lasts for less than ninety degrees of rotation. The energy needed to rotate the engine through the other 630 degrees has to come from other cylinders or some storage mechanism, such as a flywheel. Whatever method is used, it is sized for the slowest speed at which you want the engine to run, meaning there will always be some amount of excess energy at any higher speed. When peak pressure occurs a little bit early some of that stored energy will be used to get the piston past TDC. Under those conditions the engine's efficiency is low and fuel consumption is high but the thing will still run.

But if the pressure peak occurs too early, there won't be enough energy in the system to overcome the timing error and the thing will fail to run, often signalling its disgust with a back-fire.

By the same token, we don't want the pressure peak to occur too late. If the pressure does not peak until the piston is already descending - which it will do even without a power pulse, thanks to the momentum inherent in the Otto-cycle

design - much of the pressure we've worked so hard to produce will be dissipated without doing any useful work; the amount of torque available at the output will fall. When peak pressure occurs too late, the engine will still run but not very efficiently in the thermal sense, and its top speed will be limited, since any increase comes at the a further reduction in torque.

Notice here the distinction between initiation of ignition - when the spark occurs - and the moment of peak pressure. Although sequentially related these are two separate events, the interval between them determined by a number of factors such as the shape of the combustion chamber, the octane rating of the fuel, the point of ignition and so on. Most confusion associated with engine tuning stems from addressing only ignition timing and ignoring the timing of the resultant pressure curves.

It should be obvious that an efficient engine is more desirable than an inefficient engine. An efficient engine burns less fuel to produce the same power as an inefficient engine. Efficient engines also tend to last longer. What isn't so obvious, especially with an antique design such as the air cooled Volkswagen, is that a remarkable improvement in thermal efficiency may be achieved by focusing the keenest attention to the myriad details which contribute to its inefficiency, such as the timing of the cam, valves and ignition, proper waste-heat management and so forth.

At the very least this message should have made two things immediately apparent: Ignition must occur at some time prior to the need for peak pressure, and the precise moment of ignition must vary according to the rpm of the engine.

Which is why your VW has a vacuum advance distributor, which changes the timing of the spark at different rpms to ensure that the peak pressure point remains at the right place. It's rigged to the stock carburettor, and both of them are designed to work exactly with your stock VW engine and its various components as a whole.

But often kiddies rip out the stock distributor and replace it with a centrifugal distributor because they look kewl. And the ads say it makes more power!

Yeah, I know - it runs just fine. The question you gotta ask yourself is, how much better could it run - and how much fuel are you pissing away?

Bob Hoover





**Fröhliche Weihnachten!**



**Das Auto.**

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