

Zeitschrift



The legendary Chad Morgan in Joe's Kombi.

March 2011

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**Joe's Country Music Kombi
Tea Gardens Type 2
Wolfsburg Autostadt
Captains Flat run**

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Thirlmere Steam Festival
VW's Uglies on parade
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2010-11.

President:	Steve Carter president@clubvw.org.au	0439 133 354
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Motorsport Captain:	Herb Gutmann motorsport@clubvw.org.au	(02) 9428 4099
VW Motorsport Committee:	Brian Walker David Carter	Rudy Frank Norm Robertson (JP)
General Committee:	Ron Kirby Wayne Murray Ray & Shirley Pleydon Ken Davis	Laurie & Gwen Murray Grace Rosch Belinda Harris Mike Said
Canberra Committee.		
Chairman:	Bruce Walker	0400 119 220
Secretary:	Iven Laufer	(02) 6254 1142
Autofest/Events	Mark Palmer	0416 033 581
Registrar:	Ian Schafferius	0434 717 093

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
Parramatta NSW 2124		Grassmere NSW 2570
info@clubvw.org.au		

Our magazine.

Zeitschrift (German for 'magazine') 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 any 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 an acknowledgment to **Zeitschrift, Club VeeDub Sydney**.

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

We thank our VW Nationals sponsors:

23 years.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Stan Pobjoy Race Engineering
Blacktown Mechanical Repairs	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd
H&M Ferman	

20 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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15 years and over.

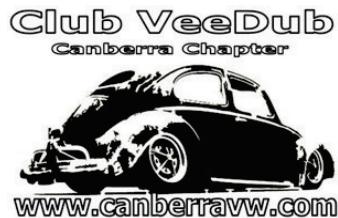
Aust VW Performance Ctre	Korsche VW Performance
Dr Mosha the VW King	Mick Motors
Indian Automotive	North Rocky & Import Parts

10 years and over.

Alpha Dot Net	Reliable Automotive Services
Cupid Wedding Cars	Stokers Siding Garage
Harding Performance	Unicap Pty Ltd
Mobile Model Cars	Wurth Fasteners Australia
NRMA Insurance	

5 years and over.

All Metal Bumpers	Defender Safety
Artemi's T-Shirts	Kombi Rescue
Black Needle Motor Trimming	Les Barlin VW Automotive
Bug-A-Bug	Nulon Products Australia
Canberra VW Centre	Volkommen Art
Classic Vee Dub	Wolfsburg Automotive (VIC)



Wheels

Sunday, 27 March 2011

on the lawns of Old Parliament House, Canberra ACT

'Club VeeDub, Canberra Chapter' display proudly sponsored by

Gerald Slaven VW (Belconnen)

New VW models will be on show, so come along and talk to Gerald Slaven about your next VW purchase!

Details:

8.30am arrival for setup. Bring a chair, sunscreen & the camera

- Drip trays are mandatory for **ALL** cars - cardboard or other will do
 - Sausage sandwiches and drinks available
 - free for Club members or gold coin donation for non-members
 - Food stalls will be located nearby or bring a picnic for a great day out!
 - Over 1200 vehicles of all makes are expected to be on display



CLASSICS

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AND MORE!



www.canberravw.com



3rd Annual
TWILIGHT CRUISE

SATURDAY 2nd APRIL 2011

**Meet at the Crossroads Hotel, Camden Valley Way,
at 3:30pm. Cruise leaves at 4:00pm sharp to:**

- | | |
|--|----------------------------|
| <p>◆ MUSIC</p> <p>Hubertus Country Club
205 Adams Rd. Luddenham</p> | <p>◆ TROPHIES</p> |
| <p>◆ FOOD</p> <p>Car Show Entrants \$10 per car
Public Entry—\$2 per person</p> | <p>◆ RAFFLES</p> |
| <p>◆ DRINKS</p> | <p>◆ KIDS STUFF</p> |

***We welcome all Volkswagens, old and new -
Bugs, Buses, Type 3s, Polos, Golfs, Sciroccos...***

Drinks and great food at the club house

**Raffles - Trophies - Lots of Kids Stuff
A Great Family Evening - A Great Club Run**

Enquiries to 0408 462086 or 0407 228137

Old Car Social Club

8th Annual Show & Shine

Sunday 10th April 2011

at Flower Power, Moorebank

In conjunction with
The Lions Club of the City of Liverpool,
in aid of diabetic awareness

**Gates open 7:30am
Cars in position by 9:00am**

Trophies will be presented at 2:00pm

We invite you to show off your classic Volkswagen!



Supported by



Entry Fee: Display Cars \$10.00 (includes driver and passenger)
Spectators \$2, Family \$5

Entry forms available at www.oldcarsocialclub.com.au
For further enquiries contact: 0405 385 235

SHOALHAVEN VOLKSWAGEN CLUB

-BLAST FROM -THE PAST-



SHOALHAVEN VOLKSWAGEN CLUB PRESENTS A
DISPLAY OF CLASSIC VWs TO BE HELD ON THE:

- 1st MAY 2011
- AT THE BERRY SHOWGROUND
- GATES OPEN AT 9.00 AM
- \$15 ENTRY FOR CAR ADMITTANCE, AND
RECEIVE A BLAST FROM THE PAST EVENT
PLAQUE
- GOLD COIN DONATION FOR A LOOK AROUND
- ALL FUNDS RAISED WILL BE DONATED TO
THE SHOALHAVEN CANCER COUNCIL



Newcastle Vee Dub Pit Stop Cruise
Sun 1st May 2011

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



Free sausage sizzle & soft drinks.
Then cruise over to Morpeth
for a coffee.

Meeting about 9.30am and heading off for the workshop around 10.00am

New meeting spot for Newcastle VW folks to meet at Stockland Wallsend Shopping Centre car park at Cnr Cowper & Kokera Street, Wallsend. As last year we had to many VWs which is a good thing.

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

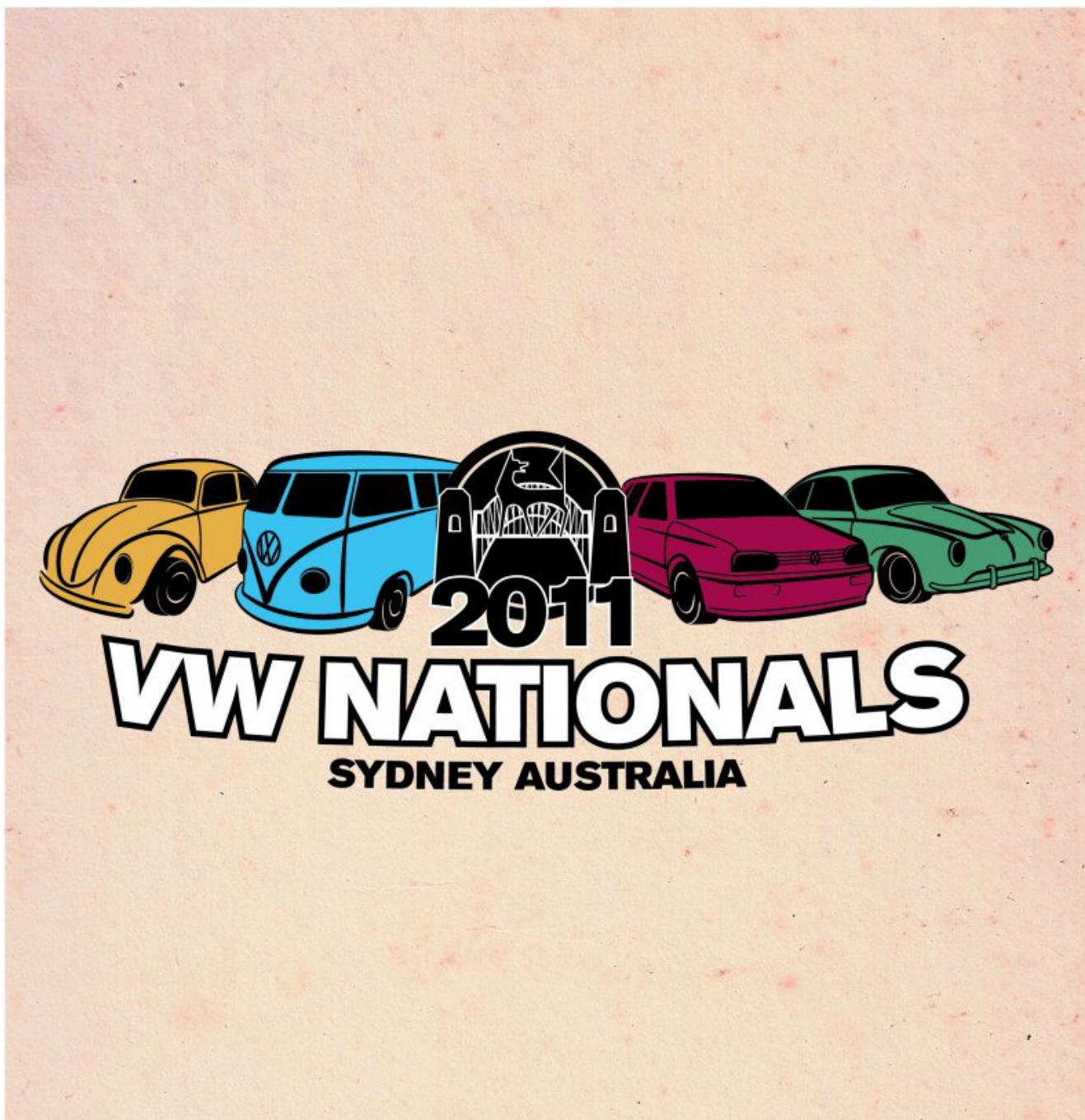
Then you can head home when they please.

Contact Rose for more info

Mobile: 0427 550 203

Email: avwnut@bigpond.com

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



Welcome another Legend into your family.

VW Nationals 2011

Join us for the 24th great year of Australia's original Volkswagen experience.

For more information contact David Birchall on (02) 9534-4825 or david@clubvw.org.au

Super Sprint

Saturday May 21

Wakefield Park Raceway
Braidwood Rd, Goulburn
NSW Australia

Show & Shine

Sunday May 22

Fairfield City Showgrounds
Smithfield Rd, Prairiewood
NSW Australia



Proudly supported by Volkswagen Group Australia.
Visit clubvw.org.au



Von dem Herrn Präsident.

Sorry that I've missed the last few presidents reports. I've been rebuilding a 1973 Beetle for the last 7 plus years and as usual with these things, it all gets very frantic as the conclusion of the build comes near.

Planning is now well underway for the 2011 VW Nationals. I attended a Motorsport meeting on Thursday night along other committee members to iron out a few details for this event. We need helpers on both days of the VW Nationals. We need to know of your willingness to help before the events so that you can be allocated a job. Last weekend a meeting was also held to review classes and some details concerning the Sunday Show N Shine.

There will be another Motorsport committed meeting on Thursday 7th April, and it will be held at the Greyhound Social club. If you're interested in club motorsport, please come along.

There are lots of other coming events, including the Gunnedah Drags on the weekend of 19-20th March; Ian and Rose and a few other VWs will be running. The Rodstock cruise is on Saturday 2nd April, and the Annual Show and Shine at Flower Power, Moorebank is on Sunday 10th April.

The Newcastle Veedub Pitstop Cruise is on again, and is hosted by club members Rose and Ian Merritt on Sunday, 1st May. The Berry VW show hosted by the Shoalhaven VW club is also on, the same day, but in the opposite direction from Sydney.

And after the Nationals, as a way of winding down and relaxing, Norm Roberson is planning another Fish & Chip run to the south coast, so keep an eye on the club calendar.

Keep an eye on the flyers and the Club Calendar in the magazine, as there are lots of things happening.

Aaron has been working very hard on the club website. The new format will be released soon with many useful features and lots of content.

I hope to see you at an event soon.

Steve Carter



Kanberra Kapitelreport.

March already! At time of writing there is a drop in the morning temperatures and pretty soon we'll have those great winter chills upon us.

We've had a busy time in the capital, starting with our most recent event - a cruise to Captains Flat. This was a great weekend and I am hoping that it was enjoyed by all, see the report elsewhere in the magazine. The ACT Porsche club has also approached us on the possibility of joint events. They are very active with a busy calendar and we are looking at finding interested members to attend some of their events.

This month is the Shannons Wheels car show, on Sunday 27 March. This year we are sponsored by Gerald

Slaven VW and they will have new cars on display with us. Why not come along and talk to them about your next VW purchase? If you bring your Dub, remember - you must have a drip tray, regardless of engine condition. We'll have the BBQ going, and members will get free sausages and drinks, while others can purchase with gold coin donation. There should be a flyer in this magazine for Wheels.

Here's a great event for some of our locals, Mark has organised a demonstration evening by a Maguire's rep - they sell a vast range of car care products, and will give a demo on how to get the best results on your car. This will be in conjunction with the local Porsche club and is only open to certain numbers. The details are Thursday 7 Apr 2011, 19:30-21:30, at Fyshwick. Grab yourself a goodies bag when you arrive and the host will provide nibbles and drinks. First in, best dressed, contact Mark on jopalmer@tpg.com.au to put your name down for this excellent event.

Of course, we're building up for our annual German Autofest, and looking for a big turnout this year. Are you coming? Mark the calendar now, 17-18 September here in the capital, bring as many VWs as you can muster, and catch up with like-minded people. We hope to have the flyers ready for next months magazine.

Canberra Chapter held its AGM on Monday 28 Feb, at the Canberra Labour Club in Civic. Apart from having a standard club meeting on the night and discussing upcoming events and such, we declared all positions 'open for nomination' and voted in a new committee for the year.

I would like to thank our committee from last year for the great work you all performed, and welcome the new members - let's make this a great year for local dubbers.

We had a few changes - our Registrar / Webmaster Ian needs a break after sterling work, and our chairperson Mark has moved back to an 'Events' position, as he will be concentrating on German Autofest arrangements this year. Let us not forget Megan, who stepped back from the Secretarial duties late last year, with those duties taken on by Iven at the time. Thank you all for your commitment and time.

Our new committee is:

Chairman	Bruce Walker
Secretary	Iven Laufer
Webmaster	Aaron Nicoli
Graphic Design	Mandy Conway
Council Rep's	Shari Walker, Sue Walker
Events	Mark Palmer

We hold some vacancies currently (Vice-Chair, Registrar, a few Events members) and I hope to fill these positions quickly. I have some members in mind for some of these positions and will make some approaches soon.

Anyone who needs Registrar requirements should contact me in the first instance.

Thanks to everyone who came to the 2011 AGM and I'm looking forward to a big year.

I've babbled enough, I hope to see many of you at Wheels in coming weeks.

Bruce Walker





Club Shop Clearance

Did you know that you can also pay for your membership, sponsorship, advertisements, etc on-line?

Nationals 2010 Merchandise (Members Price)

\$30 - 2010 Nationals Polo Shirt (\$25)

NEW club stickers available \$3.00
(Dual Layered Vinyl with web address included)

\$25 - Set of 4 cork colour coasters (\$20)

Official Club VeeDub Metal Name Badge (\$5)
(Minimum orders required before I can place an order at this price)

\$10 merchandise clearance sale - Members pay only \$5

Nats 09 & earlier Polos and Ts, limited sizes
Lucky dip? Tell me the sizes and I'll send you random shirts.

4 colour Nationals coasters in sleeve
2005, 2007, 2008 and 2009 available at 1/1/11

ALL Club Polos S/M/L/XL Only (at 1/1/11)
(Members ONLY)

ALL T-Shirts, Hats, Caps and flashing Keyrings
Shirts, Hats & Caps are 'Legend'. Keyrings are Nats 09, Club VW

Email your enquiries and orders to Raymond at sales@clubvw.org.au

All prices quoted do NOT include postage. Please specify if you require express or registered post.
Payments can ONLY be made via secure online facilities (A small fee applies)

Klub Kalender.

March.

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.

Saturday 19th & Sunday 20th:- 1/8th mile Drag Racing at Gunnedah airport. Scrutineering 7-10am Saturday, racing on Sunday. \$100 entry, helmet required. There are several VWs competing - why not join them! Contact Ian and Rose Merrett on 0427 550203 for more info.

Sunday 27th: Canberra Shannons Wheels at Old Parliament House, from 9am. Club VW Canberra Chapter will have a Volkswagen display; Sydney members welcome. Contact Mark Palmer on 0416 033581 for more info.

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

April.

Saturday 2nd:- Rodstock Twilight Cruise (last day of Daylight Saving). Meet at the Crossroads Hotel, Casula at 3:30pm. Cruise departs 4pm sharp to the venue, Hubertus

Country Club. Car Show Entrants \$10 per car, Public Entry \$2 per person. All makes and models welcome, but let's see lots of VWs. Raffles, trophies, lots of kids' stuff. Trade stands welcome. A great club run and family evening. Enquires: 0408 462 086 or 0407 228 137.

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

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

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 Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

Sunday 1st:- Newcastle Veedub Pitstop Cruise. Meet at twin Shell servos at Wallsend at 9:30am, cruise to Beresford and to Ian's workshop at Unit 3/30 Shipley Dr, Rutherford. Free sausage sizzle and drinks. Then cruise to historic Morpeth for coffee. Phone Rose on 0427 550203 for info.

Sunday 1st:- Berry Blast from the Past show at Berry Showgrounds. Gates open 9am, \$15 car entry. Hosted by Shoalhaven VW Club.

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

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

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

Saturday 21st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Phone Herb Gutmann on (02) 9428 4099 for more info.

Sunday 22nd: VW NATIONALS 2011 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, entertainment all day.

Monday 23rd:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, 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.

Sunday 26th:- Norm's Fish and Chips Run. VW family cruise to a secret location for lunch. All proceeds to charity. Details to follow.

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

July.

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.

Friday 22nd:- Winter Dinner and Movie Night at the Huberus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons and Herbie Rides Again (1974) on the big movie screen. A great family night out! Contact Raymond on 0408 8207228 for more info.

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

August.

Saturday 20th & Sunday 21st:- 2011 VW Winter Break at Sawtell call 1800 729835 to book your cabin or campsite. You must tell them that you are with the VW people.



Trades and services directory.

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Trades and services directory.

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www.motexion.com.au

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:- We have a partially restored 1969 VW convertible Beetle for sale. It has full diary of completed works and some extra parts to go with it. For any info please call Ben 0418627087. Vehicle is located near Gosford on the central Coast.

For Sale:- 1994 Audi cabriolet E2.6, V6 automatic. Leather seats and wood grain trim. I'm the second owner and have had

it for over six years. Has original log books and rego till 25/07/11. It has low mileage for its age. Car has four good tyres; the timing belt has been changed at 158000. CD stacker. Always been kept in garage. Looks and goes fine. Number plates not included. Selling price \$10 000, Phone John Givins on 0410 711 315 or (02) 9153 6560.

For Sale:- VW Beetle, Antarctic White 1500 manual. 130,000 miles. Genuine one owner. 12 months registration. Manufactured in Germany 1969, purchased in Australia 31 December 1970. Substantially original condition. Purchase receipt, 40 certificates of registration, and manual available. Garaged all that time. Owner travelled to work on the train! \$15,000 ONO Call Fraser on 0412 955 550

For Sale:- 1980 VW Golf, drives very well, new tyres and handbrake cables recently fitted, radio with CD fitted, valve grind and de koke recently carried out. Registered until May 2011 contact Lorenze on 96301048

For Sale:- 1976 VW Campmobile (yellow) 2.0-litre 4 cylinder, original motor, excellent mechanical condition, currently used for local daily trips, only three previous owners, my father has owned this vehicle for thirty years until

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1/9 Ketch Close, Fountaindale 2261 (5 mins from F3)
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I took over ownership. Orginal plates JAA210 6 months rego all checks have been done including engineering report for pop top, luggage rack for front of vehicle included. Asking for offers over 20K Contact Susan on 0433272763

For Sale:- Assorted bits for Beetle. IRS gearbox, wheels, chrome mags, lenses, starter motor, doors, etc. Also parts for Type 3, bonnet, front beam complete, new black dashboard, carbs, steering wheel, lenses front and end are rare, distributor, carbs, etc

Part for Kombi as well. Call Salvador on (02) 9920 3519 or 0423 409 718.

2nd Month Ads.

For Sale:- Volkswagen T4 (1995 – 2001) series van parts and panels:

- * Trakkavelle carpet and interior panels – suit LWB only;
- * Single passenger seat – front or cargo area
- * Double passenger seat – rear (cargo area) only – with recliner/folding action;
- * Side sliding door guide;

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 - * Front and rear lower control arms and torsion bars;
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 - * Front door – passenger – semi-complete;
 - * Front door – driver – semi-complete;
 - * Cargo door – van – lift back; window wiper assembly to suit lift back door (appears complete);
 - * Bonnet;
 - * Air conditioning compressor & Cabin heater-cooling unit;
 - * Roof lining – partial (front);
 - * Belt drive units engine support mount (alternator, a/c, p/s)
- Assorted other engine mounted parts.

Contact per email only (madonna.felinni@gmail.com) - leave contact details and list parts of interest. I'm happy to sell item by item but would really prefer to sell as job lot. These parts are advertised on www.allclassifieds.com.au under the group cars for sale (Volkswagen). Happy to talk to anyone interested. Pete Polkinghorne, Theodore ACT.

Trades and services directory.



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VW Amarok released.

With the new Amarok, Volkswagen is presenting a newcomer to their Australian line-up. The Argentine-manufactured Volkswagen Amarok will go into a showroom battle with established Japanese favourites such as the Mitsubishi Triton and Toyota Hi-Lux, along with others such as the Nissan Navara, Holden Colorado, Ford Ranger, Great Wall Motor and Mahindra Pik-Up.



The engine of the VW Amarok – a boosted direct injection diesel – will set competitive standards when it comes to fuel economy and emissions, although the initial lack of an automatic transmission will hamper sales, especially in metropolitan areas.

The VW ute's active and passive safety systems and convenience features are to modern day standards, unlike, for example, the cheap ute from Great Wall.

Many of the technologies implemented in the Amarok are being used for the first time in the 'Japanese' ute segment. They include Bi-Turbo charging of the engine and an optional permanent 4MOTION all-wheel drive with Torsen differential, which is one of three driveline options of the new model. In terms of its space, load area width and height and cargo loading abilities, the new Amarok is amongst the class leaders. Towing ability is also excellent.

The Volkswagen Amarok begins its Australian career as a Dual Cab with a four-door body that offers space for five adults. The two-door Single Cab version that permits a longer load area will arrive in 2012. In both concept and style, the VW Amarok is clearly influenced by the new Volkswagen Design 'DNA'. This is reflected in its typical emphasis of horizontal lines, in the interplay of body surfaces and precision of its workmanship.

Specifically, one of its most prominent identifying features is the visual unit formed by the horizontal headlights and radiator grille with its louvers and decorative trim accents. Extending back from the vehicle's front face is a surface that develops over the guard contour to the side windows and encloses them in an arch. The cleanly sculpted curvatures of the ute's side body panels and engine bonnet give the Volkswagen Amarok the typical rugged look of a Japanese-styled ute, although it is cleaner and less 'fussy' than a Japanese ute. At the rear, a prominent Volkswagen logo is on the tailgate.

On the powertrain side, Volkswagen is introducing a technological achievement at the Amarok's market launch: With 120 kW in power and 2.0 litre displacement, the TDI

400 features common rail direct injection with two stage control bi-turbocharging, and generates a maximum torque of 400 Newton-metres at 1,500 rpm. The combined cycle fuel consumption is 7.7 litres diesel per 100 kilometres (Amarok 2WD). The 4MOTION variants have consumption figures of 7.9 litres per 100 km.

All Amarok models have six-speed manual transmission. An automatic transmission is not currently available, but will follow later in 2012.

Amarok customers can choose from three different driveline versions: permanent all-wheel drive (4MOTION), selectable four-wheel drive (4MOTION), and rear-wheel drive (2WD). The latter represents the entry-level version and should appeal to customers who are mainly interested in the ute's practicality.

The Amarok 4MOTION with selectable four-wheel drive (and a red '4' in the signature) is the ideal choice for journeys over all terrains. When engaged at the press of a button, it produces solid power transfer to the axles. For the most difficult jobs, there is also reduced off-road gearing that makes complicated off-road passages easier to master. The progressively tuned Heavy Duty spring package with three main and two auxiliary spring packs assures a high overload safety factor and uniform comfort in all load situations.

The Amarok 4MOTION (with a black '4') is optional on the Amarok Ultimate with permanent all-wheel drive and greater comfort. It exploits the advantages of all-wheel drive for superior vehicle dynamics on paved roads too. Its Torsen differential is a rarity in its class. It distributes drive forces variably between the front and rear axles; in the default setting, power is distributed 40:60. This results in excellent vehicle dynamics combined with high traction.



All drivelines also have an electronic differential lock that utilises automatic braking intervention; this system improves traction on all types of road surfaces. Moreover, a rear differential lock is standard for rugged Amarok driving conditions on all 4MOTION variants and is an option on the Amarok 2WD variants.

The Amarok has disc brakes upfront and drum brakes at the rear.

The Volkswagen Amarok is launching on the Australian market in four equipment lines. The entry model relies on mechanical and extremely tough components: electric windows, remote central locking and electrically adjustable door mirrors are all standard. The interior comes with rubber floor covering to reflect the heavy duty credentials. Standard comfort features include Climatic air-conditioning, driver and front passenger seats with height

adjustment as well as interior grab handles. The bumpers, door handles and mirrors are unpainted, and this makes them ideal for heavy duty use. Other standard features: variable folding rear bench seat, locking glove box and load area lighting. A special feature: the radio antenna is integrated in the door mirrors. The base Amarok comes in 2WD rear-wheel drive and optional selectable 4MOTION four-wheel drive.

Next up is the Amarok Trendline. On this version, the front bumper, door handles and mirror housings are painted in body colour. The rear bumper comes with an integrated step. In addition, multi-functional display, cruise control and front fog lights are all standard equipment. Sixteen-inch alloy wheels emphasise the Amarok's strong image. The cabin of the Amarok Trendline comes with carpet floor covering as well as drawers under the front seats. This version is available in selectable 4MOTION four-wheel drive.



The Amarok Highline offers exclusive features. Building on the Trendline equipment line, the Highline has upgrades such as a rear bumper with chrome details, part-chrome mirror housings, various chrome accents outside and inside the vehicle and mudguard flares in body colour that provide space for 18-inch alloy wheels.

In addition, Highline is characterised by a colour contrasting instrument panel (depending on vehicle configuration), an automatic climate control system (Climatronic) that offers exceptional comfort, a higher performance sound system and high-quality fabric seat covers. Other impressive features include an alarm with back-up horn, privacy glass in the rear, leather gearshift knobs, handbrake lever and steering wheel. The Amarok Highline comes in selectable 4MOTION four-wheel drive.

The Amarok Ultimate is the most exclusive equipment level. Some distinguishing features above the Amarok Highline are leather seats, 19-inch alloy wheels, side steps, stainless steel sports bars and 'Ultimate' badging. The Amarok Ultimate comes in both optional permanent all-wheel drive 4MOTION and selectable 4MOTION four-wheel drive.

In addition to the ute's numerous standard features, an extensive accessories programme is being offered for the Amarok as well – accessories range from a styling bar to side steps, cargo cover, the versatile MultiConnect mounting system and a selection of alloy wheels.

The vehicle's exceptional interior dimensions make it amongst the most spacious in its class. The vehicle's

ergonomics are typical Volkswagen. Easy entry, a generous seating lay-out and lots of head room characterise the workspace behind the wheel. When only two persons are aboard, the fold-up rear seat and folding backrest increase interior cargo space.

The load area measures 1,555 mm long by 1,620 mm wide, yielding a load area of 2.52 m². And that's not all. There is a maximum load width of 1,222 mm between the wheel wells. For the first time on a mid-size ute, this makes it possible to load Aussie and Euro pallets sideways, a space-saving feature. It is easy to transport sports equipment like quads as well as bulky machinery, thanks to its large dimensions, load sill height of 780 mm and payload capacity of up to 1.15 metric tonnes. Four lashing eyes at the corners of the load area have the prospect of protecting cargo during the drive. When towing a trailer, the ute can handle up to 2,800 kg of trailer load with 280 kg of down ball weight.

Along with driver and front passenger airbags, there are also head/thorax airbags. Also included are height-adjustable head restraints and three-point safety belts at all seating positions. In front, the belts have belt tensioners and on the driver's side a visual and acoustic belt warning system.

Numerous other features guarantee a high level of active safety as well. For example, the Electronic Stability Programme (ESP) with Brake Assist is standard equipment. Another feature contributing to safety is 'Off-Road Mode' – activated by the press of a button – which is enabled up to a vehicle speed of 130 km/h. In this mode, the ESP system, electronic differential locks (EDL), anti-slip regulation (ASR) and anti-lock braking system (ABS) are all tuned for challenging off-road conditions.

The ABS system can reduce braking distance both off-road and on gravel road surfaces, often significantly depending on the road composition. When "Off-Road Mode" is activated while the ute is driven at less than 30 km/h, Hill Descent Assist is also activated; it holds driving speed constant on steep descents by means of targeted brake actuations. For the first time in this class, when Hill Descent Assist is activated the driver can individually adapt the vehicle's speed to a driving situation by accelerating or braking, including in the neutral gear position.



Just prior to local release, the 4MOTION Amarok was awarded an ANCAP 5-star rating, becoming the first ute in its class to be awarded the top marks and making it the safest dual-cab ute in Australia. All Amarok variants with permanent 4MOTION all-wheel drive and selectable

4MOTION four-wheel drive were awarded this 5 Star rating. To achieve an ANCAP 5 Star rating, the Amarok had to achieve the highest internationally recognised standards in all test categories.

The Amarok is a leader amongst its competitors, and Phil Clark, Commercial Vehicles Director, is delighted with the announcement. "We always knew that the Amarok was going to be a strong contender in the very competitive ute market, but to receive a 5 Star rating from ANCAP was the icing on the cake. We are proud to be the first automotive manufacturer in Australia to highlight the importance of standard safety features across all model variants, ensuring that every Amarok customer travels with the highest level of safety."

Australian Volkswagen Amarok Prices:

TDI 400 120 kW, 2WD, \$33,990*

TDI 400 120 kW, Selectable 4WD, \$43,990*

Trendline: TDI 400 120 kW, Selectable 4WD, \$47,990*

Highline: TDI 400 120 kW, Selectable 4WD, \$52,990*

Ultimate: TDI 400 120 kW, Selectable 4WD, \$58,490*

Ultimate: TDI 400 120 kW, Permanent 4WD, \$58,490*

NOTE: * Manufacturer's List Price (MLP) excludes dealer delivery fees and the numerous statutory charges (commonly known as on-road costs). Additionally, please note that all prices, fees and charges are subject to change without notice.

Audi wins Bathurst 12-hour.

Audi has finished 1-2 at the Bathurst 12-hour race, run at the famous Mt Panorama circuit on Sunday 6th February. The winning R8 completed a record 292 laps of the 6.4-km, 23-turn Mount Panorama circuit. The #8 Team Joest Audi driven by Darryl O'Young Marc Basseng Christopher Mies crossed the line just a few seconds ahead of its sister car, the #7, driven by Mark Eddy, Craig Lowndes, and Warren Luff. The Audis, which qualified 1-2, traded the lead throughout the race. The #8 had a one-minute lead, due to pit strategy, but slowed in the final half-hour to let the #7 catch up, as the pair lined up for the photo op finish.

Third went to the #29 VIP Petfoods Porsche GT3 R of Tony Quinn, Klark Quinn, and Craig Baird. The VIP Porsche took the lead during Audi pit stops, but couldn't match the pace of the R8s to stay in front.

This is the Volkswagen Group's first-ever OUTRIGHT win at the Bathurst circuit. Because VW/Audi has not



competed in the 12-hour until this year, and the more famous October 1000 has been V8 Holden/Ford since 1999, it's the first time VW/Audi has actually raced at Bathurst since 1998. Before that, the Super Touring AMP 1000 races were held in 1997-98, when Brad Jones' Audi A4 quattro finished 2nd and 3rd overall those years.

It's the first VW/Audi CLASS win since the Chris Heyer-Don Bretland Audi 5+5 won Class B (under 3-litre) in 1983. The only other VW/Audi Class win at Bathurst was back at the Armstrong 500 in 1963, when the VW1200 of Barry Ferguson and Bill Ford won Class A (less than £900). Beetles finished 1-3-4-5-8 in class that year.

2011 was the first year FAI GT cars were admitted into the Bathurst 12 Hour. In order to balance performance with the less-modified production classes, a Compulsory Pit Stop rule was enacted. Class A cars, basically FIA GT3, were required to make twelve 90-seconds stops in the course of the race. The #7 Audi ran afoul of this rule. Shortly after a scheduled stop in Hour Nine, the #7 got a puncture and had to pit again. Rules demanded a ten-minute wait between compulsory pit stops, so this second stop was not counted towards the required 12. The #7 Audi had to make an additional stop in the final hour, costing the team the win.

Craig Lowndes, in the #7 Audi, did get the glory for setting a new GT lap record at 2:09.0861, beating the old mark of 2:10.077. This is only fractionally slower than Jamie Whincup's V8 Supercar race lap record of 2:08.465, which shows how fast the Audis were.

New VW Tiguan.

The 2011 Tiguan's world debut will be at the Geneva Motor Show this month.



The release of the Tiguan in 2007 marked the arrival of one of the great success stories for Volkswagen. Right from the start, this Volkswagen became the SUV sales leader in Germany. That is still true today. Now, its successor is about to launch. The reasons for the Tiguan boom are apparent. The strength and reliability of its Golf platform; Five stars in EuroNCAP crash testing shows the Tiguan is one of the safest SUVs; TDI and TSI engines make it one of the most fuel efficient SUVs; it offers great comfort and quality as well.

The Tiguan has been one of the most popular Volkswagens in the world. Its highest volume markets: all of Europe, Russia, USA, China, Brazil and Australia. In Germany, its average market share in the segment of compact SUVs grew to about 21 per cent in the year 2010, and across

Europe it was twelve per cent. Globally, a total of 572,000 Tiguan have been delivered since it was first launched in 2007. The Touareg's little 'brother' is now poised to continue this success story with a new look.

12,027 Tiguan have been sold in Australia since its local debut in 2008, and a record 6,216 were sold in 2010 – an increase of 32% over 2009. The Tiguan has picked up a number of local SUV awards, and an improved model is much anticipated. An Australian release of the 2011 Volkswagen Tiguan is planned for the third quarter of this year, and local details will be released then.

New Golf Cabriolet.

In its presentation of the new Golf Cabriolet at the 81st Geneva Motor Show, Volkswagen is writing a new chapter of its history of convertibles. The new four-seater has an innovative soft top with an electro-hydraulic drive that opens the Golf's top in just 9.5 seconds.

The new Volkswagen's styling follows that of its hard-top three-door counterpart, but it has a new rear section, lower profile roof line and more swept-back angle of its windscreen frame. The convertible's image is especially dynamic when ordered with optional bi-xenon headlights. A standard feature is the LED rear lights. Other standard safety features offering peace of mind are the automatically deploying roll-over bar, front airbags, side head/thorax airbags, knee airbag for the driver and ESP.



The new VW Golf is one of the quietest convertibles today. Its soothing quietness is attributable to the new soft top that was optimised in specific ways. It also has a standard hydraulic drive that opens the Golf's top extremely quickly. The top can also be opened or closed during driving at speeds of up to 30 km/h.

Ideal for cruising with a convertible are the six turbocharged direct-injection engines whose power outputs range from 77 kW (105 PS) to 155 kW (210 PS). Four of the petrol engines (TSI) and one diesel (TDI) are available with the DSG dual-clutch gearbox; while three of the engines are available with energy-saving BlueMotion Technology. Just how efficiently the new Volkswagen Golf Cabriolet handles fuel is illustrated by the 1.6 TDI with 177 kW and BlueMotion Technology: It only consumes 4.4 l/100 km (equivalent to 117 g/km CO₂).

Essentially, all of the features offered in the hard top Golf are also available in the new Golf Cabriolet. The only feature that will definitely not be offered is a sunroof ...

Nürburgring Golf24.

For the legendary 24-hour race from 23 to 26 June 2011, one of the toughest tests in all motorsport, Volkswagen has developed a 324 kW race touring car with four-wheel drive, based on its top seller. The new 'Golf 24' has already reeled off its first kilometres at tests in Portugal and Italy.



"With the new Golf24 we are continuing our successful commitment at the Nürburgring 24-hour race. The event enjoys huge popularity, is one of the true classics in motorsport and, due to its extreme distance and unique race track, also represents a very big technical challenge," says Volkswagen Motorsport Director Kris Nissen. "With our spectacular Golf we want to provide an additional highlight in front of a large audience – right in time for the 35th anniversary of the Golf GTI."

Volkswagen's last 'factory' fielding of the Golf on the famous roller-coaster circuit of the Nürburgring dates back to 2007, when the front-wheel drive Scirocco that delivered about 225 kW (on natural gas) finished first in class and eighth place overall in front of numerous favourites. As the competitiveness of the event has enormously increased since then, a new technical concept was required.

The new Golf uses an updated 2.5-litre five-cylinder turbo engine from the Volkswagen Group (Audi TT RS) with an output of 324 kW and maximum torque of 540 Nm. Power is transmitted to the permanent four-wheel drive by a sequential six-speed gearbox with paddle shifters.

To prepare for the famous 24-hour race in June, the Golf24 will complete an extensive testing and development programme. After initial tests at Portimão, Portugal, back in December and further tests at Vallelunga, Italy, in February three races in the Endurance Championship on the Nürburgring-Nordschleife are planned, among others.

Race Touareg 3 Qatar.

At the first Qatar Motor Show (26th - 29th January), Volkswagen presented two exclusive SUV concept cars for the first time.

The first was a slightly tamer version of the Touareg 3 that won the Dakar Rally in January. This 228 kW Volkswagen could very well be the world's most talented street-legal SUV.

Continued on page 23



VW NATIONALS 2011

AIR-COOLED VW SHOW ENTRY FORM



Name: _____

Entrant No: _____

(Official Use Only)

Address: _____

Postcode: _____

Contact number (on the day): _____

E-mail address: _____

Rego No: _____ Model: _____ Year: _____

Vehicle Description: _____

Category Entered:

\$25 Show Pre Entry (closes Friday 8th May)

- or -

\$30 On-the-Day Entry (includes one occupant)

Vehicles may only be entered into ONE category

Pre-entries can be done online at www.clubvbw.org.au by following the Nationals links or
you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc
C/- 14 Willoughby Ct, Grassmere NSW 2570, before Friday 8th May 2011.

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

Entries to all categories close at **11 am** sharp. All vehicles **must not be locked** at time of Judging.

The Judges' decisions are final.

#	Categories	#	Categories
1	Beetle - up to 1957 - Standard	12	Type 3 and Type 4 - Standard
2	Beetle - up to 1957 - Modified	13	Type 3 and Type 4 - Modified
3	Beetle - 1958 to 1967 - Standard	14	Karmann Ghia - All Years - Standard
4	Beetle - 1958 to 1967 - Modified	15	Karmann Ghia - All Years - Modified
5	Beetle - 1968 onwards - Standard	16	Factory Karmann Cabriolet - All Years - All
6	Beetle - 1968 onwards - Modified	17	Factory Off-Road - Air-cooled - All
7	Kombi T1 - up to 1967 - Standard	18	Non-factory Off-road and Buggies - All
8	Kombi T1 - up to 1967 - Modified	19	VW-Powered Trike - All
9	Kombi T2 - 1968 to 1979 - Standard	20	Aussie Convertibles and Kit Cars - All
10	Kombi T2 - 1968 to 1979 - Modified	21	Best engineered/race - Air-cooled - All
11	Transporter T3 - 1981 to 1992 - All	22	Rat class - All Years - All

Automatic Entry:

- 40 Peoples' Choice - Aircooled
- 42 Volkswagen Group Australia Car of the Day





VW NATIONALS 2011

WATER-COOLED VW SHOW ENTRY FORM



Name: _____

Entrant No: _____

(Official Use Only)

Address: _____

Postcode: _____

Contact number (on the day): _____

E-mail address: _____

Rego No: _____ Model: _____ Year: _____

Vehicle Description: _____

Category Entered:

\$25 Show Pre Entry (closes Friday 8th May)

- or -

\$30 On-the-Day Entry (includes one occupant)

Vehicles may only be entered into ONE category

Pre-entries can be done online at www.clubvw.org.au by following the Nationals links or
you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc
C/- 14 Willoughby Ct, Grassmere NSW 2570, **before Friday 8th May 2011**.

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

In 2011 **Peer Judging** will determine the Water-cooled winners. Ballots will be provided to each entrant and each spectator upon entry. Entries to all categories close at **11:00 am** sharp.

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

Categories:

- 23 Polo – All Years
- 24 Golf 1 - 1976 to 1983
- 25 Golf 2 - 1984 to 1992
- 26 Golf 3 - 1993 to 1997
- 27 Golf 4 - 1998 to 2003
- 28 Golf 5 - 2004 to 2008
- 29 Golf 6 - 2009 onwards
- 30 New Beetle - All Years
- 31 VW Convertible - (Golf Cabrio, Eos) – All Years

Categories:

- 32 Sports Coupe (Scirocco, Corrado, Audi TT) – All Years
- 33 VW Sedan (Bora, Jetta, Passat, Vento) - All
- 34 Tiguan/Touareg/Amarok – All Years
- 35 Audi - All Years
- 36 SEAT - All Years
- 37 Skoda - All Years
- 38 VW Commercial Vehicles (Transporter/Multivan, Caddy) – All Years
- 39 Best Engineered / Race Watercooled Vehicle

Automatic Entry:

- 41 Peoples Choice - Watercooled
- 42 Volkswagen Group Australia Car of the Day





It's a genuine rally vehicle, and was built to withstand the toughest rally race in the world. The vehicle shown in Qatar is a version of the Race Touareg 3 – an SUV that can sprint to 100 km/h in less than six seconds – that is legally approved for use on public roadways. The just over two metre wide body was slightly modified for road use. Instead of 16-inch wheels, new 18-inch wheels from BBS with a gold look are being used. The 'Race Touareg' signature – also in a golden colour - stretches the entire length of the vehicle's sides. In turn, it is perfectly coordinated with the exterior paint in 'Magic Morning,' a white that has a slight gold shimmer to it.

The interior was completely redesigned; all that remained unmodified was the safety cage. Without compromises also means an interior that offers easy controls and is ergonomic. The interior has an extremely well organised appearance with focus on the driving machine, and it is equipped with Recaro racing bucket seats. Designers made an interior in so-called 'Stealth look' that is reminiscent of the aircraft of the same name. In tribute to the Dakar Rally, the Dakar victories are etched in the anodised aluminium of the centre console, right next to the 'Race Touareg' signature.

Other trim elements are treated in Matt Carbon. Tuned to this is the roll cage in 'Serpentino Grey Metallic.' Interior designers have upholstered the seat side supports and the door trim panels with Nubuk leather in 'Black' and 'Pure Grey,' while the centre seat panels are made from perforated Nappa leather in 'Titan Black.' Additional accents include the two-tone seams and silver piping on the seat covers and safety-related items painted in 'Tornado Red.' The only other ingredient that is needed is some time to explore the world on a "360 degree route" in this uncompromising car.

Touareg Gold Edition.

Show car number 2 is the Touareg Gold Edition - many of its parts have been upgraded with 24-carat gold; this 265 kW Volkswagen is debuting as one of the highest quality SUVs ever.

The Volkswagen Touareg Gold Edition would certainly be able to handle a journey around the world – but bear in mind, this car should only be parked where there is good surveillance. That is because – living up its name - certain areas of this SUV are upgraded in 24-carat gold. On the outside, they include the custom designed 22-inch wheels, roof rails, protective guard strips and window frames, mirror

caps and parts of the air intake frame, 'Touareg V8' signature and boot sill trim. Like the Race Touareg 3 Qatar, this SUV is also painted in 'Magic Morning' body colour.

Inside, 24-carat gold also adorns many of the car's accents and switches, making the entire car unique. The interior design itself has a pleasant, bright appearance in the 'Luna' trim colour. The Alcantara roofliner shows this colour as does the Nappa leather of the seats, which is decorated with ornamental stitch detailing.

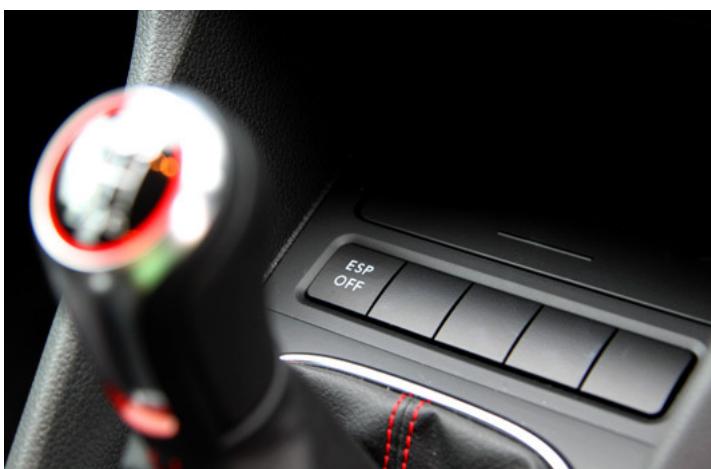


On the other hand, the dashboard is trimmed in a natural brown leather; contrasting seams in 'Magnolia' colour perfect the colour scheme. Natural brown with leather inserts in 'Luna' adorn the floor mats. Automotive craftsmanship at its finest is reflected in the Walnut Burr accents with genuine gold marquetry – also crafted into an ornamental pattern. This is in keeping with the general image of the Touareg, which, in the normal production version, is one of the most sophisticated SUVs in the world.

VW switchable ESP.

Volkswagen is set to introduce a revised two-staged ESP system to its 2012 model-year Golf GTI, Golf R and Scirocco models. The changes mean it will be possible to first switch off the traction control (TCS) and then, by holding the ESP button down for more than 3 seconds, the ESP system can also be deactivated. Until now it has only been possible to turn off TCS on Mk6 Golfs and Sciroccos fitted with ESP.

There is still a small catch, though. While it will be possible to turn off the ESP system altogether, it will automatically reactivate itself when the driver applies the



brakes. According to Autocar magazine this will only apply during an “emergency braking situation.” However, the 2010 Audi S3 employs a two-stage dis-engagable ESP system that re-engages when the vehicle is “under braking” (and remains on until the vehicle has reached a “stable driving condition”), and Volkswagen will probably simply adopt the same set up.

It is understood that Volkswagen has moved in reaction to criticism from consumers and media alike that their more sporty models have been too conservative when pushed to the limit.

The question becomes, when is it a good time to leave ESP on and when is a good time to switch it off? We would recommend leaving ESP activated on public roads and only deactivating the system in a track-day scenario where there is usually plenty of run off and, crucially, no oncoming traffic.

This view is shared by Autocar tester Steve Sutcliffe who states, “Most of the time, in fact, you’re simply not aware that it’s there, not unless you get very close indeed to the point of no return, which is when you could use a helping hand, after all.”

Touareg R-line.

The R-Line ‘Exterior’ equipment pack will now round out the options offered on the Touareg for the European market. The pack offers a more dynamic exterior look with unique R-Design bumpers, oval tailpipes and other details.

Features of the Touareg R-Line ‘Exterior’ pack complement the Touareg’s clean, sporty lines. At the rear, a textured matt black diffuser and oval tailpipes are integrated in the redesigned bumper section. Finishing the look at the rear is a custom roof edge spoiler. Typical R-Line styling continues in the side view with striking side sills in body colour, chrome door add-ons and R-Line badges on the front guards. The front also sports a new spoiler lip in R-Design.



The Touareg R-Line pack and the supplementary R-Line ‘Plus’ pack are fine complements to the ‘Exterior’ pack. Both packs upgrade the sporty exterior image of the ‘Exterior’ pack with 20-inch ‘Mallory’ alloy wheels and sportier tuning of the running gear. The R-Line Logo appears on the front stainless steel doorsill plates and on the heated, leather-trimmed multifunction leather steering wheel with its gloss black decorative inserts. Rounding out the pack are stainless steel pedals and a leather-trimmed gearshift lever with aluminium inserts.

The R-Line ‘Plus’ pack builds upon the R-Line pack with such features as front sport seats with electric 12-way

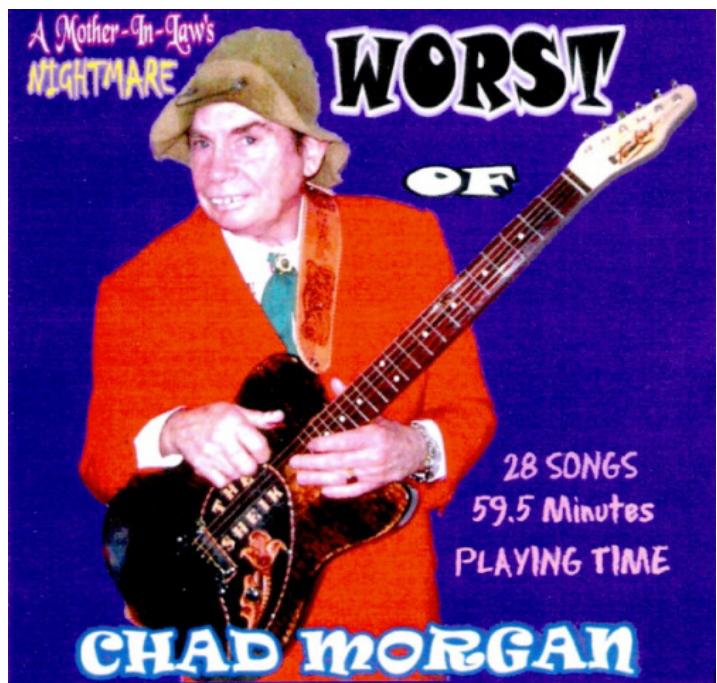
adjustment and two-tone ‘Nappa’ leather combination in ‘Flint Grey’ – ‘Titan Black’.

The R-Line packs may be combined with all engine versions except the V6 TSI Hybrid in the European markets. The updated Touareg is slated for Australian debut in early 2011 but the ‘R-Line’ packs are not likely to be available here.

My country music Kombi.

I’ve just come back from Tamworth this afternoon - I’ve hit the trifecta; I’ve managed to get the legendary Chad Morgan, Adam Harvey and Jayne Denham, all are big in the country music scene.

First, Chad Morgan is a legendary Australian singer and guitarist known for his vaudeville style of comic country and western songs, his prominent teeth and goofy stage persona. In reference to his first (and most famous) recording, he is known as ‘The Sheik of Scrubby Creek.’



He was born in Wondai, Queensland in 1933. He was discovered through Australia’s radio Amateur Hour and started recording with Regal Zonophone (a subsidiary of EMI) in 1952. His songs are peppered with Australian slang (one CD compilation is entitled *Sheilas, Drongos, Dills and Geezers*).

He was dubbed the “clown prince of comedy” by Slim Dusty. He has recorded a duet with John Williamson, “A Country Balladeer”. He has had platinum and gold album sales and is one of Australia’s most popular country music artists. His albums, new DVDs and his stories and photos are available on his website, www.chadmorgan.com.au

Morgan has played all over Australia in all manner of places from tents to trucks to clubs and pubs, festivals, the Sydney Opera House and even a circus. Among many others he has toured with Slim Dusty, Normie Rowe and Mental As Anything as well as the All Star Western Show and, of course, his own Chad Morgan Show. Artists who have impersonated



Morgan in their own shows include Col Elliott, John McSweeney and John Williamson.

Morgan is one of the last surviving pioneers of Australian country music and still very active, touring Australia bringing his comical songs to fans of three generations. He is a master of audience control and remains one of the biggest draw cards in the history of Australian country music.

Morgan has appeared in two films, 'Newsfront' and 'Dimboola'. He has been prolific in his recorded output and live performances. He was inducted into the Australasian Country Music Roll of Renown in January 1987 and awarded an OAM in 2004. He was awarded a Lifetime Achievement award at the 2010 CMAA Awards, the first person to be honoured with this award.

This year I was fortunate enough to meet Chad Morgan outside in the car park, and get him to sit in the passenger's seat of my Kombi for a front page photo in our magazine (see this month's cover). At the age of 78 he's still going well on stage. I said to him: If you are as resilient as Smokey Dawson, you would still be performing at the age of 90 and he said: I'll keep performing until my front teeth drop off and they're pretty solid at the moment! I promised to send him a copy of the magazine. This would be a good promotion for the club.

I also had the pleasure of meeting Adam Harvey and Jayne Denham, two other great Australian country singers. Adam Harvey comes from Geelong and is 36 years old. He was won many awards at Tamworth and has sung the national anthem at Australia-New Zealand rugby matches. He has

made nine albums and he is currently singing with John Williamson and even Guy Sebastian. One of his most famous songs is called 'Beauty's in the Eye of the Beerholder.' He has a great deep singling voice and he sings like an American - but they all do nowadays.

Jayne Denham drove on to the country music scene two years ago with her hit 'Chick Ute' which struck a chord with country music fans and especially the ute fraternity. Her debut album 'Sudden Change in Weather' was rated as 'a superb debut album' in Country Music Capital News magazine. Her latest album 'Shake This Town' was recently rated by Capital News as "impossible not to love" and "full of spirit, strength, humour and passion".



Jayne's success has seen her perform at country music festivals all over Australia including Tamworth and Main Stage at the Gympie Muster. Jayne's energetic on stage performance marks her as a true entertainer.

I managed to get photos taken of Adam and Jayne in my Kombi as well. Maybe we could even lure one of them to perform at our Nationals this year. I think the President or secretary should insert a short letter with the magazines to make feel VIP you know.

Joe Buttigieg



Captains Flat Run. 26 - 27 February.

Captains Flat is a small town outside Canberra, which was an important mining town until the early 1960s. When the mine closed, the town population dwindled, leaving the small town that remains today. After an idea from one of our members (thanks Greg!), the Canberra Chapter left Canberra on Saturday 26 Feb and arrived soon after at Captains Flat. A couple of members came for the cruise only, but most



members stayed overnight in the historic Captains Flat Hotel - the last hotel left of the original five the town.

Pausing for a brief photo shoot in front of the hotel, we grabbed a few drinks and made ourselves comfortable upstairs in the pub. There we discussed upcoming club events, talked about VWs, and basically solved the problems of the world. The dining room was a fine backdrop for dinner, and together with wine (provided by Greg), the great meal disappeared quickly. Moving to the bar, we solved more of the world's issues, while some members played pool.

That night, we were given the local ghost story, that of 'Carbine', who reportedly can be heard on some nights, racing around the halls of the hotel and slamming doors. I'm sure it raised a chill here and there and was accented by the fact that Carbine's own helmet still hangs on display behind the bar.

Have I told you about the bar itself? I heard it called 'the long bar' on a few occasions, but I didn't find out until later that around the time of WW2 (or thereabouts) this pub actually had the longest physical bar in the southern hemisphere.

Sunday morning came, and there were no reports of Carbine surfacing during the night so we headed across the road for a hot breakfast. Mind you, we could have doggy-bagged it for lunch as well - great food, and lots of it.

One of our members - Guy - had a few tweaks on a couple of members' cars to see if he could hone a few issues for them - thanks heaps. Farewelling the town, we headed



back to Canberra, and dare I say it - probably an afternoon nap on the lounge.

We had a few newcomers on the trip with us and we had a great bunch of people in attendance - thanks to everyone for coming along. Particular thanks (as above) to Greg, Guy, and also our hostess at the pub - Michelle.

Bruce Walker



The Autostadt.

Dr Ferdinand Piëch has a highly controversial reputation. They say there's a fine line between genius and madness, and this may very well be true in the case of this engineer, the VW executive grandson of Ferdinand Porsche. In the mid-1990s he decided to transform the city of Wolfsburg in northern Germany. This city was pretty dull at the time, being Volkswagen's nerve centre with its gigantic plant and its long smokestacks jutting upwards into the sky, dominating the countryside. This mile-long brown brick factory didn't make the countryside any brighter than the region's dreary September to April weather does. Dr Piëch decided not only to give the production centre a facelift (and renovate Wolfsburg Castle), but also to create his own Car City, known as Autostadt in German.



The primary goal of this gigantic complex that opened its doors in June 2000 was to allow customers to come and pick up their cars at the factory like several German brands, such as Mercedes-Benz and BMW, were already doing. But Piëch has a style all his own, and at this enormous distribution centre, supposedly the largest in the world, he added a first-rate automobile museum, built seven theme pavilions – one for each brand owned by the Volkswagen Group, and constructed the most spectacular feature of the complex, two massive glass towers where the vehicles being delivered in the next 24 hours are stored.

The central building contains deliverable car registration papers and licence plate distribution centres, in addition to restaurants, all kinds of boutiques and a driving school for children between eight and twelve years old. The kids don't learn to drive real cars, but miniature electric replicas of the New Beetle convertible. They learn the basics of sharing the road on a course complete with traffic lights and at the very end they receive an honorary driving certificate from the city of Autostadt. On the higher floors of this building, there are a number of attractions meant to teach people about basic mechanics and how cars work. These interactive stations help visitors learn in a fun way, and I saw during my visit that children seem to really like it.

The Volkswagen, Audi, Lamborghini, Seat, Skoda, Bentley, and Bugatti brands each has its own theme pavilion, the most spectacular of which is that of the Bugatti, where you'll find an all-chrome Veyron displayed in a case-like compound. Like the intertwined rings that symbolize the brand, the Audi pavilion is circular, and in a nod to its roots on the Iberian Peninsula, the Spanish brand Seat's pavilion is built partly on land and extends over a large pond.

The star of the show remains those two gigantic towers that dominate the countryside and store 400 cars per tower. These are cars that will be handed over to the customers who come to pick them up. It's fascinating to see the automated elevators go get the cars to bring them down to the basement where they are then directed to the delivery centre. It's here in this building that people come to take possession of the car that they've ordered. The choreography of the machines is almost balletic, as a giant freight elevator takes a car to be lowered to the tunnel level that leads to the distribution centre. Another identical elevator helps place the new cars in the available spaces. Every day more than 600 cars are delivered like this. In fact, since the centre opened, VW has delivered more than 1.3 million new cars to people who come to Wolfsburg and leave again behind the wheel of their VW, since this centre deals only with VW products and none of the conglomerate's other products. Audi, by the way, has its own delivery centre in Neckarsulm, in the Munich suburbs.

Piëch's idea was considered crazy at the very beginning, and although he managed to convince the prestigious Ritz-Carlton hotel chain to open its first German hotel in Wolfsburg before opening the one in Berlin, few people gave this project much chance of success. They called it Auto Piëch or Piëchstadt and it was widely believed all over Europe that this would be a miserable failure both for Piëch and for Volkswagen as a whole.

But as almost always, this visionary was right. Despite its dreary autumn temperature and how far Wolfsburg is from other major centres, the project succeeded beyond all expectations. In fact, although this huge project cost more than 600 million dollars to build, three-quarters of the investment has already been recovered, which is impressive just the same when you consider that the project was aiming to show off a brand and multiple products. According to Volkswagen's administration, the initial investment will be recouped in the next five years.



Basically, more than 1.5 million people per year visit this place, which includes an off-road track, a train station and numerous restaurants in the vicinity, not to mention the Ritz-Carlton hotel.

This city used to have only a gigantic but grim factory, but now it has become one of Europe's most popular tourist attractions. Make sure you visit Autostadt the next time you visit Germany.

Denis Duquet

The Toy Department.

The Volkswagen Kombi T1 entered production in March 1950. Initially manufactured at the Wolfsburg plant, it was transferred in 1956 to the new Transporter factory in Hanover. With its innovative design where the driver was placed over the front wheels and the engine at the rear, the Kombi, or 'Kombination' passenger and cargo vehicle, was produced in several forms including as a delivery or panel van with or without raised roof, Minibus, flat-bed truck with standard or crew cab, and as a camping van (Westfalia). Production ceased in Germany at the end of 1967, but continued in Brazil until 1975, and then, after modification into the so-called T1.5, right up until 1996.



The first T1 Kombis were sold in Australia in 1954, and by 1955 were being assembled in Melbourne from German CKD kits. The amount of Australian parts increased, and by the early 1960s the body panels were being stamped here. The T1 was a popular work vehicle in Australia, with the basic van and the 'Kombi' the biggest sellers. The Deluxe Microbus (known here as the 'Alpine') was available but was expensive. The 23-window 'Samba' was not sold here except on special order or overseas delivery.

In the USA, the T1 VW Bus became an icon of the '60s and, in particular, of the hippie youth sub-culture. It could carry a number of passengers, camping gear and supplies, its shape was the antithesis the American automobile of the period, and as a second-hand or used vehicle, it was extremely cheap. It quickly became a symbol of the "Peace and Love", anti-war generation.



Sun Star Models Development Ltd is a Macau-based manufacturer of die-cast and plastic models for collectors world-wide. Their models range from 1/43 scale up to a huge 1/12, with many working mechanisms such as wheels, steering, doors, bonnets and highly detailed engines, undersides and interiors. Their range currently includes European, USA and Classic collections, Limited Editions, Modern and Classic Rally and special runs such as 'Back To The Future'. Their website is www.sunstartoys.com

As its first Volkswagen model, Sun Star chose the European/US style 'Deluxe Microbus' version, with its eight additional skylight windows and fabric sun-roof. This model is called the "Samba" in the UK, and the '23-window' version in the USA. Nearly 40cm long and 8 kg, the model contains over 600 separate parts.



Features of this model include an opening fabric roof; Functioning door handles on front and side doors; Extending radio aerial; All four wheels can be changed by unscrewing the 5 nuts; Front seat back folds up for access to removable spare wheel; Fully positionable external mirrors and supports; Removable hub caps; Removable fuel cap; Possible windscreen wipers which also hinge outwards; Movable gear lever; Sun visors fold down and swivel; Front seat back folds up for access to removable spare wheel; Bench seat folds up for access to tool kit; Fully functional steering; Front side windows slide to open; Front quarter-lights open; Working front and rear suspension; Soft leather-effect seats;

Detailed engine with separate HT leads fan belt, alternator, starter motor etc.

The 1:12 VW T1 range was then extended to a 1957 Kombi in Dove Blue and a 1958 Standard Bus in Mango Green/Seagull Grey,



both standard vehicles. In addition, Sun Star offers three 'art' Kombis using the same basic body. The 'Woodstock Bus' represents Dr. Bob's most famous Art car, the Volkswagen bus "Light". It was photographed by the

Associated Press and *Rolling Stone* at the original 1969 Woodstock rock music festival, and is still seen today regularly reprinted in media all over the world. This die cast model of Hieronimus's painted Woodstock bus was produced in recognition of Woodstock's 40th anniversary in 2009.

The Volkswagen Kombi was an extremely versatile utility vehicle. Used as a minibus, it could carry 9 people in comfort. Alternatively, one of the two rows of rear seats could be removed to create a large cargo space, or both could be removed to convert it into a van. This versatility made it the ideal service vehicle for use by airlines for the



transportation of any combination of crew, passengers or cargo, either to and from the aircraft, or outside the airport. This model is an authentic replica of a vehicle used by Lufthansa during the 1950s.



Pan American World Airways, commonly known as Pan Am, was the principal international airline of the United States from the 1930s until its collapse in



1991. During 1950s and '60s, the Volkswagen Kombi was made the service vehicle for use by Pan Am, and this model features period Pan Am logos. Interestingly, VW intended calling the later T2 Microbus the 'Clipper', but was prevented from doing so by Pan Am's copyright on the term. All Pan Am aircraft used 'clipper' in their names and as their call-signs.

For an in depth view of the detail in these models you can view a review with commentary on YouTube; just do a search on 'Sun Star VW'.

Tea Gardens Type 2.

During the holiday period I got to enjoy some sun at Tea Gardens, and when in Tea Gardens the best place to get an Ice cream is at the Ice Cream Shack..

The Tea Gardens Ice Cream Shack is where you can also pick up some great Kombi models and VW Kombi related gifts.

Joe Buttigieg first mentioned the shop and its Kombi in the February 2009 issue of Zeitschrift. Jim the owner recently purchased the business and continued on with the Kombi theme.

Here you can enjoy a coffee or ice cream and at the same time buy a Kombi related gift or Kombi T Shirt.



The ice cream counter has been converted from a discarded T2 Kombi nose and brought back to glory in brilliant orange, and now you can choose your ice cream from out of the windscreen.

Jim is not new to VWs as he also used to drive VW Kombis in the UK in late '70s. He invites any readers to drop by when passing through for ice cream, coffee or yarn about your VW.

Jim coincidentally is looking for a suitable T2 Kombi to restore and convert to a mobile ice cream van. If you have a suitable Kombi for sale or can help or steer Jim in the right direction he would like to hear from you.

The Tea Gardens Ice Cream Shack including VW Kombi related gifts is located at 2/79 Marine Dr or call (049) 971990.

Tony Bezzina
Kbezzina@bigpond.com



Thirlmere Festival of Steam 2011. Sunday 6 March.

Once again the annual Festival of Steam was held in the historic NSW railway town of Thirlmere, ten minutes drive from Picton. It's always a fun day out, and the weather promised to be fine and sunny.

As usual we met at Uncle Leo's Caltex servo, just past the Liverpool Crossroads, from around 7:00am. The Murrays were the first there, Wayne in his Kombi ute and Laurie in his Beetle, while this year I drove my Golf. We were soon joined by Gary in his yellow Type 3 notch, Brian in his Golf, Ray and Shirley in Daisy and Rudi in his neat blue Superbug. Not a bad turnout for so early on a Sunday.



After coffees and a bite to eat, we prepared to set out just after 7:30am. Brian led the way down the freeway towards Mittagong, with the VWs in a line behind him. Just after the Campbelltown exit the freeway narrowed to one lane – the police and a flat bed tow truck were managing an accident involving a Camry and a pristine two-tone FC Holden. The classic Holden's nose was smashed in. What a shame to see a classic car written off after so many years.

Brian surprisingly took the Narellan Rd exit, rather than the usual Picton Rd, so we looked forward to a scenic drive. It was fun to drive the old Hume Highway up over Razorback into Picton, and we made good time. The

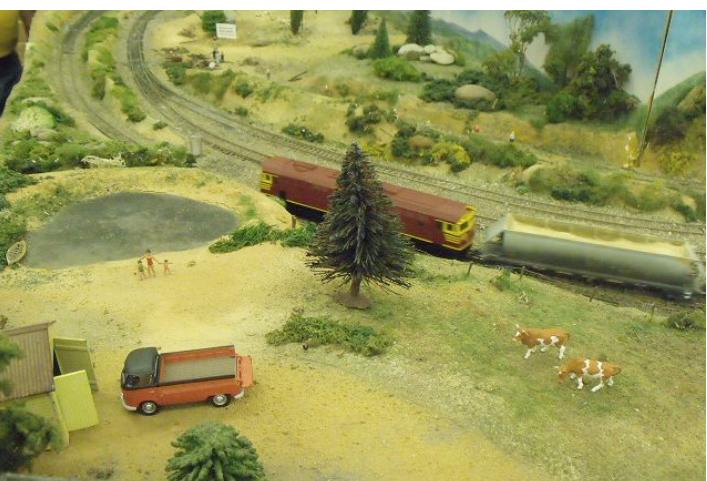
Thirlmere turnoff soon appeared and we noticed a few more classic cars heading the same way.

The show cars had to enter Thirlmere from the north, with the street closed off for the display. We were directed to our spot on the left (about 50m further up than last year), and we angle parked tail to curb. Our seven VWs were in a line, although the nearby Holden drivers wanted us to move (nope). We still thought it was a good spot.

We had no sooner climbed out and locked up when Frank pulled up in his Beetle, followed by a nice Karmann Ghia Cabrio, and the two latecomers parked directly opposite. Other classic cars soon pulled up alongside and the street quickly filled both sides.



The crowds quickly increased through the morning until it was quite jam packed, streams of people wandering past. We strolled up to the main street, also closed to traffic and filled with all manner of market stalls, food tents and displays. There was a wonderful selection of jams, cakes, wines, pies and snacks to choose from, as well as stalls selling books, toys, clothes, plants, soaps, jewellery and all manner of nick nacks. We samples a few wares before the crowds got too thick but by midmorning most of the food stalls already had queues.



There were working HO-scale model trains on realistic dioramas in one of the school halls, as well as in the scout hall. Lots of effort had gone into these. Brian spotted a tiny model Kombi in one of them.

Behind the school building was a small scale model steam engine with ride-on carriages, chuffing and whistling



around a small circular track with kids and parents enjoying the ride. Further down were lots of amusement rides for the kids.

The NSWRTM's museum was open for visitors (\$20) but the new rail heritage centre and roundhouse was not yet finished; its scheduled for opening in April. We therefore declined to enter and vowed we would return in a couple of months.



The RTM was running hourly steam train trips to Buxton and back on the loop line; these were incredibly popular and the ticket office had thick queues in front all day. The historical Thirlmere railway station platform was packed with sightseers, especially when the two-loco train approached, hissing and steaming. It was great to watch the expressions on kids faces.



At 12:30 another double-head steam train arrived from Picton, so there were four steam locomotives in operation; three belonging to the RTM (2705, 3265 and 3526), and 3237 from the Cowra-based Lachlan Valley railway. Unfortunately the big green 'pig', 3642, was not running this year. As for the mighty 38-class locos, 3830 is currently a static exhibit in the Roundhouse, while the famous 3801 is in pieces at Chullora while it undergoes a complete rebuild (including a brand new boiler).



The street parade was scheduled for 1:00pm, but this year we decided not to participate – the traffic and crowds were just too much. Brian made the excellent suggestion that next year the organisers should place all the classic cars on the football oval next to the school, rather than in narrow closed-off streets that still have to accommodate crowds.

It was good to see a few other club members such as Aaron, John, Bill and young Ian stop by to say hello during the day. We had a good spot for the VWs and lots of interest from passers-by, but we should have brought our gazebos for some shade.



By 2pm we were getting tired, so we decided to pack up and head home. Another really enjoyable day, great for both adults and kids, and something for everyone as well as the steam enthusiasts. And also great to see we had more VWs turn up this year than last, thanks to our regular group of active members.



VW's uglies on parade.

Wheels magazine, July 1971

Remember VW Australia's Country Buggy - that somewhat illegitimate Beetle off-spring halfway between a Moke and a Jeep? VW Australia's crude attempt at an all-purpose vehicle failed when the company opted out of Plan A in 1968 – and sales bombed. In all just 1,119 Country Buggies were produced between 1968 and 1970.

Well, VW in Germany has come up with its own interpretation on the theme.

A Volkswagen Type 181 is not the sort of vehicle one drives while listening for the ticking of its clock. For that matter, the only dial it boasts is a speedo, which includes an odometer (no tenths) and a fuel gauge.



A 181 is expected to shine where time is less important than ground clearance. Such dashboard simplicity is a key to the modern VW all-purpose car - a sort of German jeep.

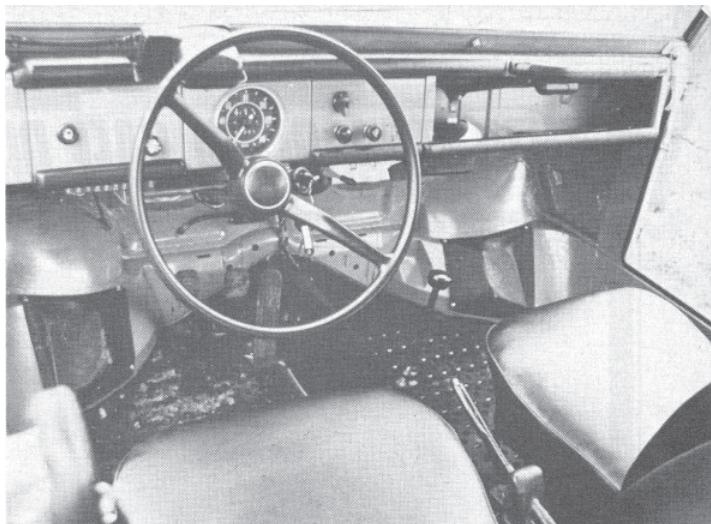
The VW 181 seems pretty nice. At a German price of roughly \$A2250, including heater, it seems sturdy and willing.

Chief drawback to the 181 is, quite simply, that only the rear wheels are driven. VW don't even offer a limited slip diff option. This rear-engined, stork-legged, cross-country machine will go more places than a stock Beetle on mud/snow tyres, but not very many more. A 181 simply appears more versatile than it is.

A 20-cm ground clearance, when laden to the 440 kg carrying limit, and standard winter treads are ideal. And there is no overhang to embarrass you on sudden humps - a 181 is nearly 30cm shorter than the Beetle and uses the same floor pan.

VW strengthen this frame and beef up the front suspension and add a 1600 Beetle engine, plus items from their economy 1200 VW like the steering wheel, hub reduction gears (such as earlier VW Kombis used) and new body panels.

It all comes down to utility body styling.



For one thing there is sufficient space for four adults though the high-sitting driver will never get either arms or legs outstretched. These four may each enter by his own door - if they don't mind scrambling over high sills.

Volkswagen did pretty well by the rear seats/load platform, too. Either or both seats fold individually, quickly and wholly flat to make a useful load platform. With the rear seats in place there is still a small shelf behind them. And tie-down straps are included. Four doors make loading the rear easier too.

Or you can simply remove all four doors by opening them past 90 deg (releasing an ingeniously simple spring strap first) and lifting off. Since there is no special storage for the doors you must either do this at home or keep spares sited around the countryside.

Four side curtains, on the other hand, slip out of the doors even more easily and then stow up front in a protective bag. The nose itself can just about handle them alongside the spare wheel, fuel tank and heater.



The 181's hood is another matter. Even VW's handbook shows two husky men folding it back 'easily'. First you pull out six little straps at the rear-quarters, then unlatch from the windscreen (which also folds flat on demand) and wrestle into neat layers. But that is no worse than many so-called sport cars.

Although we were blessed with a gale off the North Sea during this European test and consequently favoured an enclosed VW 181, experience indicates it is hardly less comfortable open and probably less noisy. Forty kilometres at speed is enough in either condition.

At the 114 km/h top speed (tail winds help) you want ear plugs, particularly in winter when the heater blower competes with the engine and drumming sides for a noise pollution record. VW simply, and properly, didn't bother with soundproofing.

VW engineers did, however, fit good, tight side curtains. Even in icy weather you could turn the heater on and be really toasty in minutes. Flaps are thoughtfully provided in each front side curtain for yelling out at your sheep dogs.



After all, top speed is not what a 181 is all about. The 1.26 hub reduction, 3.875 final drive and gearing of 3.80, 2.06, 1.22 and 0.82 sees to that. You can win any stoplight drag going though - and stay ahead clear up to 15 km/h.

Acceleration figures of 4.6 seconds from 0 to 40 km/h but 36.5 seconds to 100 tell their own tale. Despite the overdrive top gear you have to thrash the 44-hp (DIN) engine to achieve 32, 64, 88 and 110 km/h in the cogs. Repeat after me: "There is no higher gear than fourth, no matter how loud she screams".

VW was naturally more interested in a bottom-gear climbability rating of 55 percent and achieving the 10.9-metre turning circle with 2½ turns of the wheel (and some shoulder action).

Handling, if that matters in a utility vehicle, is typically VW - Beetle circa. 1953 that is. With knobby tyres it will first plough the nose on gravel then oversteer with grim determination. Thanks in part to the high driving position it feels closer to tipping than it really is, but you need to engage a low gear to break the tail loose on command and not when the rear axles feel like it.

So why spend money on a VW 181 with only two wheel drive unless you happen to be a procurement officer for the German army? It was, after all, originally designed as a NATO field vehicle.

A lot of people - judging from the weeks-long waiting list - covet Wolfsburg reliability for fishing, farming or hauling animals out of the wilds. They want transport that doesn't need bitumen.

If they can't talk Volkswagen into a copy of its old wartime amphib with five speeds and four-wheel-drive, then the next best thing for the VW lover is a Type 181. It's what the Country Buggy should have been if it had been designed and built properly.

The German Type 181 has been examined by LNC Industries (VW Australia's parent company), but with the crisis in primary industry and the 45 percent import duty, it would be overpriced on our market - so it won't be sold here. Pity.

But that brings us to the story of Germany's most famous WWII vehicles.

Germany's WWII military machine was not as generally motorised as legend suggests - yet elite units enjoyed a bewildering array of vehicles from legendary design houses.

Facing the same problems which spawned the American Jeep, Prof. Porsche and his Teutonic peers cast about for a universal light carrier which might carry four men plus equipment (and be righted by them alone after tipping over), cope with Russian winters or African deserts and still run forever in the hands of uncaring, untrained soldiers.

Porsche's solution was called the Kübelwagen - literally a 'bucket car' in official tribute to its shape.

He devised this during 1939 using parts from the KdF (Volkswagen) sedan and a 985 cc engine from that same ill-fated (until after the war, that is) people's car. Most of Germany's builders did something similar and the ever conservative German general staff placed the tub last on every rating list.

It was "underpowered, ungainly and carried its engine at the wrong end".

When the first Kübels were delivered in 1940 - KdF in Wolfsburg wasn't building anything else by this time - some units even sent theirs back.

However Rommel had seen the car's versatility on his way through France and specified them for the Afrika Korps, commenting they would go where camels fear to tread. Ironically, when he later ordered a thousand to enter Egypt, the Desert Fox was told that other Generals had snaffled total Kübel production for the Russian front.

You wonder how any General could resist. That little air-cooled engine (enlarged to 1131 cc in March, 1943) was complemented by a VW/KdF four-speed gearbox.



After that it got fancy. Versions like the Type 51 (also called 87) called the Kommandeurwagen, and the Schwimwagen, had a second lever between the front seats to engage a drive shaft to the front wheels as well. They could use this same lever to engage a low-range cog which by-passed the normal box and allowed them to climb walls.

Certainly many basic Type 82 Kübels came that way too, though this is ignored in the official VW history. There were almost as many variants within the 65-70,000 production run as privates to drive them.

For that matter you can still get an argument on total wartime production output. VW figures their KdF forerunners built some 52,000 Kübels, another 16,000 amphibians (Schwimwagens) and 700-800 command cars.

The Austrian Amphib Club headed by the car's greatest booster, Engelbert Macho, acknowledges a thousand fewer water jeeps. And the owner of a surviving Kommandeur, rarest VW ever built, gives total production there as a flat 542.

This command car is the most intriguing to drive now. Looking like an early post-war Beetle with 16 in. wheels, it is really a KdF body bolted onto the 4wd chassis with a second lever behind the normal shift. Just turn off the road and up a muddy bank to see the chins drop.



Ride is firm - to say the teeth-rattling least - even though the 1944 car I tried (they were built from 1941-44) had modern shockers while retaining its stiffer cross-country torsion bars. A bonus in these cars was cable-operated brakes in conjunction with fwd drive so that the handbrake works on all four wheels.

The weak point - all too obvious to restorers - is the front differential. Most rebuilds in western Europe today are Amphibs. They were rarer and are more fun on the annual Austrian club outings where 30-40 addicts gather to compare the prop wash.

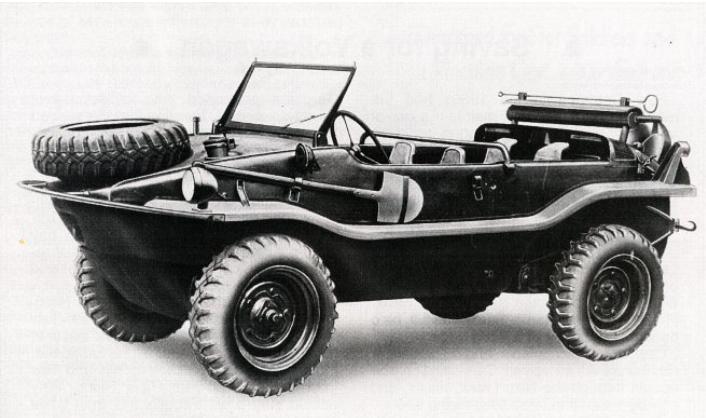
However, a great many of the basic Kübels still serve everyday needs in Eastern Europe, as well as surviving in the hands of collectors in western Europe and America. There is even one on display in the War Memorial in Canberra, brought to Australia by the Army at the end of the war.

In amphibian VWs the second weak link, literally, is the chain drive to the propeller. Many owners have eliminated another potential failure by replacing rubber discs in the drive train with universal joints.

It's easy to agree that Porsche's amphibians were the stars of the range. They have all the Kübel features plus the

three-bladed water drive. Once afloat this swings down to engage an extension of the engine's crankshaft. Sophistication includes a slipping clutch in case weeds jam the prop and a disengage system to protect the pilot who happens to slam his outboard drive into submerged boulders.

While all Schwimwagens were built after the 1131 cc engine became standard, most modern owners fit a later 30-bhp powerplant. But gearing still dictates a speed of 80 km/h on land, 5 knots in the water.



An 82-page 'owners' manual' issued by VW in 1943 (just as though it had customers besides soldiers), points out this is a still-water pace. The car could only buck 'strong' currents up to 2.5 metres per second.

Amusingly enough VW wouldn't tell where the plant was located, calling it only "City of the KdF car", but did refer to a "wide net of VW repair shops". At El Aleman perhaps?

Technically the car was geared for rough terrain rather than river crossings. A Schwimwagen would do 10 km/h on land in low range, 18 km/h in first and 32 km/h in second. Paddles were standard too since there was no way to reverse it in the water. Steering depended on your front wheels.

With a low freeboard, drivers were warned to put up the windscreen against water traffic and were also given a set of water horn signals. It was also noted that they should "remove any water which entered" and wear steel helmets under fire.

The Schwim differed from the Kübel, which most closely matches VW's current Type 181, and from the Kommandeur only in bodywork and wheelbase. Kübels and the Kommandeur had the Beetle's 2400 mm, while the Schwimmer was just a 2000 mm wheelbase. Yet the command car had five forward speeds like an amphib; the Kübel had four.

One Kübel (model 82) could be converted for railroad use by removing its wheels, fitting flanged discs carried atop the spare, and replacing the wheels in reverse position to widen the track. Another version featured tin sides and fake turret top to simulate a tank and train panzer drivers. Fuel was too precious in the mid-forties in Germany to use real tanks at 35 L/100 km or more, when the Kubel gave 11 litres.

Another Kübel was fitted with rear tracks, at first with straight cleats then with profiled ones to reduce dreaded sideslip. This bog and snow model could be extended even further into Russia with skis under its front wheels.

A low-slung, police model with armour plate kept the peasants in order. Such variety gave rise to one report of three different compression ratios: high (presumably the standard

5.8:1) for the air force, medium around home and low for conquered lands.

Original Kübel trial machines had rear-wheel drive only. They received a front prop shaft - and ZF limited slip diff later. Porsche even toyed with the idea of an automatic German Jeep at one point.

It is curious how similar the Kübel evolution from the KdF VW prototype is, to Wolfsburg's modern 181, based on the 1200/1600 Beetle.

At least the current Volkswagen tub - carefully not called 'Kübel' even though that is obviously an honourable name - has almost the same shape. We need only wait for today's technology to catch up with the design of a Type 82 Volkswagen built in quantity 25 years ago.

Nutz-Los for SUVs.

Inverted snobbery still has a place amongst the Mosman 4WD set, as the latest product from famous German accessory company, Nutz-Los GmbH, proves.

Now you can own a VW Touareg or a top-of-the-line VW Tiguan that really looks as though it means business. This is made possible by Nutz-Los' Dirtrek kit, which also works well on Japanese 4WDs like Land Cruisers, Pajeros, Prados and RAV-4s.

Using the kit, your 4WD vehicle can be made to look as though you've just returned from an extensive off-road safari, even though you may never have been off the bitumen.

The kit comprises a plastic canister, two aerosol cans and a sheet of clear lightweight plastic. The canister contains a coloured powder. The first of the aerosols is a base-coat adhesive, and the second is a clear matt seal.

The plastic sheet is the first component to be applied to your SUV. The plastic sheet is pre-cut to the size of the vehicle's windscreens, needing only minor trimming after application. Once applied it gives the windscreens the very realistic appearance of one that has spent long arduous hours in the outback. Visibility remains unimpaired because of the clear areas that match the part of the screen cleaned by the wind-screen wipers.

Application of the rest of the kit is simplicity itself. The vehicle's panels need to be washed carefully and allowed to dry thoroughly. Next the lower portions are coated using the adhesive aerosol. Once the adhesive

has been allowed to dry for five minutes, the coloured powder can be liberally applied in an irregular pattern. After ten minutes the final clear matt seal can be applied.

Nutz-Los is offering three separate packs, designed especially for its Australian market launch. There's the Alpine Pack, which gives a dark brown sticky mud look, complete with scratch marks suggesting the dense bush of the mountains, and there are even detailed simulations of splashed-on brumby poo. There's the Red Centre Pack with a deep red/ochre finish in a very fine powdery bulldust-like texture, mixed with genuine Spinifex seeds and prickly pear spines. Finally there's the Clay Pan Pack, giving a thicker, more light-coloured gooey appearance, but with what really looks like salt crystals from a dried lake. All three finishes look very realistic from two or more metres away.

Nutz-Los DIRTREK kits retail for \$34.99, and will be available from most of the major motor accessory outlets about mid-year.

An option, at \$14.99, is the choice of a small bag of different adhesive plastic flies or insects. This can be added to your vehicle later if desired. Nutz-Los has provided a choice of plastic Australian-spec bush flies, mosquitoes, sand flies, grasshopper/locusts or bogong moths.

There is a more advanced second option at \$9.99, which is the Damage Pack. This contains small strips of clear plastic sheet with various coloured scratch, dent and other various damage marks. The decal strips can be applied to doors and bonnets, bull bars and the corners of the rear steps, adding the look of recent minor collisions with other vehicles. There is even a selection of stick-on bullet holes to give that 'gone roo shooting look'.

All of the Nutz-Los DIRTREK range can be easily removed with lacquer thinners, for when your 4WD is ready for a 'returned to civilisation' look.

Höx Fibber

The luxury off-road from Volkswagen.



Touareg. 

Used crankcases.

"For my rebuild I was questioning whether or not to get a new Brazilian/ Mexican \$300 case as opposed to an align bore on a used one. What do you think?"

If you can afford it, always opt for a new crankcase.

But don't read this as a blanket condemnation of all used crankcases. Volkswagen built their original factory overhauls on used crankcases, and continue to offer a wide range of replacement main-bearing shells to accommodate align-bored cases and re-ground cranks. The availability of such a wide range of bearing shells makes it obvious that the design philosophy behind the Volkswagen engine expected the crankcase could be overhauled and reused (for stock engines). Verification of that conclusion is reflected by the fact Volkswagen did exactly that.



On the other hand, experts such as the late Gene Berg declared flatly that a used crankcase should never be re-used. This seemed a bit harsh since there were verifiable instances of Volkswagens putting their way past the 500,000 mile mark powered, at least in their latter days, by factory overhauled engines.

Which makes for an interesting dilemma. On the one hand we have Volkswagenwerk AG with its twenty-million engine's-worth of experience saying it's okay to re-use the crankcase, while on the other hand we have race-winning experts saying exactly the opposite. Which one is right? And to add an arrow to the quiver of the 'experts', even Volkswagen had to admit that not all of their factory remanufactured engines stood up as well as they would have liked. Some suffered failures that were remarkably similar to the failures experienced by people such as Gene Berg, failures which justified his conclusion that a crankcase should never be reused. Yet there were those hundreds of thousands of remanufactured engines which puttered on with absolutely no problems at all. It was very confusing.

As so often happens in life, the answer is not black & white. Both conclusions were valid... under certain circumstances. Unfortunately, those circumstances involved some technical aspects of metallurgy so arcane as to virtually

ensure their understanding would remain forever beyond the grasp of the typical Volkswagen owner. Including me :-)

Early Volkswagen engines use a crankcase cast from magnesium alloy. The other principle constituent of the alloy is aluminium and that's generally as far as anyone bothers to go when defining the metal that makes up the crankcase. But there are other metals as well, including copper, tin, niobium and even iron, albeit in only trace amounts.

Until recently, metallurgists had no idea that metals could display thermally-induced 'memory' properties. But once discovered, those properties were used in the space program and elsewhere. To take advantage of the memory properties, which are found mostly in tin/niobium alloys, you create the shape you want then heat the fabricated structure to a certain critical 'memory-write' temperature. Once it cools, you may crumple the thing into a ball if you wish, knowing it will return to its fabricated shape when the metal is re-heated.

One of the most interesting aspects of this property is that the 'memory-read' temperature - the temperature at which the metal will begin returning to its 'memorized' shape - is considerably lower than the temperature needed to 'write' that shape into the metal's memory. This allowed umbrella-sized dish antennas to be crumpled up to the size of a golf ball and shot into space, where they would gracefully unfold when electrically heated and retain their shape when cool.

It appears that after aging for several years, the magnesium alloy used in the early VW engines could display some of these 'memory' properties. No one paid much attention because to get the metal to 'remember' a shape, it would have to be heated to well above the engine's normal operating temperature. Unfortunately, due either to an accumulation of wear or the result of extremely high rpms, as might be encountered in an engine used for drag-racing, some parts of the crankcase could be raised high enough to cause that part of the casting to 'remember'. If that part of the casting was under stress or distorted, it would 'remember' that over-stressed distortion. Apparently, the shape most often 'remembered' was multi-lobed oval of a severely pounded-out centre main-bearing web.

If my interpretation of this situation is correct, and I want you to understand up-front that it is at best an educated guess, overheating in conjunction with a pounded-out #2 main-bearing web sets the stage for what is to follow.

So you have a crankcase that, except for a pounded-out #2, appears okay. You give it an align-bore and even the most critical blueprinting says you've got a good case. But heat the thing to about 150 degrees C - considerably lower than the temperature needed to make the metal 'remember' - and all of a sudden THE CENTRE MAIN BEARING BORE IS NO LONGER ROUND!

The problem is not isolated to the #2 main bearing. The oil supply for everything on the right-hand side of the engine passes thru a drilled passage at the #2 cam bearing, which is an integral part of the #2 main-bearing web. Any distortion of the centre main-bearing web, either in the bearing bore or in the web itself, will result in a catastrophic loss of oil pressure. The #2 main bearing provides oiling to two of the connecting rods. The web itself forms the oil passage everything else on the right-hand side . . . cam followers, rockers and valves. Without sufficient oil pressure, you really don't have much of an engine.

Volkswagen eventually changed the alloy of its cast magnesium crankcases. The new alloy has a higher percentage of aluminium, which does not display any 'memory' characteristics. And of course, the Type IV is completely aluminium rather than magnesium alloy.

Now let's get back to the original question. Should you use an align-bored crankcase?

I often do. But only if I know the provenance of the engine. If the thing has been overheated, or suffered any form of catastrophic failure, I'll put it aside in favour of a different crankcase.

I've built a lot of engines, many for folks who were willing to pay extra for reliability. In those cases, their engine was usually built from all-new components. Over the years I've seen those engines deliver millions of happy miles. As they approached the end of their useful life I had no qualms about align-boring the case, grinding the crankshaft and rebuilding them to spec. Exactly as Volkswagen did with hundreds of thousands of replacement engines. NOT racing engines. Stock Bug engines, or Bus engines, or Ghia engines. Engines fitted with proper cooling systems and full-flow oil filtration.

As to ordering a 'rebuilt' crankcase, I can't recommend it. The odds are, a rebuilt case will do just fine. But occasionally it won't. If I don't know the history of the engine I tend to worry. Which brings us back to where we started: If you can afford it, always opt for a new case.

Removing dowels.

"I've tried everything but the last dowel refuses to come out."

The dowel may have picked up a bit of debris when it was installed, causing it to wedge. Heating it in an oven may help. Your torch provides only localized heat, it gets the surface too hot by the time the heat penetrates to the root of the dowel. Heating in an oven allows the heat to soak in.

You can pull any dowel simply by grasping it with a collet-type puller and vibrating the crankshaft with an air-hammer. The usual method is to use a blunt-nosed chisel in the air-hammer, inserted into the pulley retainer bolt's thread bore so the blunt-nosed chisel rests against the bottom of the hole. The crankshaft is supported in a padded vise, the collet-

puller is tightened onto the dowel pin and pulled firmly by hand as you rap the thing with the air-hammer.

No collet? Then use vise-grips. Dowels are hardened. You can't mar a properly hardened dowel with vise-grips. Some guys don't even bother with a collet (i.e., a gripper that grasps the full circumference of a shaft. VW dowels come in three diameters. You'll need a different collet for each size.). Instead, they take a pair of cheap vise-grips with soft jaws and drill them for the size of dowel they want to grip, less a few thou.

No air-hammer? Then use a regular hammer. Just be sure not to damage the crankshaft by hammering on it. No heavy blows. Pretend you're an air-hammer.

Why does it work?

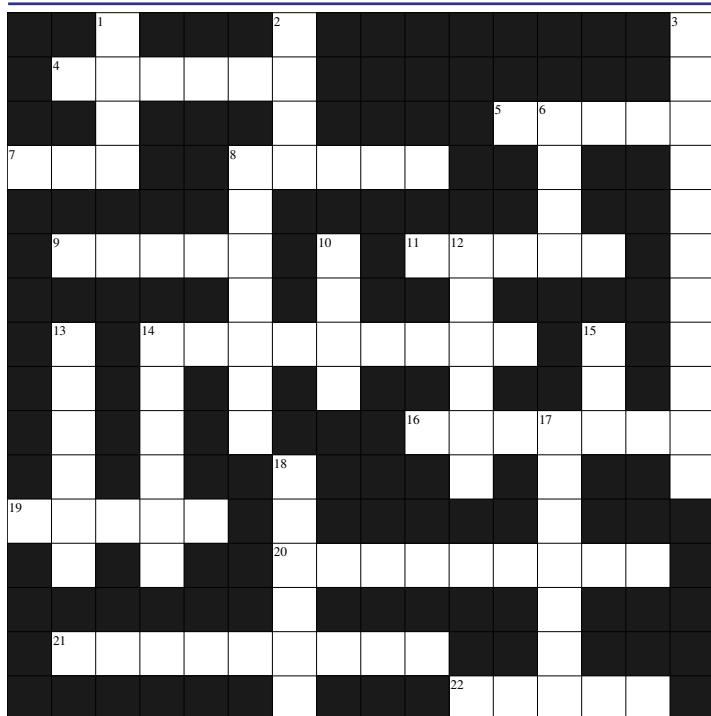
I don't know. Different mass-ratios or something. But it does work . . . all mechanics and machine shops pull dowels this way. Or maybe not all, seeing the trouble your local shop had with it. I'd better make this a public post.

If a sleeve retainer was used to secure the dowel-pins you'll need to heat the crankshaft to at least 230 deg C. Do this in an oven, where you can control the temperature. Let it heat-soak at least an hour to be sure the heat has penetrated to the dowels. After getting out the dowels, put the crank back in the oven, bring it back up to 230 degrees, let it heat-soak about an hour, then shut the oven off and leave the crank in the oven 24 hours or until the thing is stone cold.



Despite a number of messages from 'professional' mechanics saying they'd never heard of a 'dowel puller,' such tools are in fact commonly available and every engine overhaul shop usually has one. They are available from Proto, Snap-On and most other suppliers to the trade. The dowel puller usually consists of a number of collets in SAE and metric sizes, which screw into a slide-hammer. When the slide hammer can't win the dowel free, the trick with the air-hammer is used.

Bob Hoover



Club Veedub Crossword.

Across

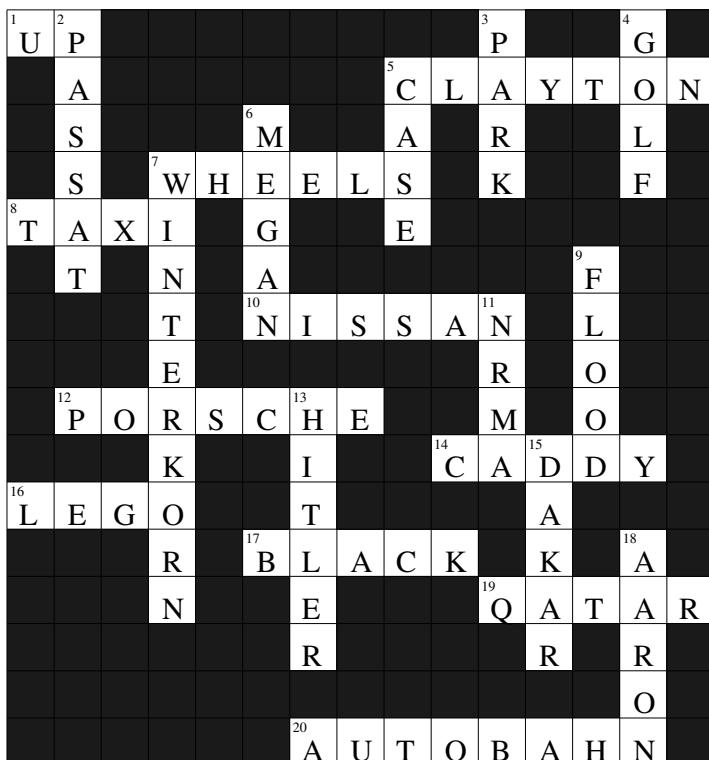
4. Better known as the 'Desert Fox' was German Field Marshall Erwin ...?
5. A middle-eastern country where the Race Touareg road car made its debut
7. ESP on some Golf GTI and R models in Europe can now be switched ...?
8. The club's main run in March was to the Thirlmere Festival of ...?
9. Apart from his singing, Chad Morgan is also legendary because of his ...?
11. Chad Morgan is known as the ...? of Scrubby Creek
14. The NSW town where you can find the NSW Rail Transport Museum
16. In Tamworth they play both kinds of music - Country and ...?
19. The famous US international airline that sadly went bust in 1991
20. The Motor City at Wolfsburg has 1.5 million visitors a year, better known as ...?
21. The proper name for factory Volkswagen convertibles
22. The failed Australian off-road VW model from 1968 was called the Country ...?

Down:

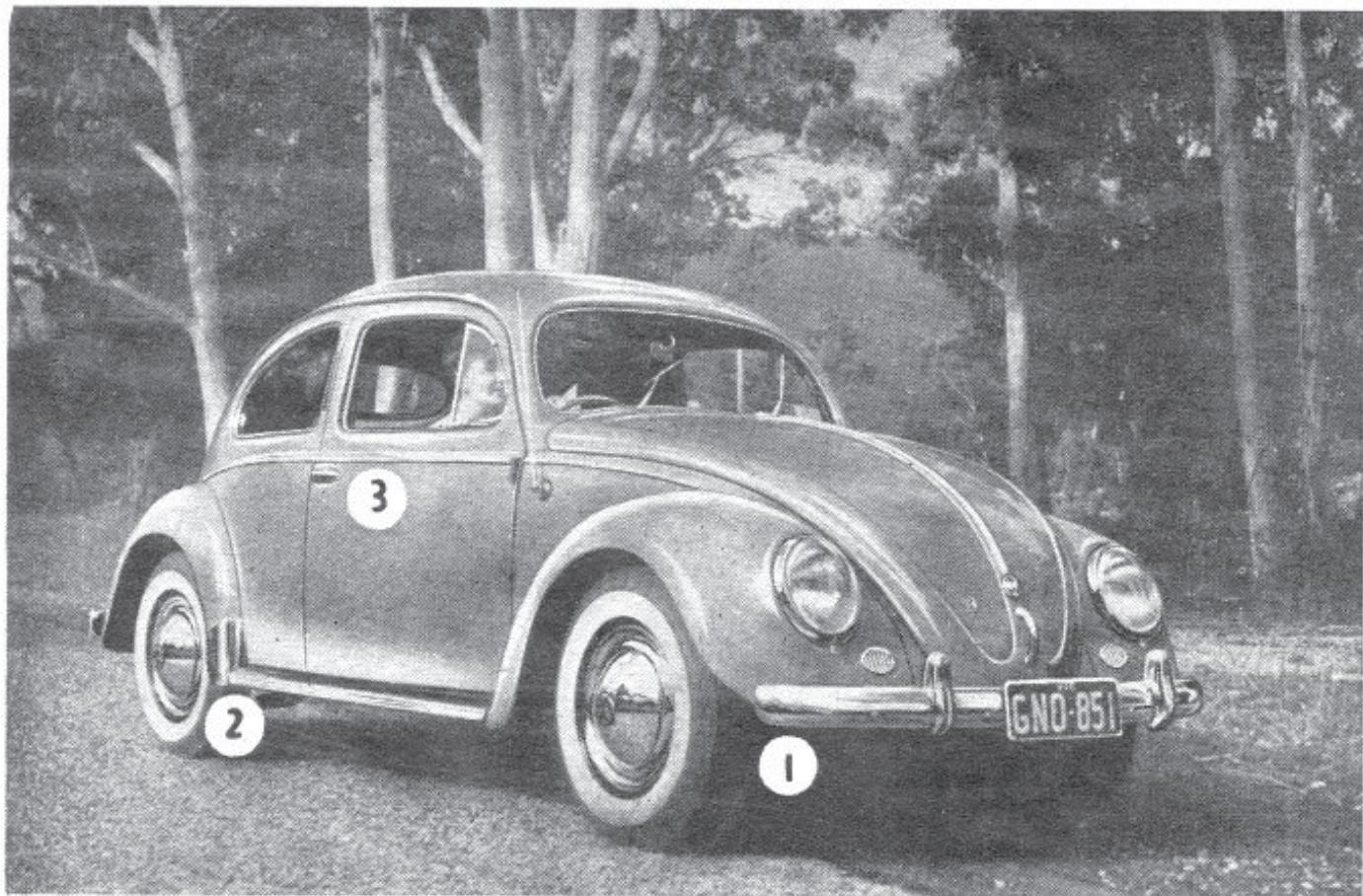
1. The world's most popular model of Cabriolet
2. Until the 1960s, a railway line ran from Bungendore to Captains ...?
3. This German motor racing circuit is one of the most famous in the world
6. The winner of the Bathurst 12-hour race in February
8. An amphibious VW from WW2 was called the ...? Wagen

10. A precious metal that adorns a special Touareg edition
12. Joe met the young Australian country music singer named Adam ...?
13. One of Australia's country music legends is Chad ...?
14. VW's small SUV, soon to be updated
15. Jan Denham's debut country song was called 'Chick' ...?
17. The big VW SUV that has been recently updated with an 'R-Line' version
18. Volkswagen's new twin-cab 4x4 utility vehicle, now released in Australia

Last month's crossword.



How Volkswagen's years ahead suspension system lengthens the life of the whole car



Independent torsion bar suspension on all four wheels is exclusive to Volkswagen in its price field. You save three ways:

1. You save on the suspension system itself — its superiority gives it a longer, repair-free life — gives you a "cushion-comfort" ride.
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3. No structurally damaging jolts or jars to cost you body repairs later — no rattles . . .

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It's Australia's most economical car, because of:

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- ★ Low initial costs.
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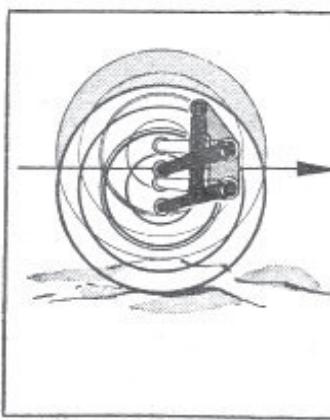
Volkswagen is only £971 including sales tax.

VOLKSWAGEN (AUST.) Pty. Ltd.

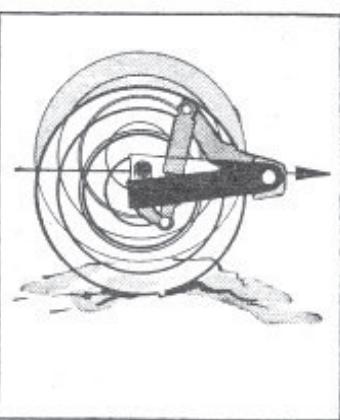
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