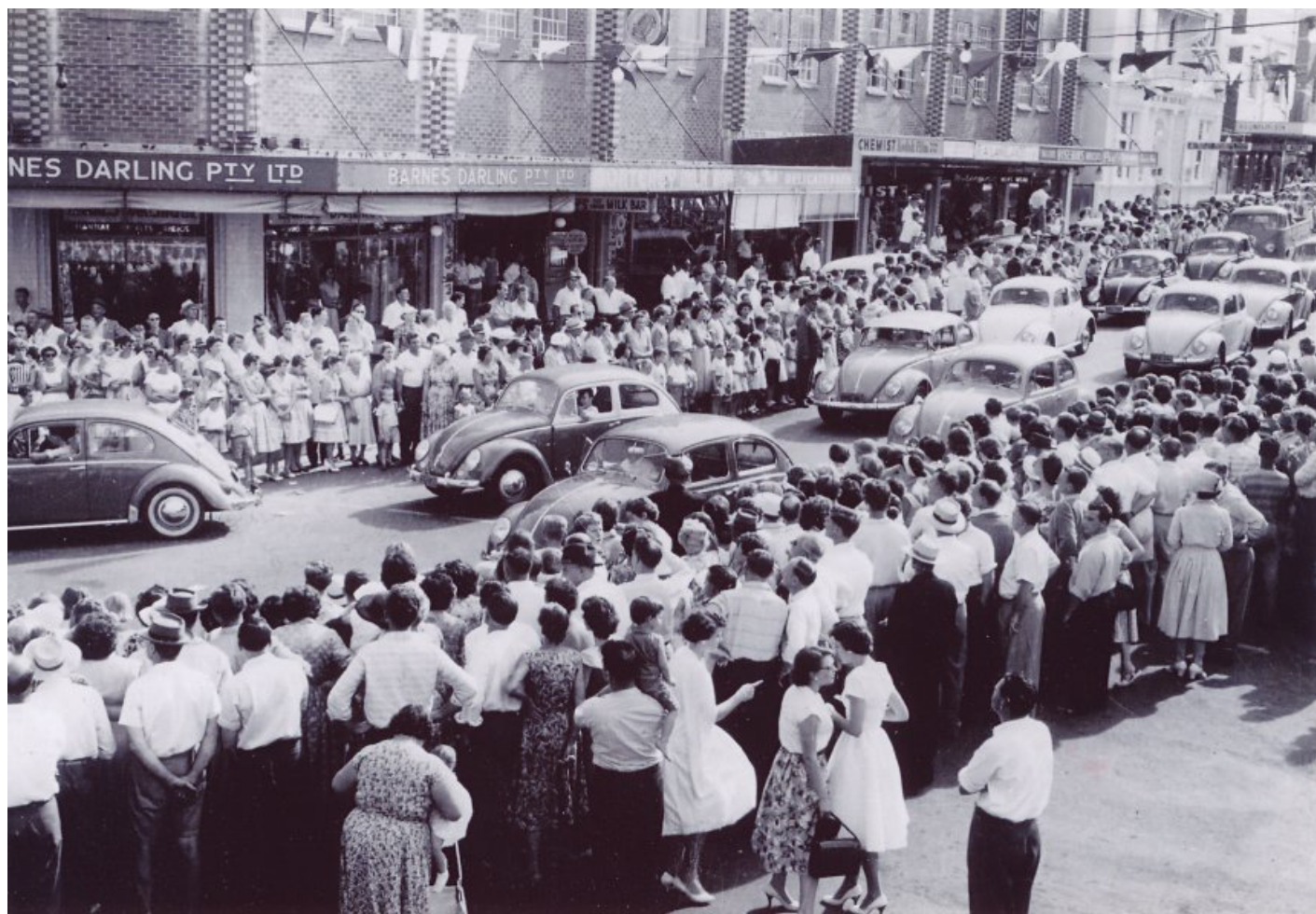


Zeitschrift



VW Club parade through Wollongong, 1959.

January 2014

IN THIS ISSUE:

**The Brian Mannix story
The Toy Department
Coming VWs in 2014
A Kombi tribute**

**Canberra Xmas Lights
2013 COTY awards
Haenel family update
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



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	vicepresident@clubvw.org.au	
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	motorsport@clubvw.org.au	
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Merchandise:	Jay Pozzi	jay_1965vw@hotmail.com

Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1340		14 Willoughby Cct
Camden NSW 2570		Grassmere NSW 2570
		(02) 9534 4825

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

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

We thank our VW Nationals sponsors:

26 years.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd
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20 years and over.

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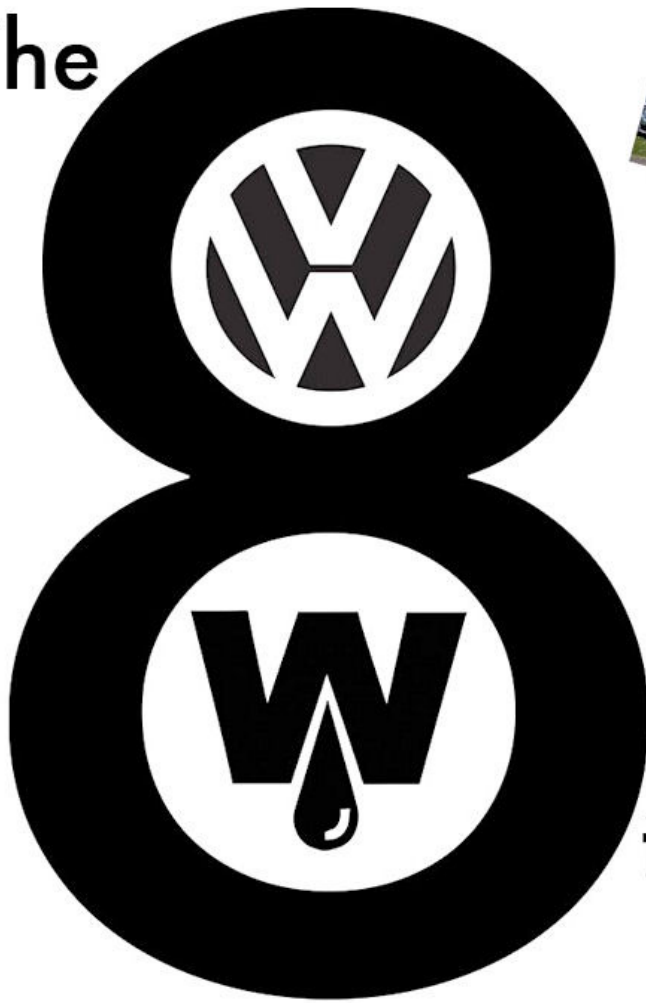
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Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

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

The



th
Annual Watercooled
Summer Cruise
January 19th 2014



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. Donations will be collected with all proceeds going to the Cancer Council.

Contact Aaron Hawker - 0413 003 998

Highlands Steam & Vintage Fair

Hosted by the Oberon Heritage & Collectors Club Inc

7th, 8th & 9th February 2014

Rally ground at Oberon Rugby Leagues Club, Lowes Mount Road,
Oberon NSW

Featuring historic machinery, vintage & classic car display, steam traction engines, steam portables & stationary engines, vintage trucks & lots of tractors. Including tractor treks, fun tractor pull, car & truck rally, the Flying Pieman organ, market stalls, drum maker, chair maker, timber working, military displays including the Lithgow Living History Group.

Free entry for exhibitors, on site camping available (limited space).

- Friday 7th Set-up day, tractor trek and car & truck road runs
- Saturday 8th Street parade at 10am followed by all the action at the Fair Ground
Public admission: Adults \$10, children and concession holders \$5, families \$25
- Sunday 9th Early bird tractor trek and displays till noon. No entry charges.

CONTACT:

Jim Hawkes 02 63361934 after 6pm
Mail: PO Box 313 Oberon NSW 2787
Email: hawkesjim54@gmail.com
Web: www.highlandssteam.org.au

Plus:

Oberon Tarana Heritage Railway
Oberon RSL Sub Branch Museum
The Wood Guys - Oberon
Web: www.oberontractortrek.com



Major sponsors:



VW Pizza and Pasta Restaurant Night

Let's start off 2014 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 15 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 12th Feb.



where volkswagen power comes to play



VW SYDNEY SHOWDOWN

- ALL VW DRAG RACING
- 1/4 MILE DIAL YOUR OWN
- NOVICE TO PROFESSIONAL
- NON-ELIMINATION COMPETITION
- TWILIGHT CRUISE
- PIZZA RUN
- SHOW'N'SHINE
- TRADE / SWAP
- RC DRAG RACING
- FAMILY FRIENDLY



SYDNEY DRAGWAY NSW SATURDAY FEBRUARY 22ND 2014
LOG ONTO WWW.VWMA.NET.AU TO REGISTER TODAY...



THIRLMERE FESTIVAL OF STEAM

Sunday 2nd March 2014

The 2014 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2014 at Thirlmere, NSW, on **Sunday 2nd March 2014**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

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

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerfestivalofsteam.com.au

Enjoy a weekend away with your loved one.

Club Veedub Sydney
27th VW Nationals show.



24th May 2014 Super Sprint, Wakefield Park, Goulburn NSW.
25th May 2014 VW Nationals Show, Fairfield City Showground NSW.
Contact David Birchall (02) 9534 4825 or clubvw.org.au

Von dem Herrn Präsident.

Well, I hope you all had a great Christmas and New Year. I hope everyone enjoyed our Christmas meeting at the Greyhound Club in December. I couldn't make it, but I hear that the new caterers in the Greyhound club are much improved and the food provided was very good. Thank you too to everyone who brought a present, and to Christine for running the Christmas raffle.

2014 is going to also be a great year for VW events, no mucking about with some great things coming up to do with your VW. But you'll need to write all these down on your kitchen calendar or noticeboard so you don't miss them!

The VW Watercooled Summer Cruise is on again on Sunday the 19th January. Don't worry about the name, new AND old VWs are welcome. Aaron is manning the BBQ at Stanwell Park. See flyer in this issue for more details. Then on Sunday 26th is the Australia Day CARnival in Macquarie St, Sydney. Entries to this closed months ago, so only those who already have all the paperwork can take part. Still, everyone is welcome to come by and look.

On Saturday 1st February is the rescheduled Newcastle All German Show n Shine. I went to the rained out event in November! It's at a fantastic location on the Newcastle Foreshore, so this time I hope the weather is good. The very next weekend (8th-9th) is a new event for our Club, the Highlands Steam and Vintage Fair at the Oberon Football Grounds. A few of our members are keen to show their VWs and will stay overnight. The following weekend is the annual Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria at Riverwood on Saturday 15th. Book your place with Dave Birchall, and don't forget to wear your best Hawaiian shirt! Then if that's not enough to do in this month, following on Saturday 22nd is the Sydney Showdown VW Drag Racing at WSID, Eastern Creek. Let's hope that Sydney weather can shine this time. This event is part of the drag racing series run by VWMA (Volkswagen Magazine Australia). Craig Hughes the editor of VWMA has pulled off a major win for the VW racing fraternity when he secured this venue. We need as many people to support this event as possible so that it can continue. In 2013 this event was rained out twice so please come along to support this event, either to race or just have a look.

March is yet another busy month. On Sunday 2nd is the Thirlmere Festival of Steam 2014 at Thirlmere (meet at Uncle Leos Caltex at Liverpool Crossroads for the cruise), and the next weekend on Saturday 8th is the Tea Gardens Hawks Nest Motorfest, held at Hawks Nest Oval.

Moving on to April is the Sydney German Autofest on Sunday 6th at Gough Whitlam Park, Bayview Ave Earlwood. All German makes are welcome, I've been to the last two of these events, and it's good to forge friendship between other German car owners. Unfortunately the Old Car Social Club have booked their Flower Power show at Moorebank on the very same day, so we won't be able to go to that one this year. However the annual classic car show at Robertson is on the following weekend, Sunday 14th.

Hopefully this huge choice of events might inspire you to finish your VW restoration project this year, and get out and about with your fellow VW enthusiasts. If you've never

been to any club run before, don't be shy! Polish up your VW (old or new) and come along to any event you like. You will be very welcome!

Anyway enough from me, I hope to see you at an event soon.

Steve Carter



Kanberra Kapitel report.

Hi everyone, its been a quiet car month due to the holidays. I hope everyone has had a relaxing break and that Santa came to you all.

During December we had our Christmas Lights Cruise for 2013, a great event, but we had a low attendance – look for the report and pictures in the magazine.

In February we will be having our AGM in conjunction with a bowling afternoon. This is being arranged as we speak and we'll notify you of the details in the next magazine (and also by email). We'd love your input and help in running the club. In March we will have the annual Wheels car show, and details for this will come as well.

If you don't receive emails from us, let us know so that we can get you added to the list.

Welcome to 2014, lets hope its a great dubbing year for all.

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 for the latest information and any changes.**

January.

Thursday 16th:- 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 19th:- VW Summer Cruise 2014. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am 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 kiosk/beach nearby. 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.

Sunday 26th:- Australia Day CARnival in Macquarie St, Sydney. Entries have already closed but last year's VW attendees will have already been contacted and hopefully entered. For Concours, Vintage, Veteran and Classic cars. Contact John Flower on (02) 9513 2035 for more info.

Monday 27th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

February.

Saturday 1st:- Newcastle All-German Show n Shine (RESCHEDULED) at the Newcastle Foreshore, organized by the Mercedes Classic Car Club. All German vehicles are welcome; lots of VWs (old and new) wanted. 9:00am start, \$10 entry per car at the gate. All entries eligible for a prize or trophy. Food available on site or a short walk into town. For more info visit www.mbccc.org or phone 0410 553 549.

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

Saturday 8th & Sunday 9th:- Highlands Steam and Vintage Fair at the Oberon Football Grounds, Lowes Mount Rd Oberon. Historic vintage and classic cars, steam engines, vintage tractors, military display, pipe organ, timber workings, market stalls. Saturday has 10am street parade, then action at the park. \$10 entry, \$25 family. Sunday has tractor trek and displays until midday. Contact Jim Hawkes on (02) 6336 1934 or email hawkesjim54@gmail.com

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

Saturday 15th:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt! You must book your place with David Birchall (02) 9534 4825 - leave a message if no answer. Leave your name and number of people attending. Closeoff is 2 weeks before - 1 Feb.

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

Saturday 22nd:- Sydney Showdown VW Drag Racing at WSID, Eastern Creek. 1/4-mile drag racing, dial-your-own time. Novice to Pro! Non-elimination competition. Top VW Shootout, Show'n'Shine, Trade/Swap, Twilight Cruise, Pizza Run. Family friendly! Plenty of food and drink. Presented by VW Magazine Australia. Visit www.vwma.net.au for more info and to register.

Sunday 23rd:- VW Kombi and Beetle Display at the Penrith Regional Art Gallery, 86 River Rd, Emu Plains. In celebration of their Holiday+Memory exhibition. You must pre-book to display your VW. **Cars to be in place from 9am**

to 2pm. Contact Dimity Mullane on (02) 4735 1100 or email dmullane@penrithcity.nsw.gov.au for more information.

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

March.

Sunday 2nd:- Thirlmere Festival of Steam 2014 at Thirlmere, NSW. Steam train rides, Trainworks railway useum, model railways, bands, dancers, food and drink stalls, traders, kids' rides, 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 (max 2 VWs) at 1pm.

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

Saturday 8th:- Tea Gardens Hawks Nest Motorfest, held at Hawks Nest Oval, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special display area for VWs. \$10 per vehicle. Be there before 9:45am, trophy presentation at 1pm. For more information contact Phil Hoare on (02) 4997 0082.

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

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

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

April.

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

Sunday 6th:- Sydney German Autofest at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes Benz Club of NSW. All German makes welcome. \$10 entry per car; entrants to be in place by 9:30am. Food and drink stalls on site. Volkswagens new and old wanted! Contact Nick Harris (MBC) on 0408 228 305 for more info.

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

Sunday 13th:- Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. Cars 30+ years old wanted! Entry from 9:30am, \$10 to show your VW, or free general admission. \$5 raffle tickets to raise funds for Robertson railway. No judging or trophies this year; just a fun

day to show your car. Country market stalls, vintage machinery, antique stores, food and drink stalls. **Join the Club Convoy at Uncle Leo's Caltex, Liverpool Crossroads, at 7:45am for 8am departure.**

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

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

May.

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

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

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

Saturday 24th:- VW NATIONALS Supersprint at Wakefield Park Circuit, Goulburn. VW racers wanted, air AND water-cooled. Stock is OK. CAMS Licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 25th:- VW NATIONALS 2014 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids'rides, German dancing, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information, or see www.clubvw.org.au

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

Marktplatz.

All ads should be emailed to: 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 Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members

have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads.

For Sale:- 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).

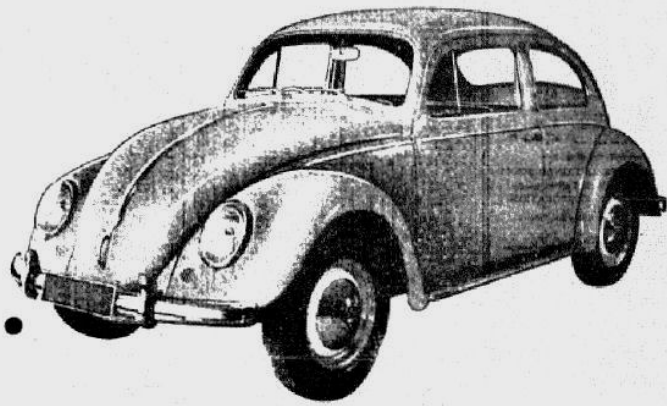
For Sale:- Lovely original 1967 German-made 1500 VW Beetle. Nice purple colour. New clutch, recently rust cut & resprayed. Rego till March 2014. Goes well, reliable, well cared for. Rare Euro VW in Australia. Reluctant sale as travelling soon. Asking price \$6500 ONO. For more info contact Annie Brisley on 0417 657284 or email abrisley1@gmail.com

For Sale:- 1956 Oval Beetle. Good reliable little car. Fully registered until March 2014. Cream in colour. No rust. Working trafficators. Always garaged. Would suit enthusiast. Asking Price \$9000 ONO. Contact Jodie Dennis on 0447 839055 or (02) 6231 3129 (AH) or email jodie.dennis@icloud.com

Wanted:- Hi - I'm looking to purchase a **VW Delivery Van** during 2014, the 'windowless kombi', around late 60's. Any condition considered. Please contact me if you have any leads. Thanks Andy. If you can help me please email me at andrewcarbery@gmail.com



No doubt
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Cars run better on a Shell Petrol containing I.C.A.* and here's why. After a few thousand miles, combustion deposits build up in your engine and these can pilfer power by fouling spark plugs and by causing pre-ignition. Even though you don't see or hear this happening, it goes on nevertheless. You can't stop these deposits forming; but there are two remedies—

1. Have your spark plugs regularly cleaned and renewed and have your engine periodically "de-coke"—all of which costs money, or 2. Use a Shell Petrol with I.C.A. at no extra cost. Supershell and Shell both contain I.C.A., the patented phosphorous compound which, by its chemical action on combustion deposits, makes spark plugs last longer and saves you the cost of at least one "de-coke" in three.



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10-03-6

For Sale:- 1974 VW Beetle 1600L (Superbug). Wattle Yellow in colour. Registered to April 2014. Has been in the same family since new. All original & in great condition. Regrettable sale due to our present situation. Asking Price \$10,700. Contact Grahame Mitchell on (02) 9543 4580 (BH) or mobile 0425 289 317, or email lmitch56@hotmail.com

For Sale:- My 80-yr old father has a 1971 Volkswagen he would like to sell. It is a **1600 Type 3 Sedan** shape; original yellow in colour. Automatic, just 59,000 km mileage. For photos and more information, contact Mrs Tatiana Fleming on (02) 9907 1767 or (Mobile) 0409 760 782, preferably 9-5pm, Or email tatiana.fleming@hotmail.com

Wanted:- I am looking for a **1972 '1302S' Superbug**. I once had one new in that year, and would like to relive the pleasures I had in it. My first new car, orange. If you can help, contact Mr Peter Johnson on (mob) 0411 195 937, or AH on on (02) 9517 3751, or email peter@peterjohnson.com.au

Wanted:- I would like to know where if at all I could get a **user's manual** for the following type of generator that was attached to the Type 126A VW engine? This is what is written on the gen set: AEG DX11/25/3/36 LDAGK2/30A Motor: VW 126A25kvA. Or if you have one of these manuals I would happily pay for a photocopy. If you can help, contact Mike Braz at michaelbraz@gmail.com

2nd Month Ads.

For Sale:- Beetle parts, 1965 Boot lid and 2 doors, wheels 5 stud, wide steel 14inch wheels, some with tyres some without. Generators, carbies, distributors including 009, steering wheels, steering columns some with keys etc, front ends, tow bars etc. **Type 3 parts:** Bonnets, engines, 4 stud 14inch wheels with tyres, lights, speedo, radios, gearbox in very good condition. For these and more, contact Sal at Blacktown on 0423 409 718.

For Sale:- I have a 1972 VW Superbug that needs a home. I'm in the hunter valley. 76000 original miles on it. Unregistered, 1600 engine. Original all the way. I'm moving up the coast in 5 weeks and need to sell. I know what it's worth, so no time wasters please. Contact Jason Moulds on 0468 959 165 or email jamoulds@hotmail.com

For Sale:- I have a set of brand new **50/50 rear lenses** for 1960/61 Beetle. Also a set of same lenses half red/half white if anyone is interested. I am located in Newcastle NSW. Please contact Bass Santarelli on 0402261343 or email santa1@exemail.com.au

For Sale:- I have a few parts and a couple of manuals from a **1974 VW 1300** I once owned. Please let me know if I can hand them over to Club or anyone who may be interested. Contact Peter Le Mesurier on Canberra on 0406 378 036 or email plesmesur@pcug.org.au

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For Sale:- Rebuilt VW 1776cc motor. Suit all models. \$1900. Contact John Ladomatos on 0449 236 076 for further details, or email johnladomatos@y7mail.com

On the cover.

A 1959 VW Club of Wollongong in a parade down Crown St – celebrating Greater Wollongong's centenary of Local Government. Brian Mannix's VW 4th on the right. Note all the white shirts and flared skirts/dresses of the young females!

Thank you to Brian Mannix for the wonderful photo. Look for Brian's article on VW club activities in Wollongong in the '60s on page 30 of this issue.

Stop press: VW's new all-time Australian sales record.

While 2013 will be remembered as a dark year for the Australian automotive industry – with announcements from Ford in May and Holden in December that each would cease local production in 2016 and 2017 respectively – it will be remembered as the most successful so far for the industry as a whole, with total sales reaching a new record high.

A total of 1,136,227 new passenger cars, SUVs and commercial vehicles were sold in Australia in 2013, eclipsing the old record set the previous year by 24,195 vehicles (2.2%).

Volkswagen sold 54,892 vehicles in Australia in 2013, a very slight rise of 57 cars (0.1%) on the previous all-time record of 54,835 set in 2012. With much criticism in the press over its DSG transmission problems, the subsequent embarrassing recall and the Melbourne fatal crash of a Golf GTI (later found by the Victorian Coroner to be driver error), Volkswagen sales were widely predicted to slump in 2013. However Volkswagen Group Australia has responded to the criticisms and sales have not only held steady, but actually increased slightly. Toyota, Ford, Holden, Nissan and Mazda all dropped sales in 2013.

The Golf was again Volkswagen's best-selling vehicle, with 17,342 sales. This was not quite a record (18,383 Golfs were sold in 2011), but sales did increase over the 17,298 in 2012. The Golf was Australia's 14th best selling vehicle, the highest place on the year-total ladder the Golf has ever achieved in Australia. The Golf has been the most popular model in the VW range every year since 1997, when it took over that title from the Transporter. Before that the Golf also briefly outsold the Transporter in 1977-79, and in 1993.



Toyota sold 214,630 new vehicles across the country in 2013, which, despite being down 1.6% on 2012, was still almost twice as many as second-placed Holden (112,059 and down 2.3%). The result makes the Japanese manufacturer Australia's most popular brand for the 11th consecutive year.

Toyota and Holden again kept Mazda (103,144 sales, down 0.7%) to third position overall, ahead of Hyundai (97,006, up 6.0%) and Ford (87,236, down 3.5%).

Sixth-placed Nissan (76,733, down 3.8%) kept itself just ahead of an big-improving Mitsubishi (71,528, up 21.5%) while Volkswagen held steady in eighth-position for the third year in a row. VW's 54,892 total rose by just 0.1%, but was still the highest-ever VW total in Australia since their first VW Beetles were sold here in March 1954.

The top three premium brands were all up, with Mercedes-Benz (27,547 – up 23% and 12th place) remaining ahead of BMW (20,522 – up 11.5% and 15th spot) and Audi (16,009 – up 10.1% and 16th). Land Rover maintained station in 18th place, with 8350 sales up 5.3%.

With VW's DSG, dealer service and pricing issues sorted, and more models coming (including the hot Golf GTI and R this year), hopefully we can look forward to more VW

sales in 2014.

Top 20 Best-selling Brands – 2013

1. Toyota – 214,630
2. Holden – 112,059
3. Mazda – 103,144
4. Hyundai – 97,006
5. Ford – 87,236
6. Nissan – 76,733
7. Mitsubishi – 71,528
- 8. Volkswagen – 54,892**
9. Subaru – 40,200
10. Honda – 39,258
11. Kia – 29,778
12. Mercedes-Benz – 27,547
13. Jeep – 22,170
14. Suzuki – 22,075
15. BMW – 20,522
16. Audi – 16,009
17. Isuzu Ute – 10,209
18. Land Rover – 8350
19. Renault – 7016
20. Lexus – 6920

Top 20 Best-selling Vehicles – 2013

1. Toyota Corolla – 43,498
2. Mazda3 – 42,082
3. Toyota HiLux – 39,931
4. Hyundai i30 – 30,582
5. Holden Commodore – 27,766
6. Toyota Camry – 24,860
7. Mitsubishi Triton – 24,512
8. Holden Cruze – 24,421
9. Nissan Navara – 24,108
10. Ford Ranger – 21,752
11. Mazda CX-5 – 20,129
12. Ford Focus – 19,180
13. Hyundai ix35 – 19,086
- 14. Volkswagen Golf – 17,342**
15. Holden Colorado – 17,203
16. Toyota RAV4 – 16,983
17. Mazda 2 – 15,167
18. Toyota Prado – 14,568
19. Ford Territory and Honda Civic – 14,261

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- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

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Golf wins Money Magazine's 'Best-value small car.'

Volkswagen has again triumphed in Money Magazine's annual "Best of the Best" awards, with the all-new Golf 7 claiming the title of "Best-Value Small Car". The winning Golf model, the entry-level 90TSI, leads the way in the hugely popular small car segment.

As well as gaining points in the value-for-money and cost-of-ownership analysis, the judges said there was another factor that helps weight the criteria towards best-car status, "the fun-to-drive component," or the driving experience.

"When you weigh it up against Money's best-car methodology, including an incredibly strong (67%) resale value over three years, then add our subjective fit-and-finish and fun-to-drive rating, it's easy to see why the 1.4-litre turbo 90TSI is the big-value small car," Money Magazine reported.



Now in its 13th year, Money Magazine's "Best of the Best 2014" Awards recognise Australia's best financial products, services and investments. Expert research partners select the 102 gold winners from tens of thousands of products.

Volkswagen has previously won two other Money Magazine awards, both in 2010. In that year the Best-Value Small Car was the Volkswagen Golf 118TSI, and the Best-Value SUV was the Volkswagen Tiguan 147TSI.

VWs coming to Australia in 2014.

Golf 7 wagon (February)

The versatile Golf 7 wagon will be first the cab off the rank for Volkswagen in 2014, arriving almost a year after the seventh-generation hatchback on which it's based. At 4562 mm long, the wagon is 307 mm longer than the hatch. Its 605 L boot is 60 per cent more capacious than the regular five-door's and 100 L larger than the old Golf wagon's. It also expands to 1620 L with the 60:40 split rear seats pushed forwards (up 125 L over the outgoing model). The line-up should mirror that of the hatch, with 90TSI and 103TSI



petrol and 110TDI diesel variants available. Expect a \$1500-\$2000 premium for the larger body style, suggesting a starting price of around \$23,000.

Golf GTI Performance (2nd quarter)

Golf GTI fans after extra power, equipment and exclusivity can get behind the wheel of the Performance variant from the second quarter of 2014. At \$47,990, the GTI Performance – available solely with the six-speed dual-clutch DSG auto – is \$4000 more expensive than its GTI equivalent. Power rises 7kW to 169kW over the GTI, the front brakes grow to 340mm (up 28mm) and the rears to 310mm (up



10mm), and a specially tuned front differential lock is employed. Additional features over the base car include bi-xenon headlights, dark-tinted LED tail-lights, tinted glass, 19-inch alloy wheels, unique tartan upholstery and an alcantara headliner.

Golf R (2nd quarter)

Volkswagen will complete the renewal of its famous hatch line-up in the second quarter of 2014 when it introduces its all-wheel-drive performance flagship, the Golf R. The new model shares its turbocharged 2.0-litre four-cylinder engine with the Audi S3. Overseas it produces 221kW and 380Nm,



though like the S3 it's likely to be detuned to 206kW for Australia's hot climate conditions. That still represents a gain of 18kW and 50Nm over its predecessor, however, and should be good for a 0-100km/h sprint of approximately five seconds – about 0.5sec quicker than before. Bi-xenon headlights with integrated LED daytime running lights, tinted LED tail-lights, quad exhaust outlets and cloth/alcantara upholstery distinguish the new model. Prices are tipped to rise slightly, likely to just north of \$50,000.

Polo facelift (second half)

Volkswagen's class-leading city car comes in for its first update since launching internationally in 2009. Spy shots have revealed a new front bumper and intake fascia that add a sense of width to the Polo's face. Prototypes have also been spotted with covered dashboards, suggesting Volkswagen is



also tweaking the cabin. An integrated Bluetooth system should form part of an upgraded infotainment system for the Polo, which is also expect to feature a larger central screen. The Polo's existing engine line-up is tipped to carry over into the updated range. Pricing should also be similar, currently ranging from \$16,990 for the Trendline to \$29,190 for the GTI.

Golf wins Japan COTY.

The VW Golf has been announced the 'Car of the Year 2013/14' in Japan. This is the first time ever in the 34-year history of this prestigious award, that a foreign car has beaten the local competition.

Particularly impressive was the score awarded by the 60-strong Japanese jury to the latest generation Golf, 504 out of a possible 600 points - a record for an imported car and a lead of 131 points over the second-placed vehicle and 337 points over the car in third. The Golf 7 has been available in Japan only since 25th June 2013.

"We are delighted that the Golf is the first imported car to win the main prize in the 34-year history of Car of the Year Japan," said Shigeru Shoji, Volkswagen Group President in Japan. "This award is dedicated to everyone who has supported Volkswagen in Japan over the past 60 years."

Explaining its decision, the jury highlighted in particular the new Modular Transverse Matrix (MQB) as a core strength of the Golf: the MQB formed the basis for precise handling with simultaneously high levels of ride comfort and driving pleasure, the jurors said. Further features to earn praise included the excellent standard of safety, the



clear and clean design, the high-quality interior and exterior finish and the highly modern TSI engines.

Since the launch of the new Golf on the Japanese market, over 13,000 vehicles have already been ordered - an indication of the brand's strong growth in general in Japan. The overall 'Car of Year 2103/14' victory is the current high point in a long list of prestigious awards for the Golf 7. First places in the 'Car of the Year 2013' (Europe), the 'World Car of the Year 2013' and the 'Golden Steering Wheel 2013' stand out by virtue of their international significance and recognise the accomplished overall package offered by the most successful German car ever.

The high level of appreciation for the best-seller's sustainability characteristics is reflected in the 'ACVmobil Umweltpreis' (ACVmobil Environmental Prize) and the 'ADAC Eco Test' award. The timelessly elegant design, on the other hand, was honoured by the jurors of the German Design Council (Deutscher Rat für Formgebung). However, in pure reader votes, too, such as the 'Auto Trophy' (Auto Zeitung) and the 'Best Cars' (auto motor und sport), the Golf took the winners' trophies.

VW No.1 in China.

Volkswagen is poised to outsell American rival General Motors in China and take the calendar-year sales crown in the world's auto biggest market for the first time in nine years.

Both automotive giants have already racked up three million sales each in China for the first time, with Volkswagen becoming the first company in Chinese history to do so, early in December, and GM following about a week later, according to Bloomberg.

In the 11 months to the end of November, sales of VW Group vehicles – including Audi – were up 16.7 per cent, giving VW a lead of about 70,000 sales over GM with one month to go.

At the current running rate, the Chinese market could see out 2013 with a record 21.5 million sales, representing an increase of about 11 per cent over the previous year.

In 2012, 19.3 million motor vehicles were sold in China, up a modest – by Chinese standards – 4.3 per cent on 2011. Back in 2009, Chinese market vehicle sales rose 46 per cent in a year.

VW was one of the pioneers of the Chinese automotive industry, partnering with Shanghai Automotive Industry Corporation (SAIC) and First Auto Works (FAW) to blaze a

path with the Santana (Passat) in the 1980s. VW were soon followed by most of the world's major motor manufacturers.

GM – also partnered with SAIC – quickly rose to prominence with brands such as Buick, taking market leadership in 2004.

Both car companies believe they are yet to reach their potential in China, announcing multi-billion-dollar investments in plant expansions and model development to meet growing demand that is expected to accelerate in 2014.

VW has just launched its all-new Golf in China, and will add the sedan version of the Audi A3 soon, giving the German company the whip hand in its efforts to go back to back at the top of the market in 2014.



Ford has been one of the big winners in China, with year-to-date sales up 51 per cent to the end of November to a record 840,975 vehicles, aided by its Focus compact, which was China's best-selling car this year.

Japanese manufacturers are gradually recovering from a Chinese consumer backlash from the dispute between Japan and China over islands between the two nations, with Toyota selling 809,000 units, up 8.0 per cent.

Nissan said it had sold 1.13 million vehicles in China in the year to date, up 13.1 per cent on the same period of last year. Nissan's partner Renault is also set to join the fray in China, recently signing a manufacturing deal with Dongfeng Auto – the same joint venture partner as Nissan's – for cars to be built from the second half of next year.

By law, foreign car companies operating in China must do so in equal sharing partnerships with Chinese manufacturing companies.

Scirocco R update.

Overseas reports suggest production of the Volkswagen Scirocco R is on hold, ahead of the introduction of a more powerful face-lifted version early in 2014.

US publication Car and Driver reports Scirocco R production is in a state of limbo now that Volkswagen has wrapped up production of the car's turbocharged 2.0-litre four-cylinder 'EA1132' engine.

The updated Volkswagen Scirocco is tipped to debut at March's Geneva motor show. While the 2014 model will essentially be a facelift of the five-year-old Golf 5-based coupe, the flagship Scirocco R – the only variant offered in Australia – is set to benefit from the new 'EA888' engine



destined for the new Golf 7 R and already featured in the Audi S3.

The new turbocharged unit produces 221 kW of power and 380 Nm of torque in the all-wheel-drive Golf R for European markets, and the updated front-wheel-drive Scirocco R is expected to follow suit with identical outputs as it has in the past.

The engine is likely to be detuned to 206 kW for Australia's hot climate, however, as Audi has been forced to do with the recently launched S3 and as VW will do with the Golf R.

Volkswagen Australia public relations manager Kurt McGuinness said there was no official word on timing or specifications of the updated Scirocco for our market. He also confirmed orders of the existing Scirocco R were continuing as normal at this stage.

Spy images captured earlier this year revealed a subtly revised headlight, grille and air intake design for the face-lifted Scirocco, following the styling evolution demonstrated by its Golf sister car. The update will continue to use the existing Golf 5/6 platform, not the latest MQB platform used by the Golf 7.

If the flagship Scirocco R debuts alongside the regular range in March as expected, it's likely to reach Australian shores by the second half of 2014.

US Passat.

Volkswagen of America has announced pricing for the US Passat range with the new 1.8-litre turbocharged four-cylinder engine. It starts at US\$20,895* for the base 1.8T S sedan equipped with the standard five-speed manual transmission. Step up to the 1.8T Wolfsburg Edition, standard with a six-speed automatic, and buyers are looking at \$23,695*. The SE with a five-speed manual starts at



\$24,475*, and it goes up from there. The Passat 1.8T SEL has already launched and starts at \$30,895*. (*Prices don't include the \$820 destination charge.)

The 1.8-litre turbo four, meant to replace the US 2.5-litre inline five-cylinder engine, is the newest powerplant to be used in VW's lineup. It makes the same 170 horsepower (127 kW) as the inline five and seven pound-feet more torque, at 184 lb-ft (250 Nm), but does so at lower RPM for better low- and mid-range power. For the EPA's combined city-highway driving cycle, the Passat 1.8T equipped with the six-speed automatic is rated at 28 miles per US gallon (8.4 L/100 km), compared to 25 mpg (9.4 L/100 km) for a similarly equipped Passat 2.5.

For all the talk of efficiency, the performance boost afforded by the new 1.8T over the 2.5 is not lost on VW. The manufacturer claims a Passat 1.8T equipped with the five-speed manual transmission can sprint from 0-60 miles per hour (100 km/h) in 7.5 seconds, compared to 8.2 seconds in a manual 2.5-liter Passat. The six-speed auto Passat 1.8T does 0-60 mph (100 km/h) in 7.9 seconds, compared to 8.9 seconds for the old model.

The US Passat is made in VW's state of the art plant in Chattanooga, Tennessee. It is a completely different vehicle from the Euro Passat sold in Europe (and Australia), with a different platform, body shell and mechanical layout.

Next Passat spotted.

A prototype of the next-generation Volkswagen Passat has been spied, giving us our first look at the German manufacturer's forthcoming medium car.



Captured by spy photographers in Spain, the Passat sedan test car wears production body panels beneath its heavy camouflage wrap, suggesting Volkswagen is in the final stages of development of the eighth-generation model that's expected to be revealed in the second half of 2014.

Visible through the psychedelic black and white swirls is the new Passat's horizontal grille and headlights, which (as expected) appear set to evolve the design of those of the current car rather than introduce a dramatic new look.

Similarly shaped LED tail-lights with darker lenses inject fresh attitude to the rear, as do the broad twin chrome-tipped tailpipes that sit at the lower corners of the bumper.

Obvious in the images is the prototype's significantly shorter overhangs, which in particular gives the new Passat a

much less front-heavy look. Its rear windscreen is also more heavily raked than the current car's, creating a sleeker profile that appears to take inspiration from the Passat-based CC 'four-door coupe'. It follows the normal three-box sedan profile, rather than the 'hatch' style used on the early 1970s and '80s Passats.

The all-new B8-series Volkswagen Passat will become the largest vehicle on the car maker's versatile MQB platform, which is currently used by the Golf and will also find its way beneath the next-generation city-sized Polo hatchback.

The new lightweight platform is expected to cut between 70-100kg from the Passat's kerb weight, which measures from 1480kg in current B7-series guise. The platform is also more space efficient, which should translate to more room for passengers and increased boot capacity.

The new-generation Passat is also expected to be available exclusively with turbocharged four-cylinder petrol and diesel engines, ranging in capacity from 1.4 to 2.0 litres. The new engines promise to contribute to improved fuel economy figures, as will the Passat plug-in hybrid variant that will join the line-up after its initial launch.

The Passat will continue to be offered in sedan and wagon body styles, while all-wheel-drive will also remain an option in overseas markets.

Reports suggest the new Volkswagen Passat could debut at September's Paris motor show before reaching European showrooms in 2015, and Australia in 2016.

Jetta awarded five Latin NCAP stars.

The Volkswagen Jetta is one of the safest vehicles in the world - this has now been confirmed by the Latin NCAP which has awarded the Jetta the top five-star rating. This award from the Latin American consumer protection organisation constitutes further international recognition of the comprehensive Jetta safety concept.

The entire safety package in the Jetta was subjected to extensive testing by the Latin NCAP testers in Brazil, and was given a first-class rating. The sixth generation of the VW saloon achieved top marks in the occupant protection tests. The results of a frontal impact test, with a 40% overlap and a speed of 64 km/h, and a side impact test were taken into consideration in the rating.

And very young passengers can also feel safe in the Jetta - the excellent protection was highlighted by tests with dummies intended to simulate an 18-month old and a three-



year old child. In the area of safety equipment, Latin NCAP also assesses systems such as the seatbelt reminder system and the newest four-channel ABS technology, which is included as standard in the Jetta.

In 2011, the testers from Euro NCAP and the Australian NCAP had already affirmed the top results achieved by the Jetta. Furthermore, the US organisation IIHS (Insurance Institute for Highway Safety) awarded the saloon the prestigious American "Top Safety Pick" accolade after numerous crash tests. The goal of these international organisations is to assess the crash safety, the occupant protection and sometimes also the pedestrian protection features of various vehicles, independently of the manufacturers.

In most countries, the occupant protection features in the vehicle comprise six airbags, five crash-optimised head restraints, daytime running lights, seatbelt detection, automatic hazard warning flasher for emergency braking, hill hold assist, ABS with brake assist as well as ESC with countersteering function and trailer stabilisation.

The Golf-based Jetta is one of the most successful Volkswagen vehicles on all continents, with almost 10 million sales (in addition to 30 million Golfs). The sixth generation Jetta, available since 2011, has been redesigned down to the smallest detail and fills the gap between the compact Golf and the larger Passat.

VW's 5-year investment.

The Volkswagen Group will invest 84.2 billion Euros (\$125 billion) in its automotive division over the next five years, as the German auto giant seeks to "power [its] way to the top".



Volkswagen Group chairman Martin Winterkorn said more than two-thirds of the total investment between 2014-2018 would go towards producing more efficient vehicles, drive systems and technologies, as well as reducing the environmental impact of its production process.

"We will continue to invest strongly in our innovation and technology leadership, despite the uncertain economic environment," Winterkorn said.

"This will once again significantly boost the Group's competitiveness and safeguard its future. I am convinced that this will give us extra power on our way to the top."

Approximately 41.2 billion Euros (\$61.2 billion) will be invested in property, plant and equipment in the

automotive division, modernising and expanding the product range across all brands, including Audi, Bentley, Bugatti, Lamborghini, Porsche, Seat, Skoda as well as Volkswagen.

Volkswagen says the main focus will be on developing new vehicles and successor models across almost all vehicle classes, with a view to entering additional markets and segments.

The high level of investment is due, among other things, to the upfront investments relating to the changeover to Euro 6 emissions regulations, which will force a complete revamp of many of the Group's vehicles and engines.

New generations of engines will be launched, promising enhancements in performance, fuel consumption and emissions, while Volkswagen will also continue its development of hybrid and electric propulsion systems.

The total investment also includes capitalised development costs of 19.5 billion Euros (\$29.0 billion) and other investments including for financial assets of approximately 1.3 billion Euros (\$1.9 billion).

Volkswagen's joint ventures in China are not consolidated and therefore not included in the above figures, though investments in new production facilities and products in the region will total another 18.2 billion Euros (\$27.1 billion) between 2014-2018.

Twin Up!

Volkswagen has revealed the latest concept version of its Up! city car, this time using the ultra frugal diesel-electric plug-in hybrid system pioneered in the radical XL1 coupe.

This means a combination of a 35 kW 800cc TDI engine and a 35 kW electric motor, a seven-speed DSG dual-clutch transmission and a 8.6 kWh lithium-ion battery pack. The driver determines when to drive in all-electric mode by the press of a button.

VW quotes a pure EV range of 50 km, a 140 km/h top speed and a combined fuel consumption figure beyond fully electric operation of just 1.1 litres per 100 km. The 33-litre fuel tank promises a huge maximum range of 3000 km (!)

No doubt cars such as this, and the \$125 billion commitment to fund them (among many other things), will go some way to powering Volkswagen to a position as a global leader in vehicle electrification, a feat that chairman of the board of management Dr Martin Winterkorn canvassed as a key goal at a speech in Frankfurt.

"The amount being invested in Germany is a strong testament to the fact that our home locations will continue to play a key role in the globally positioned Group going forward", said Dr Winterkorn.



"At Volkswagen, we are clearly committed to Germany as a manufacturing and development location."

The normal 1.0-litre petrol VW Up! is not made in Germany, but at the Volkswagen Bratislava plant in Slovakia where the VW Touareg, Audi Q7 and Porsche Cayenne are also made.

Golf Sportsvan replaces Golf Plus.

Volkswagen has announced the world premiere of its Golf Sportsvan, a near-production concept that succeeds its Golf Plus. VW describes this compact family car as "one of the most versatile vehicles of the compact class," noting that it offers a mix of hatchback and minivan features in a sporty package.

That sportiness comes from the Sportsvan's styling (perhaps more sleek wagon than minivan) and performance features it shares with the Golf GTI - including the XDS+ electronic differential lock, which is integrated into the Electronic Stability Control system to improve agility. At the same time, the Sportsvan's six engine options, which include a turbodiesel, are up to 19-percent more fuel-efficient than their predecessors.



On the inside, VW touts this multi-purpose vehicle's additional cargo space and more spacious rear seating as improvements over the model it replaces. The multifunctional rear bench seat splits 60/40 and features individual adjustment of each section. Additional highlights include the option for advanced assistance systems such as the Blind Spot Monitor and premium comforts such as steering wheel heating.

The previous Golf Plus, and the new Golf Sportsvan, are 'lifestyle' family versions of the Golf, using the same platform and mechanicals but a different, larger body shell some 95 mm taller than a normal Golf, but 150 mm shorter than VW's small MPV, the Touran. It has MPV-style flexible seating that offers a wide range of seating/storage for families. It first appeared in 2004, based on the Golf 5. In 2007 customised 'off-road' version called the Cross Golf was released, but like the normal Golf Plus it was FWD only, not AWD. The Golf 6 in 2010 also had a Golf Plus version, suitably updated with the latest VW styling.

According to VW, the Sportsvan will see European production as soon as mid-2014. However, don't expect this

model to make its way to Australia. None of the previous Golf Plus models have ever been considered for local sale, nor VW's existing MPVs, the Touran or Sharan, which is a pity.

VW-Mercedes van deal to end - confirmed.

Last year we reported that Volkswagen and Daimler would not be renewing the agreement that provides VW with the full-size Crafter van, a platform and body shared with the Mercedes-Benz Sprinter. This agreement, which began in 2005, was only supposed to run until the end of 2016, and now Mercedes has confirmed the report stating that the partnership will terminate as planned.



VW is looking past this deal to develop an in-house large van with its truck and bus subsidiary MAN. The first two generations of the Crafter's predecessor, the VW LT, were co-produced with MAN. A range of larger VW/MAN trucks and buses have also been produced in the past, including full-size semi-trailer prime movers called the VW Constellation. Therefore it makes sense that MAN continue to co-develop the larger VW vans.

Mercedes seems eager to end the partnership in order to focus on producing more Sprinters for its own brands (including Freightliner). In addition to the redesigned 2014 Sprinter, Mercedes says that sales of the van in Asia, South America and Russia continue to increase. Europe remains the Sprinter's strongest market holding an 18-percent share of the medium and large van markets in 2012.

By the end of 2012, around 280,000 large vans had been produced for Volkswagen at the Mercedes-Benz plants in Düsseldorf and Ludwigsfelde.

VW turbo-only by 2015.

Volkswagen will apparently be the first manufacturer to phase out naturally aspirated engines in favour of turbocharging across the entire range. VW is responsible for ushering in the push towards high-tech, small-displacement, turbocharged engines that's taken the industry by storm. When it dropped its direct-injection, 2.0-litre turbo in the



2005 Golf GTI it demonstrated that strapping a clever turbo to an engine can enhance the powertrain as a whole. VW made fuel economy gains, while also giving a linear, non-laggy turbo experience that it has replicated, model-after-model, to this day.

Speaking with The Detroit News, Volkswagen America's executive Vice President of Group Quality, Marc Trahan, said that, "We only have one normally aspirated petrol engine, and when we go to the next generation vehicle that it's in, it will be replaced. So three, four years maximum."

The Americans do get a non-turbo 2.5-litre five in their Mexican Jettas, Golfs, Passats and Beetles, but that motor hasn't been seen in Australia since the V5 Bora was discontinued. The VR6, as still fitted to some Touaregs and Passats (such as the CC), and some V8 Touaregs, are about the only non-turbo engines left in the VW range. All of VW's diesel engines have been TDI for many years now.

Toyota to follow VW.

Toyota vice president Mitsuhsa Kato has confessed the Japanese maker had pursued volume to the detriment of quality, but insisted a fresh Toyota New Global Architecture Plan (TNGA) will fix those issues while saving up to 30 per cent in production and development costs.

"Maybe we overemphasised those areas like profit and volume and so on," he tells. "When the volume was



increasing very rapidly for the past 10 years ... that period we introduced new models one after the other.

"That led to the quality issues themselves, so we did some soul-searching as engineers and in a sense we thought it was necessary to allow ourselves a bit longer and lead time so that quality can really be made into the product."

Kato-san said that the company is now "trying to do a Volkswagen," referring to its competitor's intense platform-sharing between models. He says TNGA is more focused on consolidating its supplier base and development procedures between models.

"For Yaris and Camry we don't use the same platform. In the case of front-wheel-drive vehicles three different platforms will be used but even going across different platforms we will try to make a smart use of shared parts.

"Volkswagen is trying to do the same. They have MQB but they are trying to pursue their own optimisation. It took Volkswagen 12 or 13 years to settle on this current platform structure. It acquired several companies and went through a very difficult period, but their efforts have culminated in their current platform strategy.

"Likewise we are now sorting out our various variations of those platforms. So I'm not saying that we'll only have single platform for all the models."

Campervan Holidays

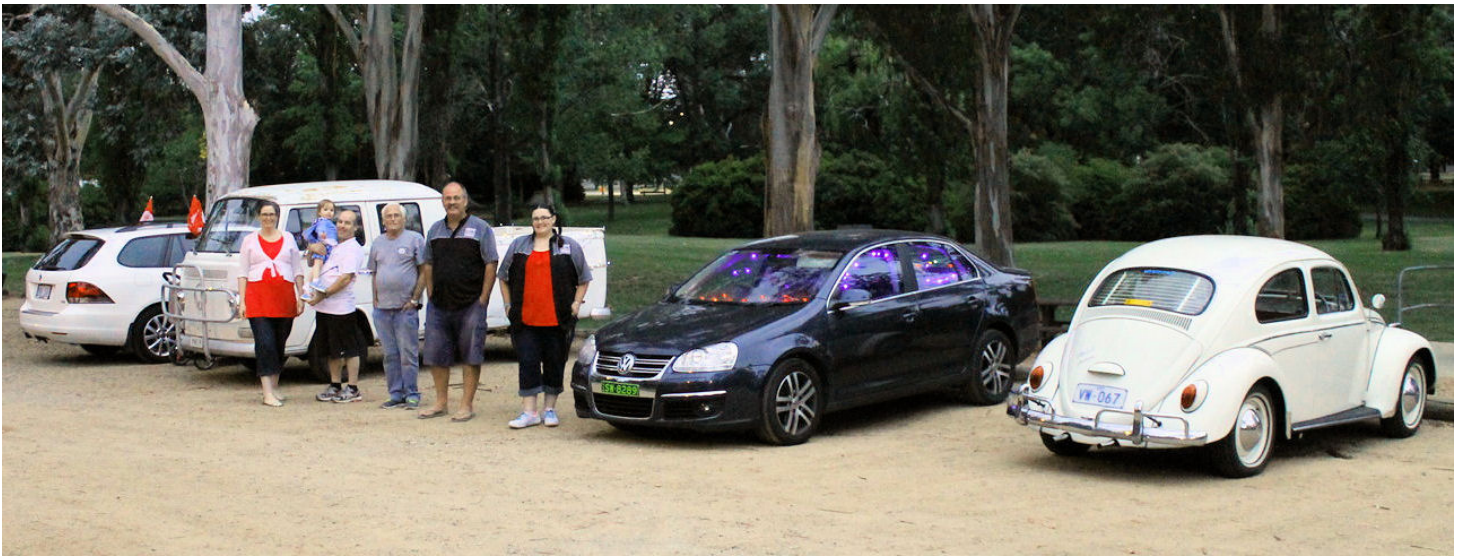
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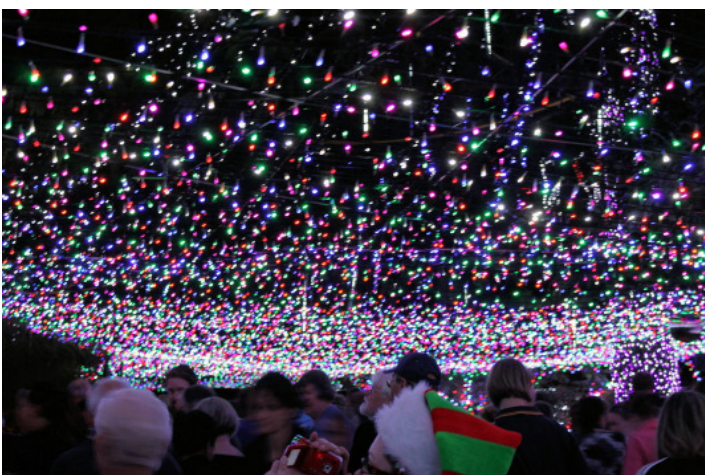
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Canberra Christmas Lights Cruise.

In December the Canberra Chapter held its annual Christmas Lights Cruise, run this year by Jay and Chris. We traditionally meet up and have dinner at a local park, and then head off at dusk to cruise a predetermined route to check out the lights.

Unfortunately this year we had a low attendance, so the decision was made to cut the trip short and visit a house in the suburb of Forrest, which took the Guinness Record for 2013, having the most Christmas lights on display. They also raise funds for a charity in the process. The display was



....well...all you can really say is that it was huge. I'm glad I wasn't paying for the electricity.



An interesting turn came when we left for the night, with Iven's Beetle deciding that it would rather stay parked in the street than go home. Iven's immobiliser key broke off his keyring in the dark and the only option was to have the car towed home that night. Sorry Iven but I had to include a picture with the tow truck!



Big thanks go to Chris and Jay for running the event again this year, and to Iven, Shari and Rhiannon for attending.

Bruce

The Toy Department.

Happy New year to all as we embark on another year and lots more VW model hunting and the best hunt is for those down at the supermarket.

First off the rank the Hot Wheels release of the fourth edition of Kool Kombi from the Workshop drag series this time in red.

So far there has been Green, Orange, White and Red.

Also relased another version of Herbie the luv bug.

In the bigger Matchbox sets look for mission force UFO tracker Kombi in black with you guess it flouro green interior.

Until next month happy hunting!

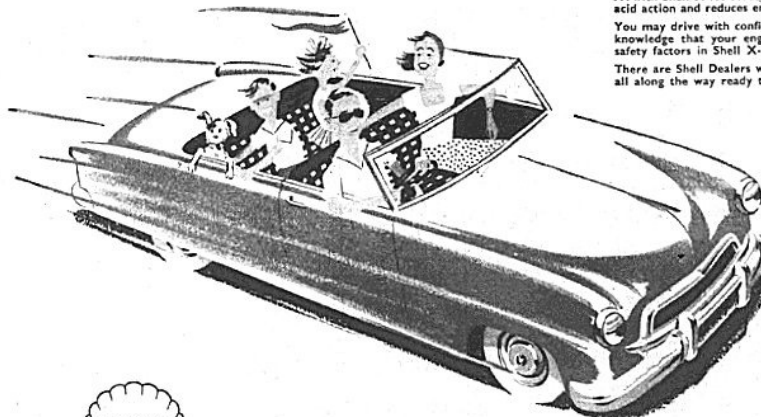
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2013 Car Awards.

CarsGuide COTY - VW Golf.

In a year already filled with accolades, Volkswagen's seventh generation Golf has now been honoured as 'CarsGuide Car of the Year' for 2013, once again confirming the Golf as the benchmark in the small car segment with Australian motoring experts.

The CarsGuide award is a single 'best car' award, as nominated by News Ltd and their nation-wide judging panel of 10 experienced and highly regarded editors and journalists. The first CarsGuide award was announced in 1997, and since then VWs have won on two occasions - the Golf in 2009, and the Polo in 2010. The Up! just missed out last year. Now the CarsGuide panel have evaluated the best new car releases of 2013, resulting in one overall winner, the Golf.



The seventh-generation Golf was clearly on top through the intensive COTY judging, rating first in the field with seven of the 10 members of the voting panel. It won the judges over with a combination of class and refinement, relaxed driving and the value of the \$27,940 90 TSI Comfortline with DSG auto.

Never has a "small" car (the cabin space is equal to a big car of the 1990s) so seamlessly combined the verities of a suburban family vehicle and a long-distance tourer. Its 1.4-litre turbo petrol engine is as amiable and economical - or as spirited and responsive - as you could want.

Not that there are no misgivings after the recall of the previous-model Golf earlier this year because of DSG transmission problems, and the ongoing questions about the Volkswagen support network. "I love the Golf, but I would never own one beyond the warranty period," said judge James Stanford, summing up the feelings of most. Likewise Joshua Dowling, News Corp's national motoring editor, who says that the cost optional extended warranty is a must for longer term ownership.

Nonetheless, the Golf 7 was the shortest-priced favourite in the 17-year history of the CarsGuide COTY contest, and romped home in the points ahead of a surprise runner-up, the Mazda6 diesel station wagon. The family-focused Kia Rondo seven-seater was third. The landmark Mercedes-Benz A200 was fourth and the Renault Clio fifth, but the Holden's Commodore, manages only sixth place in the 10-car line-up of new models released since December 2012. Completing the top 10 were the Subaru Forester, Volvo V40, Kia Cerato and the Holden Trax.

Carsguide editor Paul Pottinger says CarsGuide selects

the entry level or the most popular variant by which to judge the range, and thus selected the 90TSI Comfortline to represent the Golf range.

"It's a hallmark of the Golf 7 that we could have selected any variant from entry level to GTI and the result would have been no different. The base car is plainly superior to the small car pack. At nearly \$44,000 the top-spec GTI is a bargain."

John White, Volkswagen Group Australia's Managing Director, commented on the significance of this award. "We are delighted and proud to receive the CarsGuide Car of the Year Award for the Golf. This is the second time the Golf has received the award and with such a competitive market it is a great pleasure to be recognised for delivering such an exceptional car.

"With over 30 million sales and much critical acclaim, the Golf continues to deliver a unique combination of advanced technology, quality, refinement and affordability.

"To build a new Golf that delivers more for our customers without demanding more from them is a remarkable testament to the team of designers, engineers and craftsman who created it."

'Drive' COTY.

A series of 'category' awards and an overall winner, as judged by a similar panel of motoring journalists, this time from the competing left-wing Fairfax papers. Volkswagen has won the overall award twice, for the Golf in 2009 and the Polo in 2010. VW has also won numerous category awards over the years, including two last year (Best Convertible - Golf and Best City Car - Polo). However the Drive awards contradict the other awards in Australia and overseas, and seem to be losing credibility.

In 2013 Volkswagen won just one category award. The **Drive Best Convertible** was won by the **Volkswagen Golf Cabriolet**, for the third year in a row. In Drive's polemic opinion the new Golf 7 was beaten by the older Ford Focus for Best Small Car, while the Polo was beaten by the cheaper Mitsubishi Mirage for Best City Car (but they didn't test the Up!). The faster and more powerful Golf 7 GTI lost out to last year's winner, the older Toyota 86, for Best Performance car <\$60K. The even faster VW Scirocco R (\$47K) wasn't tested (!)

Anyway, the Golf soft-top convertible, which is priced from \$37,490 plus on-road and dealer costs, was judged to offer the best top-down driving experience in a body that is nearly as practical as a regular hatchback.



Judges agreed the Golf Cabriolet fulfilled its intended purpose admirably - the space inside the cabin is commendable even though it only has four seats, and the storage is top-notch, with a big boot that isn't compromised by the folding roof, which sits atop the luggage hold. All agreed the rear seats were easy to get in and out of, too, and the fast operating roof - which can be raised or lowered in just nine seconds - was a big plus.

The drive experience was similarly impressive, with a comfortable ride and decent steering, though it was reckoned that some buyers may wish for a little more sporting character. It felt rigid and stiff with the roof up or down, too.

"It doesn't feel sporty, or look flashy, which is something I imagine most convertible owners do want, but it is comfortable, cruisy and efficient," one of their experts mused.

The Golf Cabriolet is soon to become an even more impressive proposition in terms of value, too, with a 2014 update adding a standard reversing camera, front and rear parking sensors and a touch-screen media system, and no change to the price. The latter will add a little more pizzazz to the otherwise bland cabin, which in our test car's case was fitted with "cool leather seat upholstery" - but the seats were still "ouchy" when the car was parked in sunlight.

Rearward vision was also criticised with the roof in place, though there were no such concerns with it down.

Judges raised similar questions over potential reliability issues, as Drive (and Fairfax) reported plenty of negative feedback from VW owners. In this instance, the engine was found to do everything that was asked of it, and the optional (\$2500) dual-clutch automatic did a reasonable job, though it did exhibit that well-known tendency to hesitate at low speeds.

The Golf Cabriolet got strong competition from the Citroen DS3 Sport. "This was a hard choice in the end," said one judge. "I like the DS3 for its more spirited performance and funkier styling. But the Golf is a better convertible."

Another echoed those thoughts: "The DS3 is a good car, but it's not a great convertible, whereas the Golf is great at both."

In the end it was a unanimous decision in the Volkswagen's favour.

The overall Drive COTY winner was the Mazda6.

'Best Car' Awards.

The Best Car Awards are collectively decided by Australia's motoring organizations - the NRMA, the RACV, RACQ, RAC and AA. There is no 'overall' winner; only numerous category winners. Volkswagen has won numerous Best Car category awards in the past. Last year the Polo 66TSI won Best Light Car >\$20K, and the Touareg V6TDI won Best Luxury SUV >\$60K.

As reported in last month's Zeitschrift, Volkswagen won two Best Car Awards again for 2013. The **Golf 7 GTI** won **Best Sports Car <\$50K**, and the **Touareg V6 TDI** again won **Best Luxury SUV >\$60K**.

VW almost won several other categories. The Golf 7 90TSI was judged a better car than the Hyundai i30 in the Best Small Car <\$30K category, but lost the award to the Korean car based only on its higher price. VW's sibling the Audi A3 Sportback won the >\$30K award. The Jetta 118TSI finished third in the Best Medium Car <\$50K, beaten by the Mazda 6

and Toyota Camry Hybrid. Likewise the Amarok Highline TDI420 finished third in the Best 4x4 Dual Cab Ute category, behind the Ford Ranger XL and Mazda BT50, beating them on design, economy and dynamics but again losing due to its higher price.

"Just when you think the current Golf can't be bettered, Volkswagen goes and releases a new Golf. What's good for the run of the mill range is good for the performance models too with the new Golf GTI an all-round improvement compared to the model it replaces. It's more evolution than revolution, as we've come to expect with Golf. When you're on a good thing you stick to it, which is exactly what Volkswagen has done for years now.



"Volkswagen's mighty Golf goes from strength to strength in both sales figure terms and performance. The German company has dropped the three-door option, meaning buyers can opt only for the five-door model. The manual gearbox is an example for all other manufacturers in how shifting should feel, while the DSG shifts smoothly and with precision.

"The all-new 2.0-litre four cylinder engine is turbocharged and churns out an impressive 162 kW and 350 Nm - that's an improvement of 7 kW and 70 Nm over the outgoing model. The new model is also faster than the old model but importantly it's also more efficient. Official fuel consumption figures drop by 1 litre for the manual, down to 6.2 litres/100 km and 1.5 litres for the auto, down to 6.6 litres/100 km. Given the performance on offer, fuel consumption well below 7 litres/100 km is seriously impressive for what is still the quintessential hot hatch.

"On the open road, the engine delivers its best in effortless fashion, powering the hatch along at highway speeds without ever raising a sweat. Around town at city speeds, the Golf is equally at home. Turbo lag is imperceptible, there's no hesitation or jerkiness from the DSG and the braking capability is way beyond what the average driver will ever need. The suspension and handling have a real track-tuned feel to them and can be a little harsh over really nasty surfaces, but that's the trade-off for such composure and balance when you up the ante. Golf GTI buyers seem more than happy to make that exception given their performance focus.

"In this Australia's Best Cars category, the Golf GTI is one of the more expensive competitors, so it was always going to struggle in that part of the point scoring. New lower cost entrants like Fiesta ST represented a mighty challenge from the outset. Golf GTI scores well in areas such as standard features and ergonomics though, with class leading

credentials in those areas.

“Golf GTI's cabin is - as expected - right up at the pointy end of the class too. It delivers that signature feeling of solidity and build quality with near faultless ergonomics and comfort. There's a real simplicity to the major controls but also a sense of style throughout the fit, finish and choice of materials.

“If you're looking for reasons not to buy a GTI, you'll struggle to find them after taking a close look at the new Volkswagen Golf 7.”

(The Best Car Awards did not even have the Toyota 86 as a finalist - second and third in this category were the Ford Fiesta ST and Ford Focus ST - Ed.)



“Volkswagen has done it again, with the Touareg V6 TDI once again streeting the field to take out the Luxury SUV category comfortably. It seems there's little we can say that hasn't already been said about the mightily capable off-roader.

“Take your place behind the wheel and there's a commanding view of the terrain ahead not to mention that signature Volkswagen feel of quality and insulation. The Touareg's cabin is quiet at any speed, even bashing around bush trails in the mud. The controls are nicely laid out, with sensible access to the main functionality - a point reflected in Touareg's class-leading ergonomics score. Its user-friendliness for the daily grind also ensures the Touareg scores highly for practicality.

“The cabin seats five adults with room to spare and plenty of luggage space as well. The electrically adjustable driver's seat ensures drivers of all shapes and sizes won't have any trouble getting comfortable. There's plenty of adjustability built into the second row too, meaning back seat passengers with longer legs can be easily accommodated, and luggage space can be increased or decreased as needs dictate.

“The comprehensive list of safety inclusions mean Touareg is a sensible and safe family hauler and includes nine airbags, ABS (with off road function), ESC, hill hold start assist, and hill descent control. Make no mistake, the Touareg is seriously capable off road with all wheel grip and traction that belies its on road balance and handling. The reality is probably that most Touaregs won't ever venture far off road, but if owners desire, it will certainly go a long way and do it easily. The 4MOTION all wheel drive system is exceptional and the Touareg's adjustable air suspension system delivers both comfort and clearance when you head into the bush.

“The V6 TDI engine is a powerhouse in a class where efficient diesels are now the norm. There's 180 kW on offer along with 550 Nm, with the torque peak delivered from a

mere 2000rpm ensuring the Touareg is perfectly placed to tackle the daily grind. It's efficient too, thanks to stop/start technology and delivers an ADR figure of 7.4 litres/100 km. That fuel figure is no doubt due in part to the quite brilliant eight-speed automatic gearbox. In fact, with a conventional auto this good you start to wonder why manufacturers even need CVT or DSG variants. There's a gear available for every speed and load and the shift is so smooth either cruising or under load, you'd struggle to pick a fault.

“While there's no shortage of Luxury SUVs taking the fight to the Touareg in this class, few deliver as solidly across all Australia's Best Cars scoring lines as the big Volkswagen. Touareg V6 TDI is a bona fide all rounder both on road and off, it can tow a heavy load, and do it all in comfort.”

The Wheels Car of the Year award is due next month. It is the longest running and still the most prestigious of the Australian Car Awards. VW has won the award four times - the Passat (1974), Golf (1976), Golf (2009) and Polo (2010). Will the Golf become just the third car - after the Holden Commodore and Ford Falcon - to win the award three times?

The Haenel family update.

In the January 2010 issue of Zeitschrift (go to www.clubvw.org.au/january-2010 and download it if you don't have a copy), we reported on the first 'private' VW to ever arrive in Australia. The Army did bring in a couple of VWs to test in 1947, but these were disposed by auction in 1949. The first privately owned VW in Australia was a 1946 model bought in by German immigrant Therese Haenel in 1951, three years before the first official Volkswagen sales began.

Therese had bought the 1946 VW from a British officer in Germany, when the country was still occupied by the Allies after the war. She planned to join her husband Ted, who had been interned in Australia during the war. In 1951 she and her son Bruno, and the VW, boarded a ship in Antwerp in Belgium and voyaged out to Australia, where the freed Ted was waiting.

The family decided to settle permanently in Australia, and settled down in Horsham in Victoria where Ted worked for the State Electricity Commission. He used the 1946 VW every day, driving to and from work and to various installations around the state. It was the very first Volkswagen to ever drive freely around on Australian roads.

In 1960 Volkswagen Australasia Ltd in Melbourne was planning celebrations for the upcoming production of 100,000th Australian Volkswagen at their factory in Clayton, Melbourne. They decided to look for the oldest Volkswagen in Australia. VWA advertised extensively in newspapers and through their VW dealerships, as well as contacting the VW clubs of the day, looking for whoever owned the oldest VW. After chasing dozens of leads, they established that the Haenels were indeed owners of the oldest VW in Australia.

At an official ceremony at the Melbourne VW factory in March 1961, the Haenels were presented with the flower-laden 100,000th VW, brand-new off the production line, in exchange for their old 1946 model. The then premier of

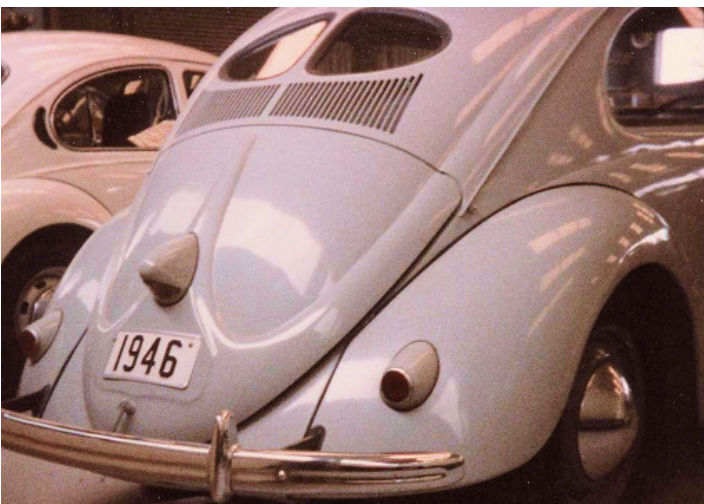


Victoria, Sir Henry Bolte, performed the ceremony in company with various VIPs including Allan Gray, boss of Volkswagen Australasia, and Baron K. D. von Oertzen, boss of the Volkswagenwerk (Southern Hemisphere) and the originator of the VW organizations in both Australia and South Africa.



“Take good care of it, it’s a good little car,” Ted Haenel said as he handed over their old ’46.

VWA used the ’46 Beetle in VW advertising and promotion in 1961-62, and after a tour of VW dealerships and



motor shows, it was given pride of place in the VWA head office foyer in Clayton. In 1972 it was moved up to Sydney when LNC Industries, now the VW distributor for Australia – opened their new head office at North Ryde. It was badly damaged in transit, and when repaired the floorpan was replaced with a ’54 and the car was resprayed from black to a light blue-grey. In 1973 it was moved to Lanock Motors at St Leonards.

In 1977, after the last Australian Beetle was sold, the old ’46 VW was sold to Greens’ Motorcade Museum at Leppington, where it was displayed alongside one of the last new ’76 models.

Greens Motorcade closed in 1983, and the ’46 was sold to Gilltraps’ Car Museum in Coolangatta. In 1986 it was sold again, and moved to WA to become part of the Peter Briggs collection at the York Motor Museum, south-east of Perth. The Haenel’s old ’46 can still be seen there today.

That completed the story of the Haenel’s old ’46 VW. But whatever happened to the Haenel family, and the 1961 100,000th VW, in the years since?

I eventually discovered a listing in the White Pages online for a Haenel family, the only one in Australia, located in Horsham, Victoria. In fact they were listed as ‘B. Haenel’ – that had to be Ted and Therese’s son, Bruno.

On behalf of our VW Club, I wrote to Bruno Haenel at the given address, enclosing a copy of the January 2010 issue of Zeitschrift, and politely asking for more information on Ted and Therese, and the fate of their gifted 1961 VW.

I was thrilled to get a response almost immediately, not from Ted, Therese or Bruno (who I learned have all since passed away), but Bruno’s widow Jadwiga Haenel. The text of her nice letter is below:

Dear Mr Matthews,

I’m writing to you on behalf of my husband Bruno Haenel (he passed away in 2011).

Thank you very much for your magazine, with the interesting story of Australia’s oldest Volkswagen. I still remember how happy and excited Ted and Therese were about getting their new VW.

Sadly they both have passed away, Therese in 1980 and Ted in 1982. They had a lot of fun with their new VW and did a lot of travelling. It is good to know their 1946 VW is so well looked after in Western Australia.

Unfortunately the 1961 VW is not with us any more. Ted gave it away to his friend because he could not look after it any more as he got older.

Thanks again for the memories.

*Yours sincerely
Jadwiga Haenel*

Thankyou to Mrs Haenel for taking the time to reply. It was a nice piece of closure on the story. I will pass on her letter to the York Motor Museum, owners of the Haenel ’46 VW, and forward a copy of this issue to Mrs Haenel by way of saying thank you.

Phil Matthews



Brian's VW adventures in Wollongong.

Hi everyone,

I read with interest the March 2013 issue of Zeitschrift, concerning the old VW Club of NSW magazines of the 1960s and '70s. It brought back great memories about the wedding of Greg and Kay Hart. I have three (3) copies of the old 'Club News' from my time with the VW Club of NSW, Wollongong Branch. Here is a page from October 1963, with the story of our wedding on 28 September 1963 and what the members did to our car on the day.

PAGE 24.

OCTOBER 1963

CLUB NEWS.

WOLLONGONG CHATTER.

Congratulations to Brian Mannix & Eunice Combella on their wedding last month. The Ceremony was held at St. Brigid's Church at Gwynneville on Sept. 28th.

Brian is a foundation member of the Wollongong branch of the V.W. Club and is very popular with his fellow members. Eunice is also well known to members, having attended events with Brian for some time.

Eunice looked radiant in a classical-styled gown of White Embossed Brocade, featuring a train falling from the waistline into elegant folds. Her elbow length veil was held by a floral pearl crown, & she carried a bouquet of white orchids.

The bridesmaids were Miss Laurel Combella (sister of the bride) & Miss Patricia Mannix (sister of the groom) while the groom was attended by his brother Vernon Mannix, & Mr. William Murphy.

After the ceremony the guests were entertained at a reception at the Hotel Coniston.

Well it was an effort but I managed to stay serious for a couple of paragraphs. You might as well know that despite some of Brian's precautions, we found his car & gave it the traditional decorative treatment. It eventually boasted such signs as "Rest in Peace" "All advice gratefully received" and a toilet roll was wrapped around the entire car several times to help things along. For good measure the latest in jam tins resonators were skilfully fitted in an in-accessible place.

Eunice and I were married 50 years in September 2013. Sadly, Eunice and I were unable to make it to the Nationals. Eunice wasn't well enough to travel too far due to her being on chemotherapy the last few months. All seems to be going ok and the course finished in July and we should make it to Norm's Fish and Chip run (they did! And it was a pleasure to sit with you both at lunch - Ed.)

Now, I have a few photos and some information that might be of interest. When the local branch of the VW Club of NSW was formed in September 1958 we had around 30 members. A few of the guys had girl friends but most of us didn't have any ties.

This is a press report on the new Wollongong branch of the VW Club of NSW, published in the South Coast Times in November 1958:

VOLKSWAGEN CLUB OF N.S.W. — WOLLONGONG BRANCH.

New Car club gets off to a good start



New VW club in Wollongong.

A little over two months ago, a branch of the Volkswagen Club of New South Wales was formed in this district. The club, which has a large membership, elected Mr Eric Titterton as president, Miss Beverley Sanderson as secretary, Mr Graeme Spooner as Treasurer and Mr John Cula (sporting captain).

All members have keenly supported the two sporting events which have already been held. First in September there was a very popular treasure hunt held in the district. This was won in a close finish by George Isedile; then came Bev Sanderson, Stan Hunt and Brian Mannix, all members and their families having a very enjoyable day.

Then second, on Sunday 19th October there was a large gymkhana held in conjunction with the Illawarra Vintage Car Club at Hill 60, Port Kembla.

This full day of gymkhana events had a large crowd of spectators, more so in the afternoon, with a lot of people coming to watch the cars from the nearby Port Kembla baths and beach.

The driver with the best point score in the morning was Jan Buikstra in his immaculate black Volkswagen. He manoeuvred in and out of the flags with perfect timing. Those whose times were just behind Jan's were Brian Hamilton, John Cula, Eric Titterton and Peter Herringe.

One of the morning events that proved very hard for competitors was to reverse up hill in and out of closely placed flags.

The lunch was prepared by Bev Sanderson and Mrs John Nadar for those who did not bring their lunch; then the afternoon's events got under way.

The best time for these events was recorded by Peter Herringe in his very nice two-tone manly tan and fawn Volkswagen, which performed very well.

John Cula had the crown excited when turning a corner.

He had his Volkswagen well up in the air on two wheels but by good driving managed to bring it back to the ground ok.

The whole day was a great success. As for most of the members, it was their first gymkhana.

John Cula, the sporting captain, with the help of David Woods, John Nadar, Eric Titterton and several chaps from the Vintage Car Club did a good job in seeing that the day was a success.

After these first two sporting events one can see that this new car club is going to be very successful.

Members and anyone wishing to become a member (you don't necessarily have to own a Volkswagen, any make of car will do (Bad policy! One reason they folded in the late '60s - Ed.)) are reminded that the monthly meetings are held the second Thursday of each month at 8pm sharp in the Gwynneville Hal, Gipps Road, Gwynneville.

After the meeting there will be films and supper. The next meeting is Thursday 13th November 1958.

evening of fun!! The girls loved the diversion away from the hospital and the guys were pretty responsive too. I think we had to have them all back at the nurses quarters by 10.00pm or Matron would not be pleased.



This is 1959, VW Club of Wollongong, arriving before setting off to Hollywood Park, Liverpool, for a gymkhana. Brian Mannix's VW second left.

Other events held were Fuel Economy runs, Treasure Hunts and Gymkhanas. We travelled to Bacchus Marsh in Victoria to compete one Easter weekend. We also competed against the Sydney Club at Hollywood Park, Liverpool. We had weekends in the Snowy Mountains and in Melbourne where we would leave Wollongong at about 10 pm Friday after work drive to Melbourne, look around, then drive back and arrive home Sunday evening, makes one wonder! Wombeyan Caves was always a good trip as well.

We all went to Warwick Farm one time to watch Jack Brabham, Stirling Moss, Rex Davison etc., in the Grand Prix, just a brilliant VW day out.

Referring to our wedding day 28 September 1963 I made sure our beloved V-Dub was hidden away in a secret place, what a joke that was, the members got to it and parked it outside the Reception venue covered in rolls and rolls of toilet

paper under and over, end to end, just married written all over it, plus a number of empty fruit tins tied to the chassis. What a racket that caused as we left the reception. After we were

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	Price	Dep.
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1954 PLYMOUTH SEDAN	£775	£259
1954 HOLDEN PANEL VAN, 12 months reg.	£675	£225
1954 ZEPHYR SEDAN	£550	£183
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I bought my first VW from Harry Cleggs Motors, later to become Lanocks. It was a small garage on the corner of Crown St and Harbour St near the beach (the site is now Chico's Chickens). All he had was a desk, a hoist and room for just one car in the 'showroom'. The car he had on the floor was a Boronia Brown VW 1200. I fell in love with it and bought it on the spot.

We were all in our early to mid 20s. Meeting nights at the VW club consisted of a guest speaker, someone selling Molybond or Bahdahl which were engine protection products, also movie nights, watching the Redex and Mobilgas car trials or cheering on Sterling Moss, Juan Fangio or Jack Brabham in the Grand Prix.

Other nights we put on a navigational trial, very interesting in the dark. On a few occasions to spur the lads on we would invite the nurses from Wollongong hospital for an

WARWICK FARM
Sunday, 4th February, 1962



JACK
BRABHAM
STIRLING
MOSS
LORENZO
BANDINI
JOHN
SURTEES
RON
FLOCKHART
BRUCE
McLAREN
ROY
SALVADORI

IN THE WARWICK FARM
INTERNATIONAL "100"
Australia's Road Racing Classic

See World and Australian Champions clash in a thrilling action-packed program of 8 races at the INTERNATIONAL MOTOR CAR RACE MEETING. First race 11.30 a.m.—Ample Parking—Special trains from City and all suburbs. Snack Bars and Quick-Service Luncheons at Course.

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out of sight I spent some time underneath removing the cans...all in good fun. However, no photos were taken of the VW in all its glory, being at night and photography wasn't all that great then, not like digital today, so that was unfortunate.



Above are some photos of Brian and Eunice Mannix on their wedding day, 28 September 1963. It was held at St Brigid's Church in Gwynneville.

It's difficult to say when the Wollongong Branch actually folded, but from what I have learned it was around the end of the 1960s.

You know the drill, they were getting married, building houses, changing jobs, some I know moved to Sydney, and I think all this happened fairly quickly, which was a shame.



Winter 1962. Frozen VW Club Wollongong members at the Snowy Mountains weekend away. It was snowing at the time. Don't laugh but not far from here we all camped in a communal tent – talk about cold! Must remember that very few of us had much money in those days and we could not afford hotels. Eunice Mannix second from right, and our VW.



Brian and Eunice Mannix on the VW weekend at Smiggins Holes, near Mt Kosciusko. That's our VW behind us – no chains!

Below is 29 January 1964, VW day at Cringila. Brian Mannix driving his VW with Jim Beverstock in the flag pick-up event. Screaming revs in 1st gear!



<p>New track for club</p> <p>Brian Mannix, driving his Volkswagen makes it easy for navigator Jim Beverstock in the navigator flag pick-</p>	<p>up event at the Wollongong VW Club's last gymkhana.</p> <p>The gymkhana was the first held on the club's new ground on the corner of Springhill and Five Islands</p>	<p>Rds, Cringila, Beverstock finished sixth in the event.</p> <p>In the background John McCann and navigator Don Baker are shown in action. Baker finished second.</p>
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When the Wollongong club folded, I know in my case Eunice and I bought a 7 day a week milk run and I kept my fulltime job at BHP, so I was working around 90 hours a week for a few years, don't know how we managed that, still I was only 29 years of age. No time for socialising and to top it off I had to sell my prized possession VW and buy a milk van!!! a dreadful day, still that's life.



Here are a couple of my trophies from the 1960s. Trophy on the left (270 mm high) is for 3 rd place Harry Clegg (VW dealer) Point Score Trophy 1958-59. Trophy on the right (320 mm high) for 1 st place John Cula (Club captain) Point Score Trophy 1961-62. You rarely see trophies like these any more!

See you soon.
Kind regards,

Brian Mannix

A Kombi Tribute.

Time To Roam Australia magazine, June/July 2013

Do you remember your first trip in a Kombi? For me the memory goes back to the early 1970s and a journey to the markets in Sydney, stocking up groceries for my Aunt's corner store in Lithgow.

As we headed off over the Blue Mountains, I was intrigued by the mechanics and the heat of the engine under the floor, while at the same time focussed on summoning the strength to pull shut the heavy sliding door on the side in just one go.

My interest in Volkswagens had already been sparked years before by my Uncle John. He took great pleasure studying the gobsmacked looks on the faces of me and my brothers as he lifted the front bonnet on his shiny new VW and started loading luggage inside.

This year marks the closing of a chapter in engineering history we'd probably be celebrating if it wasn't for the unfortunate fact that it began with Adolf Hitler asking Ferdinand Porsche to design a car for the people back in 1938 (*wrong – by 1938 Porsche had completed the prototype design and testing. It was actually 1934 that Porsche signed the People's Car*

Development contract - Ed).

In December, the final descendants of this remarkable rear-engine, air-cooled car will roll off the assembly line in South America. It is a Kombi, but not quite as we knew it. Water-cooled radiators and other bits were added over the years to meet modern regulations. Even stricter pollution and safety rules have been cited as the reason for VW finally pulling the plug.

In Australia the Kombi had a terrible reputation for chugging up hills, overheating and dying (*what rubbish – Ed.*) No former frustrated Aussie owner from the 1970s could have imagined the near six-figure prices they're fetching at auctions these days. (*Rubbish. VW has sold over 100,000 Transporters in Australia, including 31,305 in 1973-76, more than Toyota sells Hiaces today. In any case, it is the earlier pre-'68 split window Kombis selling for six figure sums – and then only the 23-window Deluxe Microbuses that were not sold new here - Ed*)

As we began researching for our special Kombi feature and meeting avid collectors, we learned there's a global trade in these 'used vehicles', unlike any other, with Australia both an importer and exporter. Even the most rusted and dilapidated ones are sought after by collectors.

We hope you enjoy our special Kombi article - a tribute to the world's first truly global 'RV.'

Rod Bruem

editor@timetoroam.com.au

Catching the Kombi bug:

Australia's enduring love for the VW van.

We all love Kombis, apart from when we are stuck behind one. When did this love affair begin, and why do so many people fall in love with a brick-shaped hunk of metal on wheels?

Everyone knows someone who has owned a Kombi, or wishes they did. Volkswagen fanatics often refer to catching 'The Bug', and we are not talking about chasing the other popular Volkswagen, the Beetle. The love of Kombis is as contagious as any disease, but there is no immunisation and no cure. Once bitten by 'The Bug' the victim is left helplessly in love, craving to own their own rusty brick-shaped symbol of freedom, regardless of how limited their mechanical knowledge is. But let the bug-bitten beware! The love now comes with a price tag that has a changed the demographic of





owners from travellers and hippies to the advantaged affluent.

Australians have always had a love of exploring their vast country during family holidays. From the vast coastline, inland rivers, to deserts and mountains, Australia offers such variety for those prepared to travel. Back in the 1970s, pioneers of television travel documentaries the Leyland Brothers popularised this exploratory spirit with their Super-8 footage. They brought the far reaches of Australia into the lounge rooms of the common couch potato, inspiring the young nation to get up and see Australia for themselves, travelling the great brown land in a Kombi. Volkswagen Australia sponsored the TV show, Ask the Leyland Brothers, providing Mike and Mal with Kombis that appeared to travel across terrain that no family sedan possibly could. Kombis have been circuiting and criss-crossing the continent ever since, although today the 'grey nomad's' vehicle of choice is a recreational vehicle that is often much more spacious and modern than the Kombi.

The standard family car does not offer the space, versatility, comfort and amenities required for extended trips and a nomadic lifestyle. The necessity of a motel greatly restricts where the car traveller can travel to and stay. Tents offer limited protection from the elements and the smorgasbord of deadly mini-beasts in Australia. Caravans are not easily towed through rough terrain and add significantly to fuel and registration costs.

Enter the recreation vehicle, or 'RV', and welcome to a world of freedom. With the introduction of the Kombi campervan it suddenly became possible to simply 'park and pop' your elevated roof and 'rock n roll' the bed, draw the curtains and enjoy sleeping or tea making wherever you

pleased, regardless of the weather. When not in use, the Kombi demands just one standard garage space. Because it is so versatile, the Kombi can be used as a daily driver when it's not a holiday home on wheels, allowing the visiting of different locations every night without the trouble of setting up a tent, or hitching and towing a van. Because its size is comparable to a standard wagon car, it is still easy to park in the city and has an extremely impressive turning circle due to remarkable German engineering (*actually it didn't – 12.5m for the torsion bar Kombi was only average. The later coil-sprung T3 Kombi was much better at 10.7m – Ed.*)

But what's behind this enduring fascination? Drive a Kombi past any group of children and there is bound to be a number of them who grin and tug their jaded parents' arms, pointing at the Kombi. It's surely not merely their remote resemblance to an ice-cream van (*which were not Kombis but actually Bedfords or Transits – Ed*) that is attracting a new generation of fans. To the uneducated eye, from the outside, Kombis look similar. Their mysterious interior, when revealed, amazes the uninitiated. The compact campervan facilities rival the imagination of any modern day Swedish designer whose domestic layouts boast compact living in just twenty square metres. In a Kombi, it is all packed into a clever four and a half square metres. Elevating roofs popping up in all directions (*actually just one – up – Ed*) mean Kombis can maximise their space when stationary. They truly deserve to be leaders in the 'transformer' category of vehicles.

Kombis were mostly available in the form of either microbus, campervan, panel van or ute. The microbus was able to transport up to eight passengers, well before the 'people movers' of the modern day. The panel van was popular amongst fleet buyers, salesmen and couriers and the ute satisfied the requirements of the Australian tradies. (*in Australia the biggest selling version by far was the delivery van, followed by the 'Kombi' window van with seats. Microbuses were very expensive in Australia and made less than 5% of Kombi sales – Ed.*)

Most Kombi campervans were fitted out with at least one double bed, storage space, fridge, gas cooking facilities, a table for eating and a sink for washing up. Additional awnings to increase living space were available as optional extras for those whose needs were greater than the standard number of available berths.

Kombis were imported to Australia as a basic blank canvas (*no they weren't, they were fully assembled, painted and finished in the VW factory in Melbourne – Ed.*) and fitted out as





campervans by companies in Australia such as Swagman, Sopru and Trakka. In the UK there was a wider variety of companies doing their own fit-outs, such as Viking, Devon, Dormobile and Danbury. They all varied in the details of the interior fit-out and had a range of elevating canvas roof styles. Only the Westfalia was available from the German dealership before 1973 if you ordered a campervan model. After this, Devon was also available through Volkswagen (*in Australia the Sopru was the 'factory' camper sold new at VW dealers; the Dormobile was also a VW approved camper for a short time. Westfalias and Devons were not sold in Australia – Ed.*)

Rather cleverly, Volkswagen ran a scheme called the Tourist Delivery Program, which enabled the foreign buyer to take a European holiday in their newly purchased Kombi van before VW would ship their purchase home. This scheme added to the popularity of the Westfalia in the USA (*wrong, Westfalias were actually the official VW camper in the USA, sold in US VW dealers – Ed*), but fewer imports of the Westfalia model exist in Australia, making right-hand drive Westfalias highly sought after and rare today in both the UK and Australia

The excesses of social gatherings become easier to negotiate when a Kombi has been used as the means of arrival. The convenience to bed down in familiar surroundings immediately, rather than having to navigate into the cold of night, or trouble the host of the party after the coffee has been served, is another asset to owning a Kombi. In the 1980s there were several mountain workers who combated the shortage of alpine accommodation, reduced their cost of living and hazardous daily travel to the NSW ski slopes by parking at the bottom of the ski slopes in their own self-contained mobile micro apartments, Kombis. Many Kombi owners and ex-owners over the years admit to extended periods of time living in their Kombi.

From one generation to the next, the habit is transferred. Those children whose parents owned a Kombi at some point have inadvertently planted a seed which germinates through feelings of nostalgia into a desire to own a Kombi, thus reliving their childhood. Many Kombi children have their first experiences of driving in a Kombi. Without power steering, ABS, electric windows, modern suspension (*wrong, 1968-on Kombis had four-wheel independent suspension, including sophisticated Porsche-style double-joint fully independent suspension at the rear. Not even today's Japanese or Korean vans have that – Ed.*), air conditioning and air bags, the driving experience is certainly more holistic. Kombi drivers tend to be careful drivers, partly due to the forward positioning of the driver, the vehicle's inability to corner at anything more than

a sensible speed and to some extent, the ever-increasing value of their asset.

Kombis have undergone some manufacturers' modifications over the decades. The basic 'splitty', 'bay' and 'wedge' varieties, referring to the windscreens (*wrong, only the 'split' refers to the windscreen. T2 Kombis have 'panoramic' windscreens, not bay windows, and the T3 has a wedge-shaped nose and almost flat screen – Ed*), have been further altered by owners to form customised Kombis that are extreme adaptations, guaranteed to turn heads. They have been shortened to resemble 'Smart' cars, lengthened to stretch-limousine luxury, lowered to within an inch of the tarmac and heightened to resemble a double-decker bus. Some Kombis have even had the body of a VW Beetle grafted permanently to their roof resulting in headroom with extra windows.

The surfing culture has long since adopted the Kombi as its vehicle of choice, making imagery of waxed long boards, sand, surf and sunsets synonymous with the VW. This came about due to surfers' nomadic lifestyle and the capacity of the Kombi to easily transport a longboard and accommodate the rider in the most remote and enticing of wave locations.

What began as the utilisation of a practical vehicle has become a social cult, meshed by a mutual love, where drivers wave at each other - despite their only connection being the Kombi they are both driving. Buying a Kombi is like being adopted into a family. Other owners will go out of their way to compare and contrast their vehicles and have the ability to talk endlessly about both their Kombi adventures and the arcane details of the mechanics and cosmetics of their pride and joy. Friendships are forged despite little other common ground, facilitated by nationwide and state clubs dedicated to the mutual passion.



Ruth Morris with her much loved camper

The Kombi has undergone a transformation of ownership over the years, but it can't shake the hippie connection. A mere three days of Woodstock in the 'Summer of Love' of 1969 connected the Kombi with the young and free in the minds of the pedestrian mainstream, boosting its image to an iconic status that is firmly interwoven in popular culture. It's been there ever since, and will be for many generations to come.

Ruth Morris

How to not buy tyres.

I spent three hours today not buying tyres.

The joke is that I really wanted to buy some. I had lotsa money, knew what I wanted and wasn't in a rush. But I couldn't find anyone who wanted to sell 'um as much I wanted to buy 'um.

1965 Volkswagen bus. 14" rims. LT 195-75, 4 ply (actual count) minimum. I was willing to pay a hundred bucks each. And I wanted two, please.

Even had it all wrote down on a 3 x 5 card. Didn't help at all.

First outfit, the guy read the card, fiddled with his keyboard, comes up with \$295 for all four. That is, four P 185-75's. Two-ply passenger car tyres. With the usual "Four Ply Rating" bullshit that is as useless as tits on a boar when you own a vehicle that requires tyres having the stiffer four-ply sidewalls.

Just what part of LT 195-75 didn't he understand? "That's not the right tyre for your vehicle, sir." Gee, I wish someone had told me that three hundred thousand miles ago. Since he didn't know the difference between two and four I thanked him and eased on out the door.



Next outfit wanted my name, didn't even look at the card I'd written out.

"I just want a price, not an appointment."

He sez, "I still need your name for our computer." His computer is still longing for my name.

Next place, the kid tells me they don't make LT 195's any more... but he's got something even better... I'm still laughing as I go out the door.

Finally found an outfit that seemed to know what they were doing. Quoted me a price... kinda high ... that included everything from 'Road Failure Insurance' to 'State Required Disposal Fee.' I told them I'd keep the old tyres. They said they couldn't allow me to do that. They are required by law to see that all tyres are properly disposed of. For a fee, of course. Which means people are not allowed to carry away their used tyres.

"Lemme show you how it's done," I told him as I got back in my bus and drove away on my used tyres.

(I'm still wondering about that 'Road Failure' business. You don't suppose they meant TYRE failure, do you? Hell of a thing, having a road fail on you.)



Having exhausted the local new-tyre emporiums I tried a couple of llantaria's, used tyre guys where it helps if you speak Spanish. No luck finding LT's of my required size. I bought a couple of new valve stems and pattered my way back home.

Dug through the mess out behind the shop, found two old tyres that had a bit more tread than the ones presently mounted on the bus, spent the rest of the day dismounting the old ones, cleaning up the rims, remounting the 'new' old ones. Hell of a chore if you don't have a tyre machine.

Since I had the nose of the bus jacked up I gave her a lube job, adjusted the link pins and brakes. Mounted my refurbished wheels and checked the toe-in, took off the front belly pan and lubed the accelerator, gear shift & e-brake. Cleaned things up a bit. Just frutzing around.

Not a bad way to spend a day but what I really wanted was some new tyres.

Maybe in another life. Or another town.

You don't need to be a rocket scientist to buy tyres. The manufacturer tells you what kind of skins your ride should be wearing so there's really no mystery at all as to the size and load-rating. Look in your VW owners' handbook, in the nifty grey vinyl pouch in your glove box or door pocket. Or should be.

Experience plays a role, as does where and how you drive, but mostly in the selection of a particular brand of tyre. Having two new tyres blow-out on their first trip to the desert is pretty good evidence that tyres from some manufacturers are simply not suitable for my kind of travelling.

With all of that in your war-bag you should have no trouble buying tyres. But the local tyre dealers kept trying to sell me what they had instead of what I wanted. I finally



found a shop that had the size and brand I wanted, only to have them try to pad the bill with fallacious charges. So I patched up some old tyres and drove on.

But I still needed some new rubber; in fact, I've been budgeting to replace all four tyres in preparation for a trip I'm planning to make this autumn.

I ordered a pair of Yokohama Y356 LT195/75-14s from the Tyre Rack, over in Las Vegas. Shipped via UPS then mounted and balanced by a local shop that's set up for wide-fives. The cost came to a little over \$80 per tyre.

Did I save any money? I've no idea. I budgeted \$200 for two new tyres. I now have them. Come August, I'll get two more. No hassles, no valueless warranties, useless road-hazard policies and no lies from idiot salesmen. After a good bath the old tyres will be donated to the anti-erosion program run by a local water conservation district.

Foggy gauges.

Hello Bob,

I've noticed something quite annoying: Sometimes, on humid or rainy days or nights, when I turn the headlights on and consequently, the internal gauge lighting, the gauges fog up from the INSIDE. Eventually the warmth of the internal light defogs them, but it takes a good long time. Why do they do this? Humid day at the factory when they sealed the gauges or what??? It's really really annoying. I don't recall the oil temp gauge I had in the '78 doing this.

The fog inside your instruments may not be water vapour. It could be volatile vapor from plastics or paint used in the gauge. If so, it may dissipate in time. But the odds are, it's water vapour. You are going to have to get the water out of your gauge or it will go bad.



You can 'de-mist' a foggy gauge by making a desiccant 'getter', such as cubes of gypsum board, baked in a warm oven for two or three hours then sealed into a balloon or Mason jar, having a brass nipple soldered thru its lid.

To demist the gauge you must make a hole through its case and couple the dry atmosphere from your 'getter' to the moist atmosphere inside the gauge using a bit of tubing. You can promote an exchange of atmosphere between them by using a bit of heat.

I realize there is some hazard associated with making a hole in your gauge but the risk is often less than the damage

that will be caused by the moisture. If the body of your gauge is plastic you should be able to melt a tiny hole in the case. If the case is metal, the best method is to punch a hole in the case using a needle you've made for that purpose.

But before you begin making holes in your instruments you need to figure out how you're going to connect the desiccant bottle and how to seal the hole when you're done. The usual method is make a nipple onto the instrument case by attaching a short length of brass tubing to the body of the instrument with one of the commonly available filled-epoxy resins such as J-B Weld or similar. Such nipples would normally be placed on the rear of the instrument.



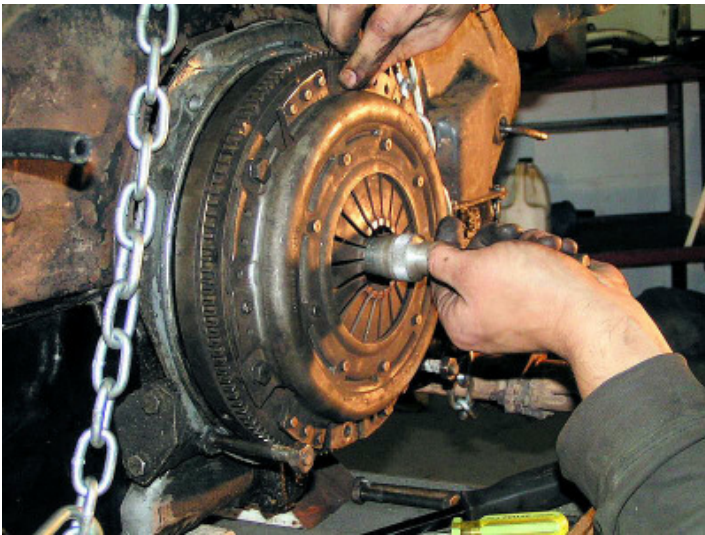
To melt the hole in the case you pass the heated wire down through the brass nipple you've created. A paper-clip, straightened and secured to the tip of a soldering iron is handy for melting small holes in plastic. The nipple also serves to guide the needle when punching a hole into a metal case.

The instrument is then plumbed to your desiccant 'getter' using vinyl tubing. Obviously all components are selected for their fit. Hobby shops that cater to model airplane builders carry a variety of fine-gauge brass tubing as well as vinyl tubing of matching diameter. A straight piece of hard 'music wire' about 3/32" diameter by three inches long, sharpened on a stone to a fine needle-point, makes a suitable punch for metal-cased instruments. In the latter case the brass tubing for your nipple should have an ID to accommodate your 'needle'.

Once the moisture has been absorbed by the desiccant 'getter', the hole in the instrument case is sealed with wax or an RTV compound.

But the odds are you needn't go through all that trouble. It is rare to find a sealed automotive gauge (which is how the moisture got in there to begin with). Nearly all inexpensive gauges are vented to the atmosphere for the simple reason they would explode at high altitude if they were not. (Expensive gauges are sealed but fitted with a metal or rubber diaphragm that flexes with changes in atmospheric pressure.) When there is already a hole in the instrument case it may be possible to replace its moist atmosphere with a dryer atmosphere by simply blowing 'canned' air into the thing.

On more complex instrument panels such as aircraft the gauges are often plumbed to a desiccant chamber fitted with a bladder to accommodate changes in atmospheric pressure.



Clutch alignment tool.

Any device that maintains the concentric alignment between the clutch disk and the pilot bearing can be made to serve.

The standard VW dealer tool was made of hardwood. If you have a wood lathe, making such a tool is a snap. Little end matches the pilot bearing, shank matches the hole in the clutch disk (you can ignore the splines, focus on the hole) and anything left over serves as a handle.



Put your mind to it, you'll see that you don't even need the lathe; anything that can hold a hardwood dowel while spinning the thing can be made to work, and a rasp does just fine as a cutter.

Have you got a set of deep sockets? See if you can find one that is a reasonable fit in the pilot bearing. Now see how well the big end of the socket fits the centre of the clutch disk. I have a set of metric sized, 3/8" drive deep-sockets made by S-K. The 10 mm socket makes a perfect alignment tool for the VW clutch disk.

Lots of folks sell cheap plastic alignment tools. Before using anything made of plastic for this purpose you should check the alignment of the tool itself. In a lot of cases the little end is at a distinct angle to the clutch-part, guaranteeing you'll never get the engine to slide on to the main-shaft.

You'll also see a lot of stuff about how an old VW

gearbox main-shaft makes the perfect alignment tool. Which it does. But only if you keep that sucker absolutely, positively horizontal when torquing up the pressure plate. That's because an old mainshaft is also a worn-out mainshaft, especially with regard to its fit in pilot bearing and the splines for the clutch disk. An old mainshaft generally means a sloppy fit, which leaves a lot of the alignment up to you.

This is one of those problems that can have you bleeding from the eyes because all of the Instant Experts tell you what a great idea it is to use an old main-shaft... but none of them take the trouble to mention what happens if the shaft is allowed to droop, or when it's worn so badly that it fails to keep the clutch disk concentric to the pilot bearing.

Funny/Sad Story: Couple of kids, first Bug; taking advantage of their first engine removal (bad clutch) to add tons of those kewl improvements you can just bolt on, makes a Bug go a thousand miles an hour, etc.

Couldn't get the engine back in. Spent something like three days really trashing that poor bug before the mother of one of the kids got in touch with my wife to see if I could drop by, maybe give them a hand.

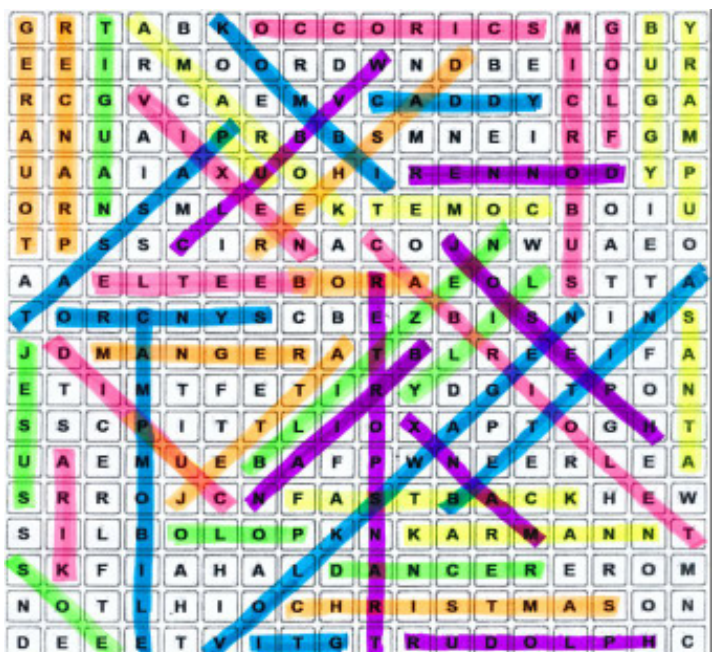
When I showed up, the clutch disk was visibly misaligned. When I pointed out the misalignment they were defensive, didn't need any help, etc. They said the need for an alignment tool was 'bullshit'. According to them, the clutch disk would align automatically as the engine was installed.

So I left them to it. You can lead a horse to water but from that point on, the rest of the job is up to the horse.

Bob Hoover

Note - I eventually got the kid back on the road but only after the family had been threatened with eviction for working on cars on a rented property. But once the engine was installed it ran like shit, thanks to all those 'improvements' the kid had installed at the instigation of his equally ignorant buddy. As with most of these tales, it didn't have a happy ending and another Bug ended up in the crusher.

Lily's puzzle answer.



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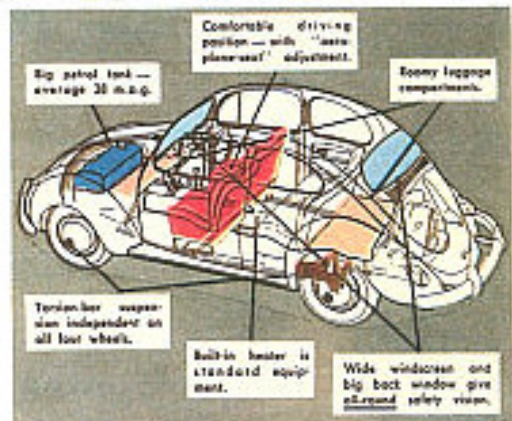
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