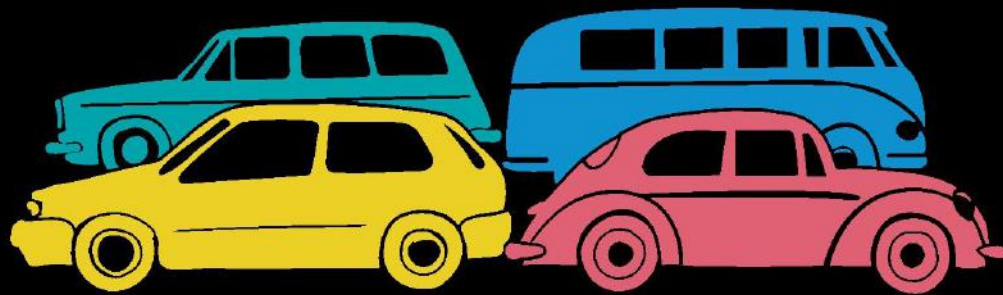


# ZEITSCHRIFT

29th Great Year

May 2016

## VW NATIONALS SYDNEY AUSTRALIA 2016



**VW NATIONALS**  
SYDNEY 2016 AUSTRALIA

21st & 22nd May 2016

Presented by Club Vee Dub Sydney Inc.  
[www.clubvw.org.au](http://www.clubvw.org.au)

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## Club Veedub Sydney Committee 2015-16

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	president@clubvw.org.au	
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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
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	Craig Adams & Eddie Fleita	
<b>Motorsport Captain:</b>	Rudi Frank	0418 442 953
	motorsport@clubvw.org.au	
<b>Motorsport Committee:</b>	John Ladomatos Brian Walker, Craig Adams, Martha Adams, Conie Heliotis Norm Robertson (JP) & Eddie Fleita	
<b>General Committee:</b>	Martin Fox, Shirley Pleydon, Jeff Swords, Sue Monaghan, Craig Adams & Aaron Hawker,	
<b>Canberra Committee.</b>		
<b>Chair:</b>	Bruce Walker chair@canberra.clubvw.org.au	
<b>Vice-Chair:</b>	Rhiannon Walker vicechair@canberra.clubvw.org.au	
<b>Secretary:</b>	Rhiannon Walker vicechair@canberra.clubvw.org.au	
<b>Registrar:</b>	Iven Laufer (02) 6254 1142	
<b>Merchandise:</b>	Shari Walker merchandise@canberra.clubvw.org.au	

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

### Club Veedub membership.

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

### Monthly meetings.

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

### Correspondence.

Club Veedub Sydney or Club Veedub (Secretary)  
PO Box 1340 Camden NSW 2570

### Our magazine.

Zeitschrift is published monthly by Club Veedub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Views expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club Veedub Sydney. Club Veedub Sydney, and its members and contributors, cannot be held liable for any consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to Zeitschrift, Club Veedub Sydney.

Please note that all events listed in the Zeitschrift Club Calendar, and on the Club Veedub Sydney web page, are sanctioned by the Club and its Committee.

## We wish to thank our continuous 2016 VW Nationals sponsor

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## **Presidents Report**

Welcome to Australia's premier Volkswagen event, the VW Nationals 2016.

For the third year Camden GTI is raffling a VW car with all the proceeds going to Sea Shepherd, please buy a ticket to support this worthwhile cause, see page 14 for more information.

The committee and I hope you and your family have an interesting and entertaining day at our show. This is our twenty ninth year, the VW movement seems to be growing stronger every year We have worked very hard to present the best VW car show in Australia.

It's great to see the influx of water-cooled Volkswagens, covering all types and year models from the 70s to the present day. Hopefully these new recruits to the VW show scene will aspire to a bonding of friends similar to what has happened with the air-cooled generations.

The Super Sprint is on once again but this time at the South Circuit, Sydney Motorsport Park in Western Sydney. So no 2 hour drive between venues this year. This should prove entertaining to the public and spectators alike.

I hope our event appeals to you and your family and you become inspired by the display of vehicles and traders over the weekend.

Once again our major sponsors Volkswagen Group of Australia are supporting our club with sponsorship, and several display vehicles will be on show at Fairfield.

In the centre of this program you will find our event listing for the weekend. We thank Fairfield City for the use of their facilities. The complex is ideal for our show as everything is within easy walking distance. Don't forget to purchase your Nationals regalia from the Club Vee Dub Sydney stand in the car show area. While you're there, enjoy the VW movies on the big TV and purchase some raffle tickets in the Nationals raffle.

This year we will again be using the same

judging format for the air cooled VWs that we used last year which is a peer judging system which has been in use by the water cooled cars for sometime. The way this will run is by each entrant receiving one judging form, they can vote for a car in each category. air or water cooled. As a trial were going to have a concourse class this year, for standard vehicles only, more details in the centre section of this magazine.

I hope you have a great time at the VW Nationals 2016.

Steve Carter



## **Canberra Report**

Happy May to you all, here in Canberra we are in the busiest month of the year as far as VW events go. At time of writing we have had the VW Drive For The Community Day, and should have an article in the magazine soon. Many thanks to Willie for taking over the club presence at this event.

Coming up on Sunday 15 May will be the Shannons Wheels carshow, which has moved both date and location this year. It is being held on the lawns of Old Parliament House, if you are interested in attending please contact us as there are new details for this years event.

Of course on 21/22 May is the VW Nationals in Sydney, we are looking to have a club convoy and have asked for interested parties to contact us. All the details you need for the event are in the magazines (past and present), this is a great event for any VW enthusiast.

We'll have a quieter June after the hectic May, and will keep in touch on email regarding upcoming events. Please pencil Sunday 18 Sept into your calendar for our big event, the German Auto Display. Catch you all soon,  
Bruce



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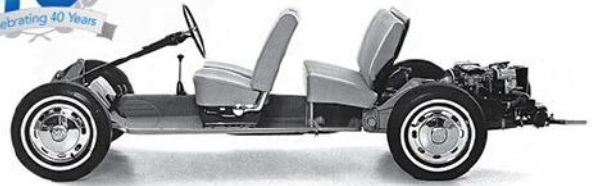
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## **Club Calendar 2016 & 2017**

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

### **May.**

**Saturday 14th:- Pre-Supersprint Scrutineering** for competitors, at Vintage Veedub Supplies, Unit 1, 11B Harp St, Campsie NSW 2194), between 9am and 1pm. In an attempt to streamline the required vehicle checks, and make the actual race day on Sat 21 May go smoother, we are having pre-scrutineering. Entrants who would like to avoid the wait on race morning can come along and have their vehicles inspected the week before. You should ensure that you also bring along your helmet as well as the clothing you intend to wear on the day. Please contact Rudi Frank if you wish to attend, on 0418 442 953. NOTE: All vehicles that are pre-scrutineered acknowledge that they may be requested to present their vehicles for additional scrutineering if directed by the officials on the day of the event.

**Sunday 15th:- VW Family Picnic Day 2016**, at VW HQ Seaham (Raymond Terrace), from 10am. Come one come all to celebrate all things Volkswagen. Great day out bring your VW along. Lots of awards and activities for everyone. Who will be this year's VW Hubcap Throw Champion? Contact Andy for directions and more info. 0407 016903 or email [vwsamba57@gmail.com](mailto:vwsamba57@gmail.com)

**Thursday 19th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 21st:- VW Nationals**

**Supersprint** at Sydney Motorsport Park, Eastern Creek (South Circuit). We're back at this famous Sydney track! VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

**Sunday 22nd:- VW Nationals 2016 at Fairfield Showgrounds**, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, great food and drink, VW fun all day.

**Monday 30th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

### **June.**

**Thursday 2nd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 9th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**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.

**Monday 27th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

### **July.**

**Sunday 3rd:- Bugs and Buses by the Bay 2016**, at Croudace Bay Park (Belmont), on the sunny shores of Lake Macquarie. All Volkswagens are welcome - Bugs, Buses, Buggies and all other old and new VWs that don't start with 'B'. BBQs and shelters for cooking, or bring your own picnic for a day out with your VW friends. Nearby kids playground and skate park, and it's pet-friendly too.

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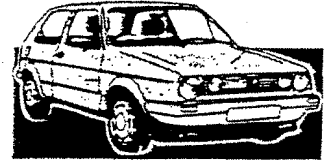
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Contact Rose and Ian on 0427 550203 or email [avwnut@bigpond.com](mailto:avwnut@bigpond.com) for more info.

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

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

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

**Monday 25th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

**Saturday 30th – Sunday 31st:- VW Spectacular 2016 at Valla Park**, Nambucca Heads. These are the main activity days but events are on the whole week before. Local VW cruises and tours; go-kart racing. Saturday street parade at Nambucca Heads; racing at Raleigh Raceway; Fund-raising charity dinner and auction. Sunday car show with Top 10 Shootout, swap meet, traders. VW stuff all week. Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695 203, or email [vwspectacular@gmail.com](mailto:vwspectacular@gmail.com). Visit the website [www.volkswagenspectacular.com](http://www.volkswagenspectacular.com) for more info and the essential booking form.

### August.

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

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

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

start.

**Sunday 21st: Shannons Sydney Classic 2016** at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display. You must book with David Birchall at the monthly meeting or on (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 40 years of the VW Golf in Australia.

**Monday 29th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

### September:

**Sunday 18th:- German Auto Display, Canberra**

**Sunday 25th:- Sydney German Autofest** at Gough Whitlam Park, Bayview Ave Earlwood.

## 2017

### May.

**Saturday 27th & Sunday 28th:- 30th VW Nationals**

### Marktplatz.



Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au). All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).

Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.



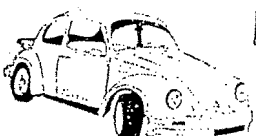


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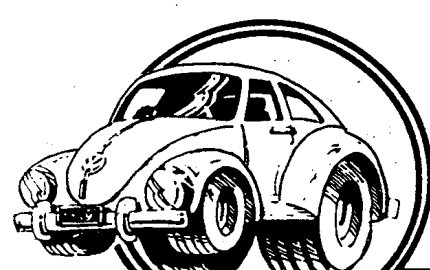





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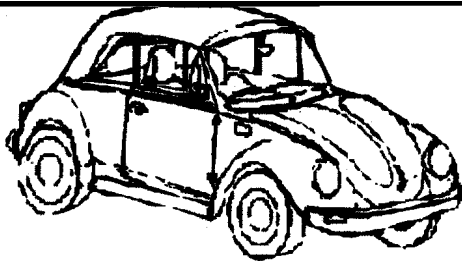


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**For Sale:- 1967 split-window Microbus.** Made in South Africa, in great restored condition. Standard 1600cc (not matching vin and engine.) Standard gear box. South African build plate. Two-tone red and cream. We use it for long distance runs and camping only. The whole camper section was designed not to be bolted into the original body and can be simply lifted out the back if you want to put the original bench seats into it. I didn't want to mess with originality of the van so did this purposely. The camper section makes one complete and comfortable bed, has storage underneath. Works lekker. Van is well maintained and runs like a dream. Built from a really good base, restored from the ground up. Car is currently in South Africa but I am considering shipping it to Australia. If you are interested, contact Mr Jason Rom on 0412 134428 (m o b) o r e m a i l jason@jdrproperty.co.za

**For Sale:- 1967 Fleetline single cab split window.** Busy been fully restored and is going for paint next month. Has matching Vin and engine, one owner with 90 000 original kms. Will be complete by end of May. Can also bring this one to sell. Contact Mr Jason Rom on 0412 134428 (m o b) o r e m a i l jason@jdrproperty.co.za

**For Sale:- 1971 Superbug,** rego until June. Seats good, no carpet. Great for a person who wants to restore. Car is in Fairfield West. \$2,500. Contact Ted on 0412 856162.

## **Golf GTI 40 Years pricing**



The extra-powerful and extra-special 2016 Volkswagen Golf GTI 40 Years edition is nearing its Australian launch, and Volkswagen Australia has handed down details on what we can expect when it arrives in June.

This new variation was revealed at the end of last year to celebrate the Golf GTI's 40th birthday. The new model was shown with the 'GTI Clubsport' badge, and soon went on sale in Europe with that name. As with the Edition 35 before it, the new birthday special saw Volkswagen Australia immediately throw its hand up for a local allocation.

However, as Holden uses the 'Clubsport' badge on some of its Commodores, VW couldn't use that name here. Instead, the GTI Clubsport will be sold here as the 'GTI 40 Years' edition. In addition, it was first revealed as a three-door offering for the European market but, as with the wider GTI range, Australian buyers will be offered a five-door option only.

Priced at \$48,990 plus on-road costs, the Golf GTI 40 Years edition will enter with a \$2500 premium over the GTI Performance (which originally launched from \$48,490), while just scraping in beneath the \$52,740 starting price of the 206 kW all-wheel-drive Golf R.

The Golf GTI 40 Years edition's star feature will be its upgraded outputs, climbing from 162 kW in the regular model (169 kW in the GTI



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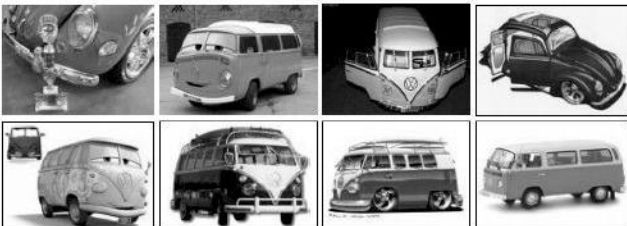


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Performance) to a new 195 kW. Torque is unchanged at 350 Nm, but a new boost function ups numbers briefly to 213 kW and 380 Nm.

The GTI Performance's limited-slip differential is on-board, and – again like the GTI P – the new variant will be offered as standard with a six-speed DSG transmission. Volkswagen Australia is working to get a manual added to the range, but timing and pricing for that option is still to be confirmed.

As last year's unveiling revealed, we can also expect a number of subtle styling and aero enhancements, including a unique bumper at the front end with deep new side ports.

New 19-inch alloy wheels fill out the guards with a low offset, while the rear gets a modified bumper, a larger tailgate-topping wing, and the

same darkened tail-lights that grace the GTI Performance and Golf R models.

Black door mirrors and extended side sills with black graphics will round out the exterior tweaks, while Tornado Red and Pure White will be the only paint options on offer.

Inside, there's GTI-themed red stitching to the steering wheel, seat belts and floor mats, along with front door sill strips with the GTI logo.

Adaptive Cruise Control (ACC), Front Assist with City Emergency Brake (City EB) and Blind Spot Monitor with Rear Traffic Alert are all included as standard.

The only optional extra will be a panoramic electric glass sunroof at \$1850 RRP.

The GTI 40 Years will be offered in limited numbers, but Volkswagen is staying quiet on

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**Supersprint pre entry fee is \$170 until 16th May which includes timing transponder hire. After 17th all entries will be \$200. So get your entries in NOW!**

**Your car needs to meet the requirements of CAMS regulations. You will need a fire extinguisher, battery triangle, competition numbers, extra bonnet restraint and tape on your headlights.**

**You will also need a CAMS approved helmet, non flammable wrist to ankle clothing, jeans and long sleeve cotton shirt or cotton overalls are OK.**

**<http://www.clubvw.org.au/2016-supersprint> for all your paperwork.**

**Please fill it in and submit paperwork to Chris Fraser before 17th May. You MUST have your Club Veedub membership card or any other CAMS club card, your CAMS LS2 licence and paperwork with you on the day.**

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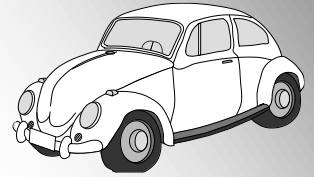
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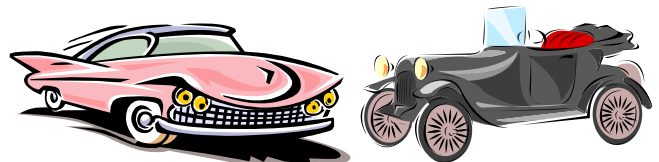
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Time: any time after 10am for lunch



all Volkswagens are welcome !

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So get your VWs out and your picnic basket and come along for a day out with some Volkswagen friends.

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exact numbers for now. The earlier 173 kW/300 Nm Edition 35 variant was limited to 200 units, available in both manual and DSG forms back in 2011.

### Golf Cabriolet discontinued



Another Volkswagen model has been discontinued from the local line-up. The Golf Cabriolet has been removed from sale in Australia.

The drop-top VW Golf model was concluded here with the 2015 Exclusive edition, which added extra equipment over the current model that has been on sale here since 2011.

The original Golf 1 Cabriolet was first launched here in 1990, as part of VW's Australian relaunch under Ateco/TKM. The redesigned Golf 3 Cabrio was released in 1995, and was eventually replaced by the New Beetle Cabriolet in 2003, and the Eos hard-top convertible in 2007. The Golf Cabriolet was reintroduced in 2011, now based on the Golf 6.

The decision to drop the Golf Cabriolet in Australia comes after VW Australia discontinued the Beetle last month, and follows the trend from the German parent to phase out convertible models. The Beetle convertible has already been discontinued world-wide (and was not sold here), and the Eos ended production in 2014.

Volkswagen Australia public relations manager Kurt McGuinness said the Golf Cabriolet was phased out of Australian plans late last year, and that there are no plans to replace it, “at least with the current generation anyway.”

McGuinness said that the brand's approach to rationalising its line-up has seen a lot of the smaller volume niche models removed from sale, with a focus on “reduced complexity” and “key models”. The Up! was discontinued in 2014, while the Scirocco was also slated for the axe but was reprieved at the last minute.

VW unveiled a mildly updated Golf Cabriolet in August last year. The Golf Cabriolet was sold with a 1.4-litre turbocharged and supercharged four-cylinder engine with 118kW of power and 240Nm of torque. It was available with a six-speed manual or seven-speed dual-clutch transmission.

### Big VW SUV in testing



The production version of Volkswagen's large CrossBlue SUV prototype, first unveiled in 2013, has been spied testing in a clever disguise that focuses more on misdirection than camouflage.

Revealed initially as a six-seat concept, the CrossBlue was quickly confirmed as a preview of Volkswagen's new entrant into the large seven-seat SUV market, where it will face off against offerings like the Toyota Kluger and the big new Mazda CX-9.

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# **VW Nationals 2016**

## **Saturday 21st May**

**VW Nationals Supersprint at South Circuit, Sydney Motorsport Park in Western Sydney.**

Sydney Motorsport Park has many great spectator vantage points which can easily be accessed by a family car around the outside area of the track, so if your not competing come out for a look.



See VW racers test their cars and skills on this demanding racetrack, VW drivers like, Rudi Frank, Jak Rizzo, CT Hanson, Rod Penrose,, John Ladomatos, Andrew Kemp, Paul Zanello, Greg McKinley, Nathan Fellows are some of the entrants so far.

The entry fee will be \$170 for pre entries received on or before May 16th 2016. racing from 9.00 am



## **Sunday 22nd May**

**Show Day, Fairfield City Showgrounds, Smithfield Road, Prairiewood.**

Huge undercover area for Show & Shine and Dealer Displays with space for up to 200 show cars undercover. On site catering available with plenty of everything.

7:30 am - General admission gates open  
8:00 am - 3:00 pm - Car Show assembly & Swapmeet  
10:30am - Car Show Entry Closes  
11.00 am - First Raffle Draw  
12:30 pm - Peer Judging Forms CLOSED  
1.00pm Final raffle draw  
3:00 pm - Trophy Presentation

General Admission: \$10.00  
Children under 16: Free  
Swapmeet sites: \$50.00 (includes 1 show entry, additional entry tickets may be purchased on the day if needed)

Show and Shine Entry: \$30.00 (includes 1 show entry for the driver, additional entry tickets may be purchased on the day if needed)



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# VW Nationals 2016



All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day. In 2016 **Peer Judging** will again determine the Air-cooled winners. Ballots will be provided to each entrant upon entry. Entries to all categories close at **10:30 am** sharp.

**Ballots MUST be returned to the Club VW judging area no later than 12:30 pm.**

## Car Show Categories

### Air cooled

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All
- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Air-cooled - All
- 18 Non-factory Off-road and Buggies, Trikes - All
- 19 Aussie Convertibles and Kit Cars - All
- 20 Best engineered/race - Air-cooled - All
- 21 Rat class - All Years - All
- 42 Concours d'Élegance

### Water Cooled

- 22 Polo, Up! A All Years
- 23 Golf 1 - 1976 to 1983
- 24 Golf 2 - 1984 to 1992
- 25 Golf 3 - 1993 to 1997
- 26 Golf 4 - 1998 to 2003
- 27 Golf 5 - 2004 to 2008
- 28 Golf 6 - 2009 to 2012
- 29 Golf 7 - 2013 onwards
- 30 VW Convertible - (Golf Cabrio, Eos) - All
- 31 VW Sports (Scirocco, Corrado) - All
- 32 VW Sedan (Vento, Bora, Jetta, Passat, New Beetle) - All
- 33 VW SUV (Tiguan/Touareg/Amarok) - All
- 34 VW Commercial (Transporter/Multivan, Caddy) Crafter) - All Years
- 35 Audi - All Years
- 36 SEAT - All Years
- 37 Skoda - All Years
- 38 Best Engineered / Race Water-cooled Vehicle
- 42 Concours d'Élegance

## ***VW Nationals 2016***

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The SUV shown in the photo, spied driving around Los Angeles, has been wrapped in false panels at both ends that help to disguise the vehicle's true look.

A strange Hyundai-like 'X' badge can be seen on the bonnet and tailgate, while the grille and front bumper appear to have been attached in place of the final production model's design.

The headlights may be the real deal, however, although the halogen bulb arrangement points to a base-model fit.

At the rear, Jeep Grand Cherokee-inspired covers are laid atop the final tail-light design, and one photo reveals the lit LEDs of the actual assembly beneath.

Very little of the SUV's profile has been disguised, although a false rear-quarter window panel and garnish appears to have been fitted in place of the already production-ready window and D-pillar design worn by the original CrossBlue concept.

Larger than the current 4.4m-long Tiguan and 4.8m Touareg, the CrossBlue – which will likely launch with a different name, probably starting with T – will be built on Volkswagen's versatile MQB platform.

Expect power to be provided by the larger examples of the company's petrol and diesel engines, along with a plug-in hybrid arrangement with a diesel engine, two electric motors, a lithium-ion battery pack and a six-speed dual-clutch automatic transmission.

Volkswagen Australia has signalled its strong interest in the production version of the CrossBlue. But for now the VW parent company has yet to confirm a right-hand-drive production plan for the big new SUV.

## **Golf GTI TCR race car**



The Volkswagen Golf GTI TCR has been unveiled in Germany. This race-ready Golf has been specially developed for the WTCC's TCR International Touring Car series, as well as the numerous regional series that employ the same rules.

This racing version of the Volkswagen Golf is based on the road-going GTI model. The most eye-catching change involves the 400mm wider track, which requires seriously flared wheel arches all around.

There's also a large rear wing attached to the rear windscreen, prominent side sill extensions, a menacing carbon fibre front splitter, and completely reworked front and rear fascias.

On the inside, there's the obligatory FIA-compliant racing cage, bucket racing seat with head protectors, and an FIA-approved safety fuel tank.

Under the newly vented bonnet, the race car features a retuned version of VW's EA888 2.0-litre turbocharged four-cylinder engine, which now develops 243 kW of power at 6200 rpm and 410 Nm of torque at 2500rpm.

Drive is sent to the front wheels via a six-speed sequential transmission. According to Volkswagen Motorsports' estimates, the Golf GTI TCR is capable of a 0-100 km/h time of around 5.2 seconds and a top speed of about 230 km/h.

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The Golf GTI TCR rides on 18-inch alloy wheels clad in 27/65 Michelin racing rubber. Stopping power comes courtesy of 362 mm discs with six-pot callipers at the front, and 310 mm discs with two-piston units at the rear.

Volkswagen Motorsport cooperated with their VW Group counterparts SEAT during the development of the Golf GTI TCR. SEAT runs the Leon TCR in the same race series, as does VW's other subsidiary Skoda with the Octavia Cup. All three VW Group cars use the same EA888 engine and drive train. In order to keep costs down, the VW marquees will also work together in providing servicing, logistics and on-track help for teams using their vehicles in the TCR International Series.

Apart from Europe and the USA, TCR race series are run in China and south-east Asia, with rounds in Thailand and Singapore. No Australian rounds have yet been planned. You can explore and follow the TCR Championship at <http://tcr-series.com/>

## Another Polo-based SUV



Another speculative rendering of the next-generation VW Polo hatch's anticipated SUV companion has surfaced, ahead of a possible 2018 launch.

Volkswagen has toyed with the idea of a sub-Tiguan SUV concept for some time now, unveiling the T-Roc, T-Cross Breeze and Taigun concepts in recent years, some based on

the Polo and some based on the even smaller Up!

This latest rendering, produced by Dutch blogger Remco Meulendijk, combines design elements from all of these earlier concepts and gives us a glimpse of how a new compact VW SUV might look if it goes into production.

The artwork shows a compact SUV clearly inspired by the recent T-Cross Breeze concept, along with the recently unveiled 2017 Volkswagen Tiguan.

Meulendijk's design outlines practical proportions with a tall glasshouse, but we may yet see a more tapered Mazda CX-3-like roofline appear on the final model for a more sporting look.

A baby SUV will finally give Volkswagen an entrant into the small-SUV segment to take on sales leaders like the Mazda CX-3, Honda HRV and Mitsubishi ASX. The Golf-based Tiguan is currently VW's smallest SUV and sells well in Australia, but the redesigned model due later this year will be bigger than at present and will be considered mid-sized.

At last year's Frankfurt motor show, Volkswagen powertrain boss Heinz-Jacob Neusser said that we can expect to see more than one SUV added to the smaller end of the brand's line-up.

"Actually, we have the new Tiguan for the A+ segment, we will have the T-Roc for the A-segment – that means, the segment of the Golf – then we will have the T-Cross, the segment of the Polo," Neusser said, before going on to explain that all these new-generation SUVs will be built on VW's modular architecture, MQB.

If the T-Roc and Audi Q2 are anything to go by, the sub-Tiguan SUV will be aimed at younger buyers, combining the all-rounder image of an SUV with a more sporty and urban focus.



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The compact Volkswagen SUV is likely to be offered with the choice of front- and 4motion all-wheel-drive mated to a range of three- and four-cylinder turbocharged petrol and diesel engines.

Volkswagen is understood to have trademarked a number of potential names for its new small SUVs, including Teracor, Tribue, Taigun and Terasun, continuing VW's theme of T-named SUVs and concept SUVs, begun by the Touareg in 2002 and Tiguan in 2007.

### The first VW in the USA



*Ben Pon (left), a Dutchman responsible for bringing the first few Volkswagens to America, observes the unloading of a Beetle in January 1949. Only two of these cars were sold in the United States that year. (Volkswagen)*

We know the story of the first Volkswagen imported to Australia. The Army shipped a Kübel and two Beetles here for testing in 1947, and sold them off at auction in 1949. The Kubel is in the War Memorial in Canberra (it's been extensively restored since with newer parts). Mrs Therese Hanael brought her 1946 VW with her when she immigrated with her son to Victoria in 1951. Her VW was the first privately-owned VW to ever drive on Australian roads. Her car can be seen today in the York Motor Museum, outside of Perth.

But what about the USA? According to VW ads of the time, and numerous reference books since, the first two Beetles were imported into the USA in 1949. VW of America officially records those 2 VW sales for 1949. After that,

the VW soon became the best-selling imported automobiles in the United States, selling over half a million a year by the late 1960s.

By A. Stanley Kramer

### Road & Track magazine, December 1960

Far be it from us to contradict the public utterances of VW, but the first of these rubber-legged, back-engined workhorses was actually imported into the USA in the autumn of 1944, sometime prior to November 28th. It was manufactured in 1943 which, we're willing to wager, was substantially before VW of America's present crew of publicists was on the job. In fact it was still during the war, and only several months after the D-Day invasion.

Moreover, this first VW was no glistening Bug or rectangular Kombi, as they dub their current commercial models, but a five-seater, four-door touring car called a 'bucket car' (Kübelwagen) with a collapsible and incredibly crude canvas shed and a folding windscreen. Its spare tyre was mounted topside of a slanting, flat snout, just below a gross filler cap designed for accessibility rather than appearance. The paint scheme was a simple field grey relieved by a few large black swastikas. Its somewhat battered corrugated body was further adorned by complex hooded signal lights, which, we later learned, were extremely useful when travelling in convoy under blackout.

But the mechanism was pure, original VW, including the flat 4-cylinder air-cooled engine at the rear, the knock-kneed independent rear suspension with reduction boxes, the 4-speed stick shift and tunnel-shrouded controls from the driver to the rear. It even had a tricky hydraulic dampening device in the steering column so that when the car was banging full tilt over a ploughed field or bone-shattering Belgian pave, the driver, arms flapping wildly, could still hang on. The wheel simply rose and fell with the undulations.

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Another extremely practical accessory, not included on VW's since, was a snorkel-like extension of the carburettor air intake, terminating at the driver's shoulder height, so that the vehicle could ford shallow streams without strangling.

This grandfather of all the VWs in America did most of its travelling in the Finger Lakes region of New York State, and was seen briefly and wonderingly by the patriotic citizens of Syracuse, Rochester and Ithaca. Its initial appearance one dark winter night in the midst of the heavily guarded and supposedly impregnable Training Center at Sampson, New York, caused something like a small cataclysm. The unimaginative authorities could not fathom how an enemy vehicle, in full war paint and in shatteringly loud operating condition (its muffler had been shot away), had penetrated the defences of Sampson undetected. The mystery was further compounded when the shore police overtook it and arrested the driver, to find that pyjama and pea-jacket clad individual with the unbuckled galoshes over his bare feet, no enemy saboteur but a Yeoman 3/c from the Public Relations Office.

Taking delivery of a VW today is a painless procedure, the movement of the vehicle from the factory at Wolfsburg, Germany, to the American purchaser following a well established routine. Ownership is simply

transferred. This was not exactly true of the first one.

Chancellor Hitler, you may recall, promised the German people a true people's car, the Volkswagen, to be delivered at an extremely low price. And no less an automotive genius than the late Dr. Ferdinand Porsche designed it. The VW was paid for in advance by tens of thousands of duped herrenvolk who then whistled for delivery. The car was eventually produced, but only as a military vehicle known as 'The German Jeep.'

The first VW in America came to Sampson via Italy and a pier in Staten Island, as a result of some extremely questionable dealing, and devoid of anything even faintly resembling shipping papers.

Originally 'liberated' by an army officer from a captured enemy supply depot, it was swapped for one or more cases of beer (the legend varies here) to become the very unofficial property of a certain purposely unnamed Lieutenant Commander, who promptly stowed it on a supply freighter returning to the United States. This officer improved his property in transit by freshening up the paint and hand-sewing artistic canvas slip covers for the tattered seats. Unloaded onto a pier at the U.S. Naval Frontier Base (certainly a stirring title for a supply centre 3000 miles from hostilities) the first American VW sat unclaimed for weeks. Here the little prize attracted the covetous attention of two New York City ex-patrolmen swabbing under George Kogel, Lt. (jg) SD, USNR.

Righteously recognizing neither personal claims nor aspirations to this captured war prize, Lieutenant Kogel had it inspected for necessary repairs and added to the inventory of six or more million assorted items of war material under his stewardship, covering the transaction with the following memo. The "excess wiring" referred to was the utterly incomprehensible system of blackout signalling lights.

November 28, 1944

"The following is a proposed list of repairs and installations deemed necessary to place the Supply Department 'jeep' into decent operating transportation.

Volkswagen USN Complete with 4 USN 8669  
NTS 600 x 16 tyres, 1 (German) 5.25 x 16

Type 82

Year 1943

Engine #685 1 USN Willard Battery

Serial No.-2-019591

"Install: Safety Windshield, Canvas Top,  
Battery Box, Ignition Switch.

"Check and Repair: Windshield Wipers; Adjust  
Brakes; Weld Rear Bumper Brace; Starter  
Switch and Starter Motor; Test Generator for  
Charging; Timing (Points, coil, condenser,  
plugs, rotor); Hose and Hose Connections on  
Carb. Air Cleaner; Remove excess wiring and  
connect up Headlights and tail light.

George Kogel

Lt. (jg) SD. USNR"

However, shortly thereafter, Lieutenant Kogel  
reversed his field as to the VW being Navy  
property and, in a flush of warm generosity,  
promised it to an old chum, A. S. Kramer, who  
was fighting the Battle of Lake Seneca in the  
Public Relations office at Sampson.

Getting the VW from the Frontier Base to the  
Naval Training Center was something else  
again. Its Nazi decor and the fact that it was  
unlicensed because of dubious ownership  
prevented its being driven the 350 miles. This  
stalemate was resolved after some weeks by  
pure chance, when a Ship's Service truck from  
Sampson was sent to pick up some of the lesser  
sinews of war to be sold at the Center's  
jewellery counter. Because it was a large truck  
with a small cargo, the obliging driver found

room aboard for the smaller vehicle by  
carefully collapsing the top and flattening the  
windshield.

The fact that the VW arrived inside a closed  
Navy van accounted for its going through the  
gate undetected and, later, for Yeoman Kramer  
providing some of the most inchoate  
explanations ever heard at a Captain's Mast.  
But inasmuch as the car was brought for the  
avowed purpose of furthering Public Relations  
objectives, his punishment was light and the  
first VW was put on duty in upstate New York.

Here it roared along the snowbound reaches of  
the Finger Lakes, carrying frightening  
conviction to the natives that German war  
material was of first quality and that the only  
way we could win the war was by an  
accelerated production of even better things.

Incredibly, the long arm of coincidence  
extended itself again and the father of the  
unnamed Lieutenant Commander, a Fire Chief  
stationed at Sampson, recognized the VW by  
his son's natty seat-covers and clamoured for  
the return of his boy's car. What paper fakery  
he perpetrated to achieve this was never made  
public, but the VW was reluctantly given up  
and it passed from our ken forever.

Still, that gives VW a considerably longer and  
certainly more sprightly history in the USA  
than the company's own staid claims would  
have us believe. And it's only fair to add that  
the brilliant engineering and steering  
performance of that first one – even though we  
had to pour hot water on the tunnel in order to  
unfreeze the controls on cold mornings,  
impressed those of us who had anything to do  
with it; just as those same qualities must  
gratify the more than 400,000 VW owners in  
America today.

(Sadly no info on what became of this Kübel  
and whether it still exists – Ed.)



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## The Toy Department

Hello all – this month I thought I would let these images speak for themselves. These new exciting VW models are now available in a great 1/18th scale size and the detail in these models continues to get better.

Enjoy the models, happy collecting and see you at the 2016 VW Nationals.

Tony Bezzina



Auto Art 1/18 Volkswagen Beetle Kafer Limousine (1955) - Polar Silver



The model beetle is a new release by Green light in Swiss livery. Greenlight have really hit the deck running this year



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Volkswagen Golf GTI, Mk3 20th anniversary edition is a very nice example.

## Where are all the racetracks

### *The love of money is uprooting Australia's best known and more accessible motor sport venues*

Raise your hand if you competed in a club-organised motor sport event in your younger days.

Now keep them up if you're still competing.

Congratulations... You're not dead yet, but you are one of a dying breed.

Motor sport in Australia is being squeezed out by any number of social and economic factors. It's harder than ever to find places close to major urban centres where you can go off-roading or rallying – usually for environmental reasons – or where you can trailer a track car to compete in a bitumen speed event, pitted against like-minded enthusiasts.

The slow demise of racetracks around the country is largely a result of our insatiable demand for residential land, says auto industry PR veteran Edward Rowe. According to Rowe, who numbers Maserati and Lotus currently among the brands he has promoted, Australian track enthusiasts don't enjoy the favoured status their counterparts do in other markets.

“Obviously track-day cars are a much bigger business in the UK and in Europe...” Rowe told [motoring.com.au](http://motoring.com.au) earlier this week.

“Unfortunately we don't have that industry here, because there's a lack of venues, to be honest.

“And the venues that are here are very heavily subscribed... whereas in the UK you've got half a dozen tracks that have been built or developed specifically for track days. They don't have motor sport or public events – they're specifically to take your car on and drive it. They range from road-style tracks through to places like Bruntingthorpe, which is one of the longest runways in Europe...”

What's the difference between Australia and the UK? Has there been some sort of cultural shift away from motor sport in the southern hemisphere?

“I actually think it has more to do with land value, because what you've seen – particularly in Sydney – is a whole stack of race tracks disappear under building sites, the most recent being Oran Park,” Rowe answers.

“You know where the Audi building is in Sydney? That area, Zetland, [was] Australia's first race track – cars and dogs. Not on the same night...”

“It became the Leyland factory, where the P76 was built, and then it stood empty for a long time...”

“Other than Eastern Creek the nearest track to Sydney now is Wakefield Park. There used to be a track at Katoomba, there used to be one at Orange...”

“Eastern Creek is just packed now... absolutely booked out, and charges accordingly.

“In Melbourne you've still got Calder and Sandown... and Phillip Island... and Winton up the road – whereas here in New South Wales it's a very rapidly diminishing number of venues.”

Rowe at this point offers an anecdote to illustrate just how extreme the situation has become.

“There was a Lotus event, just at the end of November, and it was organised by the Sydney Lotus dealer – and they had to hold it at Winton [Victoria]... and they had customers coming down from as far afield as Brisbane to drive their cars...”

Even major motor sport venues are safe for only so long as developers can be kept occupied elsewhere, Rowe suggests.

“When Eastern Creek was built there was nothing around it. Now it's got a major industrial area on the

## Club VeeDub - The Legend Never Dies

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other side of the Great Western Highway – and it's being ringed very rapidly by housing."

Our escalating property boom is a symptom of a country grappling with proportionally massive population growth. Melbourne's population is growing rapidly indeed, but that's likely due in part to Sydney already reaching critical mass. Rowe, based in Sydney, can see it happening in real time.

"When I do photography of commercial vehicles, and want to get a picture of the vehicle being used or an indication of what it will be used for, these housing estates out there that they're building are very useful. They're great for photography because there's not one house being built, there are 20 houses being built – with tarmac roads. It makes life very easy.

"But what's happened... I do that perhaps every two or three months, and every time I do it I have to go three or four kilometres further west.

"I can remember in my time when there was bush between Sydney and Parramatta..."

While the housing boom is a major factor in the gradual decline in the number of racetracks around the country, it's not like Australia was blessed with a large number in the first place. Rowe says that the UK's plethora of tracks is a natural outcome of World War II.

"The UK is absolutely riddled with ex-bomber bases. And the significance of the bomber bases, as opposed to the World War II fighter bases: pretty well all the World War II fighter bases were grass strips. After the war they disappeared pretty quickly.

"But the bomber bases, because of the weight of the planes taking off – even the World War II ones, let alone the cold war [planes] – had to have runways about two to three metres deep.

"It's only become in the last 10 years economic to dig those runways up and return them to farmland."

Maybe it's about time for motor sport followers to blockade further housing development around the RAAF base at Point Cook – itself once a venue for the AGP...

... or maybe motor sport fans need to form co-operative societies to buy viable land and establish their own race tracks on that land, offering country-club-style memberships like the Monticello facility in New York State in the USA.

Sooner or later, there won't be many options left.

Australia's (some ed) lost racing circuits (courtesy of Edward Rowe)

Adelaide International Raceway, Adelaide, South Australia (still has limited use)  
Amaroo Park, Sydney, New South Wales  
Aspendale Racecourse, Aspendale, Victoria  
Ballarat Airport, Ballarat, Victoria  
Brenock Park Speedway, Ferntree Gully, Victoria  
Brisbane Exhibition Ground, Brisbane, Queensland  
Canberra International Dragway, Fairburn, Canberra, Australian Capital Territory  
Canberra Street Circuit, Canberra, Australian Capital Territory  
Castlereagh International Dragway, Sydney, New South Wales  
Catalina Park, Katoomba, New South Wales  
Caversham Airfield, Caversham, Western Australia  
Claremont Speedway, Perth, Western Australia  
Fisherman's Bend Race Track, Melbourne, Victoria  
Gnoo Blas Motor Racing Circuit, Orange, New South Wales  
Hume Weir Motor Racing Circuit, Albury-Wodonga, New South Wales  
Liverpool Speedway, Sydney, New South Wales  
Longford Circuit, Longford, Tasmania  
Lowood circuit, Tarampa, Queensland  
Macarthur Park Street Circuit Australian Capital Territory (motorcycle/sidecar racing only)  
Mt Druit Race Track, Sydney.  
Oran Park Raceway, Sydney, New South Wales  
Port Wakefield Circuit, Port Wakefield, South Australia  
Rowley park speedway, Adelaide, South Australia  
Surfers Paradise International Raceway, Gold Coast, Queensland  
Sydney Showground Speedway, Sydney, New South Wales  
Templestowe hillclimb racetrack, Melbourne, Victoria  
Tralee Speedway, Queanbeyan, New South Wales  
\*Victoria Park/Zetland\*  
Warwick Farm Raceway, Sydney, New South Wales

\* Believed to be the first car racing track in Australia. It became Leyland's home from 1950 to 1975 and is now the home of Audi Australia and a massive housing estate.. Below, Frank Gardner in a Repco-Brabham-Maserati at Warwick Farm in 1966







## About Club VeeDub Sydney

Do you own a Volkswagen or Audi? Have you had trouble fixing it, or finding a decent VW mechanic who can? Maybe you'd like to restore your classic VW, or what about hotting it up instead? No matter what your VW need is, Club V e e D u b Sydney can help you!



Club VeeDub was formed in 1985 to cater exclusively for VW and Audi owners. We're Australia's largest VW/Audi club with members in every state and overseas, but we're based in Sydney. Our logo shows this - the Sydney Harbour Bridge combined with VW's Wolfsburg Crest.

Club VeeDub is dedicated to keeping as many Volkswagens on Australia's roads for as long as possible. We aim to do this by helping owners maintain their enthusiasm and love for their VWs, because as we say, The Legend Never Dies!

### Why join Club VeeDub Sydney?

Firstly, as a Club VeeDub member, you'll receive discounts on parts and service from all recommended workshops and parts outlets. Just show your club card! Your membership fee can often be recovered by the savings on your next service.

You'll receive a monthly copy of our club magazine, *Zeitschrift* (that's German for 'magazine'). It's full of the latest VW news, tech tips, how-to articles, history, humour and all sorts of good stuff for the VW fan. It's the most readable VW magazine in Australia.

You're not required to attend meetings, nor participate in any way if you so desire. You can, if you wish, simply accept the benefits we have to offer with no obligation.

However, for the enthusiast we provide a wide range of other benefits and activities.

If you have a VW older than 30 years and you don't drive it much, we can offer you Vintage Registration to save you an enormous amount on your annual rego bill. Your VW will also look great on its Vintage Rego plates.

You're welcome at our monthly meetings, which are informal and good fun. No 'moving the motion that the minutes be seconded' stuff! There's raffles, quizzes, films, talks and other cool things. Members can borrow VW books, videos, manuals, brochures and magazines from our extensive club library - for free.

Need that special tool to fix your VW? We have an large range of VW factory tools and special fittings you won't find anywhere else, all free to members. We also have many contacts in the VW trade who are happy to offer you free technical advice on restoration, modification and any other VW matter you could think of.

You'll also be welcome to any of our cruises, show days, swap meets, social events, drag days and other events for the VW nut. We also host the VW/Audi Nationals, Australia's premier VW/Audi event, every Easter.

### Benefits for Club VeeDub Members

- Club VeeDub member card for discounts on VW parts and service
- Free monthly issue of *Zeitschrift*
- Professional advice on VW restoration, modification and service
- Free book, magazine and video library
- Free VW tool lending library
- Vintage Registration for 30 year-old VWs
- Non-boring, entertaining meetings with heaps of prizes and laughs
- Enjoyable social events throughout the year
- The VW/Audi Nationals

Membership Form

New Member:    
Renewal:   (tick one)

Name:

Address:

State:

Postcode:

Phone:

BH

AH

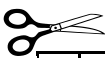
Occupation:

Are you a licensed mechanic, either active or retired?  Yes  No

How much of your own mechanical work do you do?  %

Which of the following activities are you interested in?

<input type="checkbox"/>	Cruises and Observation Runs
<input type="checkbox"/>	Show n Shines, Concours
<input type="checkbox"/>	Social days and/or nights out
<input type="checkbox"/>	Swap Meets
<input type="checkbox"/>	Drag or track racing
<input type="checkbox"/>	Meetings and tech talks
<input type="checkbox"/>	Other: (you tell us !)



Email address

# New Passat. The thinking car.



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Easy on the eye, isn't she? But let's face it, appearances won't get you very far on a continent as unforgiving as ours. That's why we've made sure that everything that is underneath the superficial is tough enough to take whatever Australia has to throw at it. Take away the stylish grille, the shiny panels, the chrome badge and the rest of the fancy trimmings, and you'll find the German engineering that puts the Amarok in a class of its own. With a bi-turbo diesel engine that delivers up to 420Nm of torque, a 5-star ANCAP safety rating, selectable off-road mode and a rigid ladder frame chassis, we've made sure that tough is never an optional extra. Tough comes from within.

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