

Zeitschrift



Merry Christmas to all our members!

December 2014

IN THIS BUMPER CHRISTMAS ISSUE:

Eastern Creek Marshals

Boris' Picnic Day

Pie In the Sky Run

1956 Chicago Run

Marques in the Park

Snowy Mountains 1000

Eat St Parramatta

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2014-15.

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Canberra Committee.

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive Zeitschrift as a full-colour PDF from our website.

We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month; late submissions will be held over.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available as full-colour PDFs from the Webmaster at the monthly meeting - please bring your own USB stick. These are also available at www.clubvw.org.au

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

We thank our VW Nationals sponsors:

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Nulon Australia	VW Magazine Australia
Quik Strip Bankstown	Westside Mufflers

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

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

If you are not up for a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee.



The 9th Annual VW Watercooled Summer Cruise 2015

**Sunday the 1st of
February!**

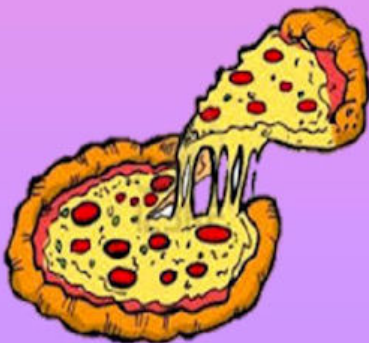
Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach! All donations on the day will go to the cancer council.

**Contact Matt- 0423 051 737
Steve- 0490 020 338**

VW Pizza and Pasta Restaurant Night!

When: **Saturday 7th February from 7:00 pm**
Where: **Monte Carlo Pizzeria. 208 Belmore, Riverwood**
(parking in the rear – enter laneway off Cairns street)
RSVP: **To Dave Birchall on 9534 4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday the 4th of February**

- *Great Italian food, best pizzas in southern Sydney.*
- *Bring Your Own Grog.*
- *Don't forget to wear your best Hawaiian shirt or dress!*



Let's start off 2015 with a pizza and pasta night at Monte Carlo's Pizzeria at Riverwood!

- NON-ELIMINATION RACING ◦ SHOW'N'SHINE ◦ SWAP ◦ VW BUG PUSH ◦ TWILIGHT CRUISE
- VINTAGE VW CARAVAN DISPLAY ◦ DINO'S PIZZA PARTY
- NIGHT TIME ENTERTAINMENT



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THIRLMERE FESTIVAL OF STEAM

Sunday 1st March 2015

The 2015 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

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

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

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

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



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2015 at Thirlmere, NSW, on **Sunday 1st March 2015**.

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

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

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

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



Keiran Ryan, Events Manager

www.thirlmerfestivalofsteam.com.au

Von dem Herrn Präsident.

Hi all,

Christmas is almost here, I hope Santa has a few presents for you. The only club event left in the year is the Christmas Party, held in conjunction with General Club meeting. It's on Thursday the 18th of December at the Greyhound club. Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to a free drink tokens on the night. There'll be plenty of free nibbles and snacks. See you there!

We've had some very successful events in the past months, the always a crowd favourite Boris' Picnic Day at Dolls Point and it was blessed with exceptional weather and was very well attended, so thanks to all those who helped run the day.

Two reasonably new members got together and ran Jeff & Craig's Pie in the Sky. The day was great success with about 25 cars attending. Well done guys I hope it can be an annual event.

The club was also invited to attend Eat Street in Parramatta. Despite very severe thunder storms we managed to get a lot of very nice cars to attend on the night. There was a crowd of people around the VWs all night, and a senior events manager saw how many people were looking at the cars and gave permission for us to stay until 10 pm! A group of us then drove down to Harrys Cafe d'Wheels at Liverpool for a coffee. We have been invited back to Eat Street again in the future, so keep an eye on the calendar in the magazine.

There are many great events coming up next year, including the Kombi show at Freshwater Beach on Saturday 10 Jan, the VW Watercooled Summer Cruise on Sunday 1 Feb, the Pizza and Pasta Restaurant Night on Saturday 7 Feb and the Sydney Showdown VW Drag Racing Saturday on Feb 21. Keep an eye on the calendar and the flyers in the magazine. Enjoy this bumper Christmas issue Phil and Lily have put together.

Merry Christmas!
See you soon,

Steve Carter



Kanberra Kapitel report.

Happy December to you all! I can't believe the year is basically over.

This month the club participated in the Marques In The Park car show, and there should be an event report and pictures in the magazine. Thanks to Willie Nelson for running this one, much appreciated, it looked like a great day.

Also this month we farewell Chris and Jay, who are moving away from Canberra. Thanks for your help and support whilst with us and good luck in the new location.

In December we are changing our annual Christmas event and going to have dinner at the Labor Club, and then

view the World Record lights display in Civic. This is conveniently placed literally outside the door of the Club and should be a great event for the family. I've booked for Tuesday 23 December, let me know please if you are coming (and what numbers) so that I can confirm numbers at the Club. My email address is vwevents@dodo.com.au

Members will remember our previous visits to the Christmas lights in Forrest. The lights in Civic are run by the same group of people.

We are working on some great events in the New Year, such as a cruise to Gundaroo in February (including the AGM), Wheels carshow in March, and an April cruise to Googong Dam.

We'd like to support the VW Drive for Community day on Sunday 29 March and ask for all club members to consider going along to this one. The charity is the Canberra Hospital and it will be a huge VW cruise through Civic and a fun afternoon in Mitchell. The event early this year had over 200 Volkswagens in a convoy and this year they want more! There should be more details on their website soon including joining data. We would love to have lots of club members there, please ask if you have queries etc. Book the date in your calendar and we hope to see you there!

For the locals we will be in touch via the email, let us know if you don't see anything soon as we are trying to update our email list. I'm sure I have taken more space than allowed so I'll sign off. Happy Christmas to everyone and I hope you all have a good holiday break with family.

Bruce



Klub Kalender.

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

December.

Thursday 18th:- CLUB VW MONTHLY MEETING at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub XMAS Party!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibbles and snacks provided. 8:00pm start.

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

January.

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



The FRESHWATER SURFING COMMUNITY
1915-2015
DUKE'S DAY
Celebration

Shout out to all Kombis

- Join the Duke's Day Kombi Display, Freshwater Beach Reserve
- **Saturday 10th January 2015, 8am – 3pm**
- To register or for further information: www.dukesday.com or info@dukesday.com

Allo
Duke Kahanamoku
Jan'y 1915

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

Saturday 10th: Duke's Day Kombi Display at Freshwater Beach Park (behind Freshwater Surf Club). VW Kombis wanted to celebrate the 100th anniversary of the first Australian surfboard ride here by the legendary Hawaiian Duke Kahanamoku. 8am to 3pm. Join in the summer festivities. Bring a hat and sunscreen! To register and for more information go to www.dukesday.com

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

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

February.

Sunday 1st:- VW Watercooled Summer Cruise. To be confirmed as Aaron is now in Melbourne.

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

Saturday 7th:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Great Italian banquet, yummiest pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt (guys) or shift (girls). You must book your place with Dave Birchall (02) 9534 4825 – leave a message if no answer. Leave your name and number of people attending. Close-off is two weeks before – 24th January.

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:- Sydney Showdown VW Drag Racing at WSID, Eastern Creek. 1/4-mile VW drag racing, dial your own time. Air and water-cooled VWs, stock to all-out, novice

Attention Members:

Next year the club is considering replacing Peer-Judging in preference to the old system of format judging which means that four parts of the vehicle are judged separately, the body, the interior, the engine bay and undercarriage. If you're not showing your car at the Nationals next year and would like to help us out, why not be a volunteer judge.

So, those of you who are interested, please send me an email library@clubvw.org.au or call me on 0449 291 642. By the way the pay is good: free entry into the show and free sausage sizzle and drink.

Cheers
Joe Buttigieg

to pro! Non-elimination competition. Top VW shootout, show'n'shine, traders/swap meet, twilight cruise, pizza run. Family friendly! Plenty of food and drink. Presented by VW Magazine Australia. Visit www.vwma.net.au for more info.

Monday 23rd:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

March.

Sunday 1st:- Thirlmere Festival of Steam 2015 at Thirlmere, NSW. Steam train rides, Trainworks railway museum, model railways, bands, dancers, food and drink stalls, market traders, kids rides, classis car display and parade. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45am departure.** Arrive by 9:30am. Street parade (max 2 VWs) at 1pm.

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

Sunday 8th:- Club Veedub 30th Anniversay Cruise.

Celebrate our Club's 30th birthday by coming on a tribute navigation run! Meet at Hungry Jack's at North Parramatta, off Church St opposite Bunnings, at 9:00am. Bring a friend to navigate. Depart at 9:30am after coffees. Follow the instructions, spot the landmarks, answer the questions. Cruise to St Albans (where we went in 1985) for a beer and country pub lunch. All tarmac, no gravel roads! Trophies for the winners. Organised by Phil and Lily.

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.

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

April.

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).

Sunday 12th:- Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. VWs 30+ years old wanted! Entry from 9:30am, \$10 to show your VW, or free general admission. \$5 raffle tickets to raise funds for Robertson Railway. Judging and Trophies to be confirmed. Country market stalls, vintage machinery, antique shops, food and drink stalls. **Join the Club VW Convoy at Uncle Leo's Caltex, Liverpool Crossroads, at 7:30am for 7:45am departure.**

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

May.

Saturday 23rd:- NW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek (South Circuit). Our first time at this famous track! VW racers wanted, air AND water-cooled. Stock is OK. CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 24th:- VW NATIONALS 2015 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, Club shop, German dancing, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more info, or see www.clubvw.org.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, PO Box 1340 Camden NSW 2570.

New Ads.

For Sale:- 1966 Beetle 12 months rego. KG1961 number plate suit Karmann Ghia enthusiast. One owner last 30 years. Completely rebuilt some years ago by Menster Motors. Body very straight but needs respray. 1640cc 12 volt, starts on first turn of the key. Country buggy front end bracing. Always ready to go and goes very well! Reasonable offers considered. Contact Mr Bill Forbes on 0438 478404 (mobile), (02) 4784 2401 (BH) or email forbsiedw@gmail.com

For Sale:- 1953 Oval Beetle. First model after the split window series. A rare Beetle in show winning condition. Restored to original specs. Stratos Silver body paint work. Michelin tyres. Drives beautifully. Can't be faulted mechanically or in presentation. One for the real collector. \$17,000. Call Ray on 0419 200517.

For Sale:- Original split case fan housing. Excellent condition. \$250. Call Ray on 0419 200517.

For Sale:- Up for sell is my wife daily drive, which is a 2011 MY12 **155TSI Tiguan**, with APR stage 3 (KO4). It has a APR intercooler and Haldex control unit upgraded as well. For stopping hardware, front calliper and rotors are converted to Audi 8P S3 with braided hose. All Works are Carried out by Canberra VW centre, Belconnen. Selling it because I am looking for a 7 seats, more likely is a Q7. Asking Price \$33,000 ono. Contact Stephen So on 0420 847570 or email motorsport1021@hotmail.com

Possible For Sale:- I have a 1972 Superbug that I am reluctantly looking at getting valued for possible sale and wondered if you may be able to help me in the interim. Any assistance would be greatly appreciated. If you would like to see my Superbug and make me an offer, call Mr Luke Harrington on 0415 567577 or email lukeharrington@spin.net.au

Wanted:- A vintage VW to buy. My name is Irit and I came across your club website. I am planing on buying a vintage beetle and would like to ask if you have members who are selling their car? Or do you have annual events where I could come by and maybe talk to some members - to get some first hand infos on their experience with owning vintage Beetles. Thank you for your help and look forward hearing back from you. With Kind regards, Irit Rathke, Please phone me on 0424

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For Sale:- Hi I have several 1950's 60's and 70's original **Volkswagen advertisements** which I sell through E-Bay and to collectors. I was wondering if any of your members would like to know about my collection. I look forward to hearing from you. Please contact Ms Dixie Lamers on 0448 561915 or email cealmrs@outlook.com

For Sale:- Hi, I'm looking for advice on how to price an old **1961 VW sedan** for a quick sale. I'm located in Gunnedah NSW and I know there are a couple of enthusiasts here in town. The car is part of an deceased estate I am co-executor for. Need some genuine advice on how to up-sell this vehicle and see it off to a good home. (Unregistered, unrestored. Provenance known, no rego papers) Thank you for your help. Please contact Miss Margo Hawkins on 0467 246829 or email margo_hawkins@hotmail.com

2nd Month Ads.

For Sale:- The love of my life, **Golf Cabriolet 1998/99**. Fire-engine red, black soft-top. It has become too high maintenance for me. Needs some love and attention. All offers considered. Please contact Mrs Lynne Mckenzie on 0421 068240 or (02) 9499 6234 (AH), or email

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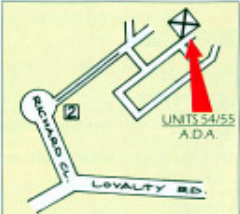
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For sale:- 1978 Mk 1 Golf Diesel. 1st place winner at 2014 and 2010 Natmeet. Reluctant sale of this immaculate, rust free, original condition Mk1 diesel. 49,397 genuine km. I am second owner. Full service history and rego until 19 Sept 2015. New tyres and some spare parts. Very fuel efficient. \$4,900 ONO. I would like this car to go to a club member if possible. For more details and photos contact Jeff at 0406 657555 or email me at jeff_tinker@hotmail.com

For Sale:- Great Package – all for one low price.
1976 Convertible Beetle – an oldie but a goodie. It is with deep regret that I am having to sell my VW convertible. Bright yellow in colour, 11 mth rego (Sept 201), no rust, new shocks, new brakes, recently serviced, 1600 twin port engine. BM46QY.
Plus **VW convertible Beetle body** – great for spare parts.
Plus a **1600 Twin port motor** – strong motor, has sat in a car in storage for 10 years.
Get the registered beetle, spare body and a motor all for the bargain price of \$5,000. That's right – absolutely everything for the one low price. Contact Rod in Orange on 0428 729100 or (02) 6361 1354 or email dickinson2001@iprimus.com.au

For Sale:- 2004 Golf R32 1J, #25 (of 200), Black. 3.2-litre VR6 engine, 155 kW / 320 Nm, fantastic exhaust note. AWD. 53,900 km, excellent condition, spare alloy and tyre. Asking Price \$23,500 (neg). Contact Matthew Green on 0414 987 643 or email matthewgreen@westpac.com.au

Barney Rubble drives a VW.



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VW R-Line models.

Volkswagen R-Line versions of the Golf Wagon and Tiguan compact SUV are now available in Australia, bringing the total number of sportily styled variants to five. 'R-Line' is a styling and accessory package, and should not be confused with the 'R' performance models.



The move to add more R-Line packages is a conscious one to offer consumers "tougher looking" cars with more equipment. However, rather than offering dedicated R-Line models across a variety of cars, only the newly-added Tiguan 155TSI R-Line and existing Touareg V8 TDI R-Line are dedicated sports models, with all other examples coming as added cost options.

Despite the flagship model of the Tiguan range now coming in R-Line trim as standard, buyers of the more affordable 132TSI and 130TDI variants can option an R-Line package, which includes the majority of the kit seen on the 155TSI. That means an exterior styling kit with new front and rear bumpers, 18-inch 'Mallory' alloy wheels, an R-Line steering wheel with paddle-shifters and front door sill protectors.

Changes that don't flow down from 155TSI to 132TSI and 130TDI models include leather trim (alcantara/cloth trim is fitted instead) and adaptive chassis control, with the more affordable versions instead receiving lowered sports suspension.

The dearest model in the Australian Volkswagen range – the V8 Touareg TDI R-Line – gets no changes. It retains the same body styling changes with new front and rear bumpers, rear matte black diffuser, oval tailpipes, rooftop spoiler, dark tinted rear glass and 21-inch 'Mallory' wheels. Inside, the Touareg R-Line has a heated steering wheel with paddle-shifters, stainless steel pedals and sill protectors, and a leather gear-knob with aluminium inserts.

Aside from the styling changes, the V8 Touareg TDI R-Line packs plenty of standard gear for its \$114,990 asking price, including quad-zone climate control, side mirrors with memory function, electrically adjustable front seats with memory settings for both driver and passenger and keyless entry. Safety items as standard include radar cruise control, city emergency braking, lane-change assist, hill descent control, pre-crash seatbelt tensioners and nine airbags (dual front, front side, rear side, curtains and driver's knee).

The R-Line packages offered on Highline 110TDI and 103TSI versions of the Golf hatch and Golf Wagon and the

118TSI Beetle offer a range of styling enhancements inside and out.

The Golf and Golf Wagon versions include 18-inch 'Salvador' alloy wheels, lowered sports suspension, an R-Line bodykit with revised front and rear bumpers, side skirts and rear spoiler, an R-Line steering wheel with paddleshifters and R-Line interior trim with sports seats and stainless steel pedals.

Golf and Golf Wagon R-Line variants also receive "progressive steering", which VW says offers "a noticeably more direct and agile steering response in dynamic driving situations".

The Beetle is the only Volkswagen model to be offered with a manual transmission and R-Line option pack, though the kit is also available on the DSG version. It sports unique front and rear bumpers, 18-inch 'Twister' alloy wheels and R-Line badges, while inside there are a range of additions, such as sports instruments (including boost pressure, oil temperature and stopwatch), while paddle-shifters are also added to the DSG model.

Volkswagen R-Line models – pricing (plus on-road costs):

Golf 103TSI Highline R-Line (DSG) – \$34,490

Golf 110TDI Highline R-Line (DSG) – \$36,990

Golf Wagon 103TSI Highline R-Line (DSG) – \$36,040

Golf Wagon 110TDI Highline R-Line (DSG) – \$38,540

Beetle 118TSI R-Line (man) – \$32,290

Beetle 118TSI R-Line (DSG) – \$34,790

Tiguan 132TSI R-Line (DSG) – \$39,490

Tiguan 130TDI R-Line (DSG) – \$42,490

Tiguan 155TSI R-Line (DSG) \$44,990

Touareg V8 TDI R-Line (Auto) \$114,990

2015 Tiguan.

The updated 2015-model Volkswagen Tiguan is hitting Australian showrooms now, with all models gaining vital new equipment.

All 2015 Tiguan models gain a reverse-view camera, rear parking sensors and touchscreen media system, and the additional gear has attracted a price increase of between \$500 and \$1500, depending on the model.

The entry-point to the Tiguan range remains the 118TSI, which is powered by the same 118 kW/240 Nm turbocharged and supercharged four-cylinder engine, and is available with a six-speed manual (\$27,990 driveaway) or six-speed dual-clutch DSG auto (\$30,990 driveaway). This front-



drive model was previously priced from \$28,490 plus on-road costs (manual) or \$30,990 plus costs for the DSG.

Standard gear for the 118TSI includes the aforementioned reverse-view camera, rear parking sensors, new 6.5-inch touchscreen media system, six-CD stacker, Bluetooth phone and audio streaming, cruise control, driver fatigue detection system, a multifunction display system in the instrument cluster, electronic parking brake, and 16-inch alloy wheels. All TiguanS have six airbags (dual front, front-side, full-length curtain) as standard.



The next model up the range is the 132TSI, powered by a 2.0-litre four-cylinder turbo with 132 kW/280 Nm. Previously known as the 132TSI Pacific, the updated model is available solely with a seven-speed dual-clutch DSG auto gearbox and all-wheel drive, and is priced at \$37,990.

In addition to four-wheel traction and more power, the 132TSI adds 17-inch alloy wheels, dual-zone climate control and alcantara trim, along with extra storage options (map pockets, under-seat drawers, sunglasses holster), rain-sensing wipers, auto headlights, front fog lights and chrome-finished roof rails (black on 118TSI).

The sole diesel offering in the 2015 Tiguan range has seen a big power bump. The new 130TDI arrives with 130 kW of power and 380 Nm of torque, up considerably over the existing 103TDI (which had 103 kW/320 Nm), and fuel use also drops by 0.2L for DSG models, now 6.2L/100km. There is no longer a manual version of the diesel model, with a seven-speed DSG standard.

The 130TDI gets the same equipment as the 132TSI, and is priced at \$40,990 driveaway.

The flagship model, the 155TSI R-Line, isn't part of the promotional driveaway deals, but gets a few new items to offset its price increase (up \$1500 over the model it replaces).

The 2015 version gets the R-Line sports package as standard, which includes a body kit, 18-inch alloy wheels, adaptive chassis control adjustable dampers, and an interior upgrade including leather trim and electric driver's seat adjustment (which can be optioned on 130TDI and 132TSI models for \$3500).

The 155TSI R-Line is the only model in the 2015 Tiguan range to be offered with satellite navigation as standard, but the maps system can be optioned on the 130TDI and 132TSI models for \$1300.

The sporty R-Line exterior pack can be had on the 132TSI and 130TDI, at a cost of \$2500.

Other options include prestige paint (\$700) and a panoramic glass roof for 132TSI, 130TDI and 155TSI R-Line models, priced at \$2000.

2015 Volkswagen Tiguan pricing, plus on-road costs

(promotional driveaway pricing in brackets):

- 118TSI six-speed manual – \$28,990 (\$27,990) – up \$500
- 118TSI six-speed DSG – \$31,490 (\$30,990) – up \$500
- 132TSI seven-speed DSG – \$36,990 (\$37,990) – up \$600
- 130TDI seven-speed DSG – \$39,990 (\$40,990) – up \$1100
- 155TSI seven-speed DSG – \$44,990 – up \$1500

Beetle engine updates.

For North American and European markets, the current Volkswagen Beetle will be updated with a range of more efficient engines and new in-car technology.

The updated Volkswagen Beetle adopts five new powertrains, including a 1.2-litre four-cylinder petrol turbo with 77 kW and fuel use of 5.5 litres per 100 kilometres in the entry model.

Other petrol options include a 1.4-litre turbo four-cylinder with 110 kW and consumption of 5.8L/100km (which we already have in the current Golf range), and a 2.0-litre turbo with 162 kW that has been lifted from the Golf GTI. That version uses 6.5 L/100 km.

The Beetle has also received two new diesel engines, both 2.0-litre four-cylinder units. The entry version is an 81 kW powertrain with fuel use of just 4.3 L/100 km, while a gruntier version with 110 kW and fuel use of 4.6 L has also been added.



Aiding the fuel efficiency improvements include a coasting function for the DSG transmission that shifts the 'box to neutral when no throttle input is sensed.

Volkswagen has confirmed the new engines will be offered "just before the end of the year" in some markets. Volkswagen Group Australia says, "We won't be offering powertrain changes in the Beetle for the foreseeable future. Once production of RHD models is confirmed we'll release details on the specification updates closer to the local release".

Currently, the Beetle is sold in Australia with a 1.4-litre twin-charged (turbocharged and supercharged) four-cylinder with 118 kW, and fuel use of between 6.4 L (for the seven-speed DSG model) and 6.8 L (six-speed manual).

The Beetle update has also seen a new media system added as an option for some markets, including an online hookup for weather or traffic info. The new screen also means a reverse-view camera can be had on the Beetle (previously only rear parking sensors were available). Other new

assistance tech includes a rear cross-traffic alert and a blind-spot sensor. There are also added new colours (Tornado Red, Pure White and Reflex Silver Metallic).

Volkswagen Australia recently introduced the new Beetle R-Line option package; the only VW model to be offered with a manual transmission and R-Line option pack (though the kit is also available on the DSG version).

Volkswagen Beetle R-Line pricing (plus on-road costs):
Beetle 118TSI with R-Line package (manual) – \$32,290
Beetle 118TSI with R-Line package (DSG) – \$34,790

Updated Scirocco.

Volkswagen has revealed that its face-lifted Scirocco R hot hatch/coupe will get a mild styling rework and extra kit when it lands in Australia in the first quarter of 2015.

Sitting between its Golf GTI and Golf R four-door siblings in the range, the three-door Scirocco R will return with the same 188 kW and 330 Nm engine of the outgoing version, but torque will be more readily available between 2400 rpm and 5200rpm compared with 2500 rpm and 5000 rpm of the previous Scirocco.

Both six-speed manual and seven-speed DSC double-clutch automatic transmissions will again be on offer, driving the front wheels. Unlike its Golf R sibling, no all-wheel-drive system will be on offer.

From the outside, the new Scirocco is distinguished from previous versions by a reshaped front and rear end with restyled bumpers housing new bi-xenon headlights, fresh high-density tail-lights, LED running lights and indicators.

The 2014 models wear R-branded brake callipers behind 19-inch Cadiz wheels, as well as matte-silver door-mirrors and an aerodynamic body-kit with bigger air vents, gloss black inserts and a reshaped grille.

At the back end, the revamp extends to a roof-spoiler, while the VW boot badge now acts as the release latch and handle like that of the Golf.

On the inside, the styling update continues with R-specific sports seats, a redesigned dashboard with new-look switches and gauges, while a new auxiliary gauge pod sits on top. The three additional gauges read oil temperature, time/stopwatch chronometer and turbo boost pressure with blue needles to match the new-look cluster.

Safety systems for the new model have also been via a reversing camera hiding in the boot badge and parking sensors all-round.



Volkswagen's latest RNS510 navigation is standard on the Scirocco, bringing a 30GB hard drive, 6.5-inch touchscreen and multi-connectivity for a range of devices.

A restyled flat-bottomed leather steering-wheel houses multi-function switches and, on DSG variants, has gear-shift paddles that turn with the wheel.

New additions to the Scirocco's chassis include an extension of the vehicle's electronic locking differential (EDL) dubbed XDL, using hydraulic force to brake an inside wheel if it begins to spin and diverting power to the outside wheel to minimise understeer.

Scirocco also gains adaptive chassis control with three driving modes – Comfort, Normal and Sport – that alter steering/throttle sensitivity and damper stiffness according to the desired driving style.

Options include a Vienna leather seat covering to replace the standard cloth/alcantara, and a choice of four exterior colours.

Performance figures for the 2014 Scirocco have not yet been made available but with no drastic variation to power or torque, little change is expected in the previous zero to 100km/h of about 6.0 seconds depending on the type of transmission.

Pricing information is also undisclosed but at the first press demonstration of the new car this week, Volkswagen said the cost would be "competitive".

With a manual gearbox, the outgoing Scirocco sells for \$47,990 before on-road costs, but a small increase in price as per the recently updated and kit-boosted Tiguan range is likely.

New Passat 8 models.

As expected, it's been confirmed that new versions of the CC four-door 'coupe' and Alltrack all-wheel drive wagon will be spun off from the just launched 8th generation Volkswagen Passat.



Klaus Bischoff, head of Volkswagen's design department, made the confirmation during an interview with Autogramm, Volkswagen's employee magazine.

"The sedan and the station wagon are done. Now we are working on derivatives such as the CC, the plug-in hybrid, and the Alltrack", Bischoff is quoted as saying.

The plug-in hybrid version, the Passat GTE, has since made its debut, alongside the regular sedan and wagon range, at this year's Paris motor show.

It will join regular petrol- and diesel-powered versions of the new Passat in European showrooms from the second half of 2015. The new Passat won't be available locally until late 2015.

Based on the Passat wagon, the next Alltrack won't stray too far from the template laid down by the current model. Expect it to feature jacked up suspension, standard all-wheel drive, plastic wheel arch extensions, chunkier tyres and some off-road styling cues.

According to reports, the next-generation CC isn't likely to surface for another two years. The current model will remain in production until then, and by the time it's replaced the first generation CC will be around seven years old.

Audi and Porsche most profitable.

The Volkswagen Group posted an operating profit of 3.2 billion Euros (\$A4.6b) in the third quarter of 2014, up 16 per cent on 2013, and remains on track for record full-year sales in excess of 10 million vehicles. VW previously told shareholders it would likely not reach 10 million until 2018.

The VW Group delivered just under 7.1 million passenger vehicles (up 5.7 per cent) across its VW, Audi, Skoda, Seat, Bentley, Lamborghini, Porsche and Bugatti brands, between January and September. It also sold 467,000 VW Commercials, Scania and MAN trucks (down 5.2 per cent).

As has been reported, this combined figure of about 7.53m deliveries places it second to Toyota (7.6m YTD) and a shade above General Motors (7.37m YTD) in the global race to be the biggest-volume car maker.

The strong financial performance in the third quarter of the calendar year also drove YTD operating profits to 9.4b Euros, up 10.0 per cent on 2013.

Punching above their weight are premium subsidiaries Audi and Porsche, with respective operating profits YTD of 3.8b Euros and 1.9b Euros, generous operating margins of 9.7 per cent and 15.7 per cent and double-digit sales growth worldwide.



Volume hub Volkswagen Passenger Cars recorded a profit of 1.7b Euros, but a dip in operating margin to 2.3 per cent (down from 2.9 per cent) is cause for concern.

VW continues to yield a skinnier operating margin than mainstream rivals, much of which is attributable to "higher

upfront expenditures for new technologies", or in other words, the costs associated with getting its ubiquitous MQB modular production platform up and running.

The issue has been a long-running cause of consternation for global chief Martin Winterkorn, who has set the company a target of netting an operating return on sales of more 6.0 percent by no later than 2018.

The strong performance of Europe's biggest automotive company is attributable to a bounce in European sales of 7.5 per cent and continued gains in the Asia Pacific led by China. This offset volume hits in North America and South America of minus 1.8 and minus 18.6 per cent.

While Audi and Porsche were the financial engine rooms of the company, Skoda (651 million Euros profit, 7.4 per cent operating margin), Bentley (124 million Euro profit, 9.9 per cent operating profit) and Volkswagen Commercials (700 million Euro profit, 5.4 per cent margin) all posted solid gains.

The brand-by brand breakdown of YTD sales is as follows:

VW Passenger Cars (4.6m sales, up 3.0 per cent); Audi (1.3m sales, up 10.0 per cent); Skoda (775,000 sales, up 13.0 per cent); Seat (294,000 sales, up 10.5 per cent); Porsche (135,600 sales, up 13.3 per cent); Bentley (7800 sales, up 19.5 per cent); Lamborghini (1570 sales, down 7.0 per cent) and Bugatti (36 sales, up from 25 this time last year).

200 kW VW diesel.

Volkswagen has unveiled a 200 kW version of its 2.0-litre four-cylinder turbo diesel engine that is more fuel efficient than less powerful engines, yet more powerful than larger units.



The new engine is based on the existing EA288 diesel powerplant that's available across the Volkswagen line-up, and is enhanced with the introduction of a new two-stage electrically operated turbocharger, a new variable valve timing system, and a piezo valve common rail inject system that works up to pressures of 2500 bar.

Volkswagen says the 200 kW 2.0-litre engine is 14 per cent more economical than the 176 kW version launched in the new-generation Passat, pointing to combined cycle consumption as low as 4.6 litres per 100 kilometres in a similar-sized vehicle.

It also outguns the 2015 Touareg's larger 3.0-litre V6, which was recently updated to 193 kW.

Volkswagen has not announced the new engine's final torque figure, though Autocar UK reports that company officials suggest its output will be comparable to the 500 Nm offered by the 176 kW version.

The powerful yet frugal engine is set to form an important part of Volkswagen's efforts to meet ever-tightening emissions regulations in Europe and other parts of the world.

The engine will find its way under the bonnets of Volkswagen's larger models, potentially including the brand's biggest ever SUV, the production version of the CrossBlue concept.

The engine will be paired with Volkswagen's upcoming 10-speed 'DSG' dual-clutch automatic transmission, which the company detailed at the Vienna motor symposium in Austria in May.

The new transmission will work with both transverse and longitudinal engine layouts and is scheduled to begin replacing the current six-speed DSG used in high-torque applications from 2016.

Golf 8-based SUV.

The 2018 Volkswagen Golf 8 will spawn another, more compact SUV model that will sit beneath the larger, second-generation Tiguan, according to a UK report.



Car Magazine claims Volkswagen's engineers are hard at work on the new crossover model, which it says will be distinct from the recently announced Golf Alltrack wagon, and different to the CrossGolf, which was a Euro-only rugged-looking version of the Golf 5-based Golf Plus.

The Golf SUV will reportedly follow the lead of the Subaru XV and Mercedes-Benz GLA-Class in retaining the shape familiar of its five-door hatchback base car while boasting a higher ride height, tougher styling, and a host of off-road-inspired features and technologies.

Car says among those will be Volkswagen's 4Motion all-wheel-drive system, adjustable shock absorbers, off-road driving mode, hill descent control, larger wheels with all-season tyres, underbody protection, roof rails, a bigger fuel tank, and satellite navigation with off-road memory.

A low-range transfer case and mechanical differential locks won't be available, however.

The report suggests the Golf SUV will "almost certainly" be available in two wheelbase lengths: a standard

size for Europe due in 2018, followed by a longer version in 2019 for China and the US.

It will share its turbocharged petrol and diesel engines and potentially a plug-in hybrid drivetrain with the new Golf 8, which is expected to arrive in 2018.

The Golf SUV is set to sit beneath a new three-pronged Tiguan line-up that is said to include a regular five-seat model, a larger seven-seat variant, and a styled-focused coupe-inspired body style.

10-speed DSG coming.

With ever-tightening Euro emission laws coming, the Volkswagen Group has unveiled a suite of fuel-saving technologies that it hopes will aid in its aim to "hunt for every gram of CO₂, every drop of fuel, every kilowatt of power that can be saved".

VW Group has confirmed a broad range of technologies and systems that are said to help the company become "the world's most sustainable carmaker by the year 2018".

The company says it will focus on electrification, including fully electric and plug-in hybrid models, as well as increasing the prevalence of lightweight materials, and improving the current crop of combustion engines and gearboxes. One of the most intriguing announcements is a new 10-speed dual-clutch direct shift gearbox (DSG) that is being previewed at a media event in Germany.

Currently VW has six- and seven-speed dual-clutch automatic transmissions, and the new 10-speed DSG is set to be used in vehicles with up to 550 Nm of torque. The extra gears are expected to help cut fuel use and emissions by lowering engine revs and sharpening shifts up with the gearbox's "highly efficient layout of its gear steps".



Volkswagen will also introduce what it labels "stop-start 2.03", which shuts down the engine at speeds below 7 km/h when the car is braking towards a stop, and according to Volkswagen this tech "can significantly improve fuel economy when the driver adopts an anticipatory style of driving". It is made possible by a new coasting function which can also shut the engine down when the driver removes their foot from the accelerator at higher speeds, with a mild-hybrid energy capturing system storing kinetic energy that would otherwise be lost.

Other high-tech elements that VW is set to introduce include a “Low-E glass sunroof” that uses an oxide film to block infrared radiation, thus meaning less heat intrusion into the cabin, and an “infrared-reflecting dashboard” that has pigment that rejects rather than absorbs heat.

It isn't only hardware that is being altered, either, with Volkswagen claiming its infotainment systems will introduce new internet-capable media systems that will include “the latest apps for networking the vehicle with the online world”, as well as a new “self-learning navigation system” that can predict where it thinks you're going.

VW's China expansion.

Volkswagen AG and their Chinese joint-venture partner First Automotive Works (FAW) have extended their agreement until 2041, building on the past 24 years of successful cooperation.

Further cementing Volkswagen's position in the world's largest car market and second largest economy, its other Chinese joint venture with Shanghai Automotive Industry Corporation (SAIC) has been strengthened by an agreement to invest in a new proving ground.



The agreements were signed last month in Berlin in the presence of German Chancellor Angela Merkel, Chinese Premier Li Keqiang and Volkswagen Group chairman Martin Winterkorn.

As that was happening, the ink was still drying on a joint memorandum of cooperation forged in Wolfsburg the previous day, committing VW and the Chinese education ministry to work together on developing vocational training.

First cab off the rank within the renewed FAW-Volkswagen partnership will be a significant expansion in research and development, ahead of upcoming moves into “new business areas” including alternative drivetrain technology.

Meanwhile the Shanghai Volkswagen joint venture will now invest 100 million Euro (\$A145.7m) in a proving ground for testing new models.

The new testing facility will be located close to the Urumqi factory commissioned last August, which is situated in the Xinjiang region of north-western China and about 3000 km west of the capital Beijing.

Volkswagen will also cooperate with the Chinese government to deliver vocational training and the German firm will encourage China to expand its training system.

Two of the planned nine “centres of competence” have already been set up, delivering teacher training and teaching

programs linking theory and practice in line with Western vocational training principles.

The various educational facilities will specialise in automotive, tooling, automation and bodyshell technologies.

Volkswagen Group board member for human resources Horst Neumann said the vocational training system the company has set up across the world “closely links theory and practice and ensures that young employees acquire a high standard of specialist skills”.

“That is why we want to encourage even more higher vocational education institutions in China to commit to vocational training,” he said.

Between FAW-Volkswagen and Shanghai Volkswagen there are already eight vehicle production factories, and a further nine making components for the Volkswagen, Audi and Skoda passenger car brands.

FAW-Volkswagen already plans to construct two more factories, one in Qingdao, about 600 km south-east of Beijing, and the other in Tianjin, about 130 km south-east of the capital.

In the first three quarters of 2014, Volkswagen Group's Chinese joint venture-operations delivered more than 2.7 million vehicles, up 15.2 per cent year-on-year in a market forecast to deliver 8.3 per cent growth by the end of December.

During the agreement signing ceremony, Professor Winterkorn said VW and its partners are “focussing on innovation, eco-friendly technologies and excellently trained employees in China”.

“Today's agreements pave the way for the sustainable development of China's automotive industry and for the Volkswagen Group and its joint ventures to benefit from growth,” he said.

“We are firmly convinced the extended cooperation with FAW we signed today reinforces our excellent strategic position going forward. We will be introducing our newest testing methods in China at our new proving ground, and will be paying very close attention to the appropriate training for our employees. This is clear testimony of Volkswagen's commitment to the Chinese market.”

Volkswagen Group board member for China Jochem Heizmann said the company is “firmly convinced” the agreements reinforce Volkswagen's “excellent strategic position”.

“We will be introducing our newest testing methods in China at our new proving ground, and will be paying very close attention to the appropriate training for our employees,” he said. “This is clear testimony of Volkswagen's commitment to the Chinese market.”

Volkswagen's 2014 sales target in China exceeds 3.5 million vehicles, which would account for roughly a third of its entire global sales.

New VW dealership in Castle Hill.

Volkswagen's Sydney dealership body continues to improve and expand. In recent months VW has opened a new showroom and service facility at Blacktown (Alto Volkswagen on Main St), and a new VW showroom at



Rockdale Volkswagen on Princes Highway. Barloworld Volkswagen at Five Dock has recently been relaunched as Five Dock Volkswagen.

Now, for the first time ever, Volkswagen has opened a big new dealership in Sydney's Hills District. Castle Hill Volkswagen is now open for business. Their new car showroom is located at 2 Packard Avenue, Castle Hill, on the site of a former tiling retailer in 'the clock tower.' Yes, the street is behind, and named after, the man who once ran Tony Packard Holden (up the Windsor Rd from Baulham Hills, and let me do it right for you!!) Their service centre, and parts and accessories showroom, is located at Unit 2/6 Hudson Ave Castle Hill.

Volkswagen has never had a dealership in the Hills District before, not even in the air-cooled era when the area was mostly farmland. The nearest used to be a series of VW dealers in Blacktown, or across at Waitara/Hornsby.

You can contact our friends at Castle Hill Volkswagen on (02) 8859 0696, or visit their website at www.castlehillvolkswagen.com.au

Audi to quit Le Mans and DTM for F1?

If reports prove to be true, Audi will rejoin the Formula One grand prix circuit in 2016 and, in the process, retire its endurance racing and DTM touring car teams.

Unnamed insiders within both Audi and Volkswagen have reported that the VW-owned German luxury marque will enter the Formula One fray in 2016. It would be the first time Audi's famous four-ring grille has been in Grand-Prix racing since the mighty Auto Union race cars of the 1930s.

But with the extreme financial demands of F1 and with only a finite amount of cash available for racing ambitions, Audi would have to end its

current participation in the German Touring Car championships (DTM). Audi is the current 2014 Constructor's Champion, also winning previously in 2004, 2007 and 2011. This would be a big disappointment to Australian VW/Audi fans, hoping for a DTM-based Audi V8 Supercar to compete in Australia.

Audi would also be forced to withdraw from endurance sports car racing, where it has been spectacularly successful, winning every 24 Hours of Le Mans race since 2000, except for the 2003 event (won by a Bentley that was an Audi chassis), and the 2009 race won by a Peugeot. With 13 Le Mans wins, Audi is only 3 behind the all-time record-holder, Porsche, with 16 wins. When Audi does depart the scene, it will end the in-house battle and leave sports car racing to Porsche.

Rather than building a new team from the ground up or transfer over from Le Mans, Audi's preferred method of entry into Bernie Ecclestone's circus is to just buy an existing team.

According to news reports in Britain, the two teams in Audi's sights are Red Bull Racing and its junior team, Scuderia Toro Rosso. Reasons cited include Red Bull's long standing sponsorship of one of Audi's DTM teams (and VW's previous Dakar race team), and the close friendship between Ferdinand Piech, chairman of the Volkswagen Group, and Dietrich Mateschitz, Red Bull's co-founder.

Additionally Audi has, in the past month, hired Stefano Domenicali, who replaced Jean Todt as Ferrari's team principal in 2008 and who left the Italian team earlier this year.

Heightening expectations still further is the close bond between Domenicali and Fernando Alonso, who some believe may be lured over to the four-ringed brand. Other rumours, though, suggest that Alonso will leave Ferrari at the end of the year and link up with McLaren-Honda for next year's F1 season.

The company has responded to the rumours via its Audi Sport Facebook page: "Audi, in Formula 1? These rumours keep appearing with regularity since years. It's pure speculation again this time and without any foundation. We are committed to the FIA WEC, DTM and GT racing."



Eastern Creek Marshalls Day.

Here is a heads up on our day as Marshalls.

The International Time Attack for 2014 was held at Eastern Creek Sydney Motor Park on the 17th & 18th October.

Craig Adams (our Vice President) and I attended as



Official Marshalls on the Friday, and after sign on we were allocated Turn 2 on the main circuit.

Saturday is the main competition day, and on Friday cars used their allocated bracket sessions of 15 minutes to set times and also use the pits for fine tuning and adjustments to tyres and suspensions.

In this genre of motorsport which is relatively new (since 2008) the cars are very quick with a wide variety of makes and models with small engines with boost providing plenty of spectacle. Many of the cars used large body kits, rear wings and side skirts to give them that extra edge.

There was plenty of calls for recovery vehicles during the day, and on Turn 2 we had two engine failures and an engine bay fire all handled in its stride. Unlike a Supersprint a passing flag (Blue) is in use and this requires all Marshalls to be track aware at all times for the drivers to be aware of passing cars.



This is an interesting and growing Motorsport with a growing fan base. Saturday would have been action day.. So watch for Time Attack and as it is a Cams sanctioned event, why not get your Cams Officials Event Licence and be

there with the action.

For more information go to 2014 World Time Attack Challenge.

Cheers

Norm Robertson

PS we are qualified to have a media rep to attend next year.

Marques in the Park.

The Canberra Chapter of Club VeeDub recently attended the annual Marques in the Park show, held at John Knight Park on the shores of Lake Ginninderra, in the Northern suburbs of Canberra. The show is put on by the ACT Council of Motoring Clubs, with many of the local car clubs in attendance. The venue is a favourite amongst the car clubs, as there is plenty of shade, a great kid's adventure playground including a flying fox and in close proximity to one of the large shopping malls. This all helps make it a great day for those displaying their vehicles, as well as the general public looking for a family day out.



The club secured some great real estate with plenty of shade for the day, giving members relief from the heat and encouraging them to pull up a pew and discuss all things VW. A good showing from club members and a few other local VW owners saw 16 cars on display. A Beetle with a great patina and themed as a Hawaiian Beach Party, an impressively restored split-windscreen Kombi and a new Scirocco R drew plenty of attention from show goers. The lovely red Manx Buggy was also a favourite, especially with the younger spectators. A 1962 Skoda Octavia Kombi (wagon) with great patina finish was welcomed by the VW fraternity, seeing as



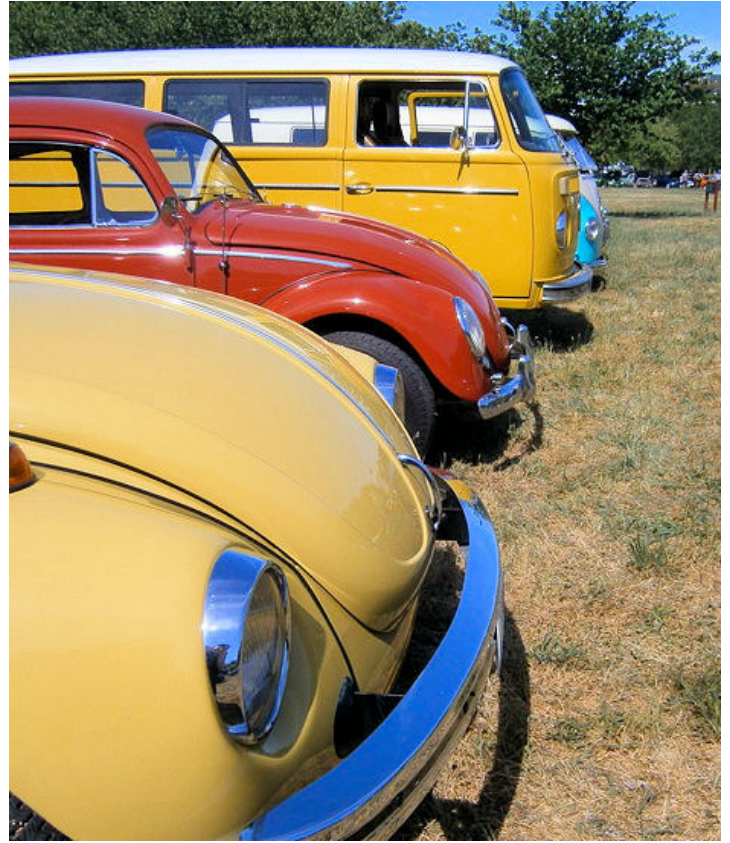


they now come under ownership of VAG. However there was no denying the Czech heritage of this particular car (VW has part-owned Skoda since 1991, and 100% since 2000 – Ed.)

Beetles spanning about 20 years were there, which helped display the difference made to the model over this time. Pointing out the wider front of a Super Bug compared to an early Beetle with the change to McPherson struts, curved windscreens of Superbug ‘L Bugs’ or the rack and pinion steering unique to a 1975 L Bug all helped illustrate the



virtues and differences of each model. Although this might be considered boring technical data to some, it was encouraging to find people interested in learning these specifications and hopefully bring more people into the wonderful world of VW ownership.



The variety of cars on display was impressive. Some beautifully restored Aussie cars from the big three were there, as well as American, British and other European makes. Muscle cars, survivor cars, restored cars, hot rods and modified cars were all present. The Japanese manufacturers were also well represented, with some great examples of cars we wouldn't have given a second glance to in the 80s or 90s, now regarded as classics and getting quite collectable.

Overall, this is a great show for the club to attend and we encourage any VW owners to join us next year for this annual event. Dates will be listed on the club's website as well as the website for the ACT Council of Motoring Clubs.

Robert ‘Willie’ Nelson





walkers, joggers and cyclists, most of whom paused to check out the shining classic cars – and some newer VWs too. Some even indulged in a sausage sandwich.

As usual the quality of the VWs on display was excellent, and were a credit to the hard work of their owners. There was a great turnout of Beetles and Kombis, and a number of Type 3s too. There seemed to be a few more T3 Kombis this year, as well as several modern T5 Caravelles. Some nice Golf GTIs too, although most of the younger water-cooled guys don't like getting out of bed that early.

There were a few club members with their Vintage plate cars too, which is always nice to see. If you have a VW on vintage plates, you really should make sure you bring

your VW to an event like this – that is what they are for, after all.

The BBQ and shop was busy all day, with the BBQ

Boris' Picnic Day. Sunday 9 November.

Well it's almost summer time, which means it's time for the annual Boris' Picnic Day on the shore of Botany Bay.

The weather was very fine and sunny and quite hot, a glorious summery spring day in Sydney. Cars began arriving from around 8am, when the committee set up the Club tent and Club shop. Raymond and Grace and the girls ran the shop, while a host of people helped set up the BBQ. The grille was soon sizzling.



Martin and Brian were on the gate, and were very successful in keeping out the riff raff (ie. Non-VWs). Soon it was a very good turnout, with the VWs glistening in the hot sun.

This location is perfect, with the sun and sea breeze with the bay as a backdrop. There were plenty of passing





sausage rolls popular with the hungry crowd. Lily didn't make any VW cup cakes this year, but did make some yummy chewy cookies that she sold at the club stand. She and Kira sold them all pretty quickly and went for a splash in the cool waters of the bay as the day got hotter.

The wind began to pick up too as the afternoon wore on, and a few owners began starting up to leave at lunch time. In spite of slip slop slapping, many of us in our shorts and thongs were getting a little pink, thanks to the bright sunlight reflections off the shiny VWs and the glittering waters of Botany Bay.

Thank you to everyone who turned up for a relaxing day with their pride and joys, and of course to the club volunteers who worked in the shop, raffle, BBQ and on the gate all day. Thank you too to Boris and especially Dave for doing all the organising. Every year the council and our club kills many trees in paperwork before the event can proceed.

If you missed Boris' Picnic Day this year then you missed an excellent day. You'll have to make the effort to come along next year! Shine up your VW and bring it along for a great day,

Thank you to Peter James for the photos.





later supplied breakfast and lunch the next day.

Next morning we had to be at Cooma Airport no later than 7.30 am so we quickly packed up and headed out.

There was an amazing bunch of cars running with a quite a few VWs attending. There was everything from twin turbo Jeeps to our humble Beetles. Flying the VW flag was Sebastian Najder in a Golf R, Nathan Fellows in a Golf R, Tommie Van Niekirk in a Golf GTI, Steve Muller in his rat Roo Shooter Kombi, Madeline Molnar in a Polo GTI, Glen Torrens in his L-Bug, Garreth Wiggins in an Amarak, Michael Molnar in a T5 Multivan, and myself in my Subaru-powered 1303 (Superbug L in Australia). Last year Aaron ran his Gold Cabrio, but being based in Melbourne now he didn't make it this time.

Snowy Mountains 1000. 22 November 2014.

The annual 1-kilometre sprint race at Cooma airport was being held for the third time in November 2014. The event welcomed 120 drivers to compete in a 1000-metre sprint, taking place on the Airport Runway. Drivers and their crew attended the event from all over Australia bringing with them a diverse field of vehicles from all manufacturers including: Ferrari, Holden, Porsche, Nissan, Lamborghini, Toyota, Audi, BMW, Ford and many more. The event was supported by many local and corporate sponsors, and it raised over \$3000.00 for the Cancer Council by auctioning off 'Charity Rides'.

This event appealed to me and I was lucky enough to get a late entry to run in the event.

I had just a had new exhaust fitted by Westside Mufflers, and fresh tune done to my bug by DVS allowing it to make 230 kW at the back wheels, so we packed the car on a borrowed trailer and towed my bug down to Cooma the day before the event.

Along the way at Marulan we met up with Glenn Torrens with his salt racing L-Bug, and we then travelled down to Cooma and camped overnight in the local camping area. We are driving the people's car after all, so no soft motels for us.

When we arrived in Cooma I was pulled over for a breath test, 0.0 as it was early in the evening. The highway patrol guy was very nice and said that he had heard all about my car; a bit of a gulp moment.

We then had the cars scrutineered and headed back to the camping area, and 'GT' as everyone calls Glenn Torrens produced a feast out of the back of his Hi Lux camper. He

As usual my first run produced the best time even with a bogged launch, with a time over the 1000 metres of 22.513 seconds and 226 km/h at the end. I didn't think I had gone that fast as my GPS HUD speedo stopped working at 178 km/h. The car felt really planted at these high speeds with help of the 1303's curved windscreen and the Vintage Vee Dub Supplies Aerolook mudguards.

Try as much as could I couldn't get the bug to do a better time but I still managed to do better times than many more exotic cars - WRX Subarus, Porsche Turbos, turbo Falcons, HSV Commodores and all of the VWs except for Sebastian's Golf R. I ended up finishing 30th out of 104 cars running on the day.



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2014 SNOWY MOUNTAINS 1000
STEVE CARTER 23.197

WINNER SIGNLIME SIGN CLASS 2D

Steve Muller won class 3C, Glenn Torrens won class 3B, Sebastian Najder finished 6th in class 5D behind a slew of Nissan Skylines, Nathan Fellows finished 2nd in class 6D and I won class 2D.

So I've already ordered some new cams for my motor and I will be converting the car to run on E85 fuel, which will give me a lot more power. Hopefully next year I can crack 250 km/h.

Steve Carter



Jeff and Craig's Pie In the Sky run. Sunday 30 November.

On a sunny Sunday in November we had a brand new event organised by two relatively new members, Jeff and Craig. It's great to see newer members having a go at organising an event! And it was a fantastic day.

We met up at McDonalds at Dural, up in the north-western hills district of Sydney and about 30 minutes drive from Parramatta on a Sunday morning. Jeff and Craig had advertised their run in the magazine (Lily did the flyer) and on the various forums – Craig even put it on Facebook, whatever that is. But they didn't know how many would come.

They needn't have worried! On a lovely sunny day they watched as more than 25 VWs turned up from about 9:30 onwards. VWs from Club VW, VWs from Flat Four and VWs



from the forums. The Maccas car park was jammed with VWs, causing the local mums with their SUVs no end of troubles.

The owners stood and talked VWs, most choosing a McCafe coffee rather than the rubbish they serve on their brekkie menu. At around 10:15 Craig called all the drivers together, telling them of the route to the 'Pie In The Cky' cafe at Cowan, and to be sensible and drive carefully.

The VWs started up and headed out of Maccas, turned right at the big roundabout and headed up Old Northern Road, mostly in single file but often with non-VWs pushed in. The convoy turned right at the Y-junction and followed Galston Rd to Hudsons Corner and the little hamlet of Galston – though not as little as it used to be, with a giant new Aldi in the shopping strip.

Just past the township is a roundabout, turning bays and numerous warning signs and lights warning of the limitations across the gorge. Vehicles longer than 7.5 m are prohibited – no buses, trucks, trailers or caravans are permitted. The road is narrow, and on the Hornsby side the bends are way too tight for long vehicles – in fact even normal vehicles with a turning circle of 11 m or more have to use some of the wrong side of the road to get around the tight bends.



The Galston Road through Galston Gorge was built in 1891-93 after an 1890s proposal for a railway line from Parramatta to Dural and Wiseman's Ferry was not built. The road provided the fruit growers of the Dural, Arcadia and Galston districts with a direct road link to Hornsby and its rail service. Prior to this only a foot track existed across the gorge, which was steep, with fallen log crossings across Tunks



Creek and Berowra Creek that were difficult to negotiate. The terrain of the Gorge made the road-building venture most difficult, and locals expressed scepticism about the scheme – “a likely lasting memento of Departmental folly, for no one would use it to cart produce over, the wear and tear on horseback would be too great,” said a local newspaper of the time.

Indeed, accidents involving horses and their carts and produce proliferated. The new road, following the existing foot-track, was planned by Surveyor Ebsworth and zig-zagged up the steep eastern side of the gorge in seven hairpin bends. Where the logs had spanned the two creeks, two wooden McDonald Truss bridges were constructed. The materials were manhandled down the mountain-side with ropes and pulleys. On completion of the road, drinking bowls were carved into the rocky walls for both animals and travellers, filled by water continually trickling down the rock face. Galston residents felt less isolated as a result and travelling was much easier.

A new concrete arch bridge over Berowra Creek was built in 1937 to replace the longer of the two 1893 timber truss bridges. Although the 26-metre timber bridge was still in reasonable condition in 1932, a load limit of four tons had been imposed. It was more economical to construct a new concrete bridge than to bring the existing timber bridge up to the required standards of the day. The arched concrete bridge has a main span of 25.6 metres and is nearly 41 m long overall.

The shorter of the two 1893 wooden truss bridges, the one over Tunks Creek, was retained and is still in use today. It has considerable historical importance and is heritage listed. It is the only timber truss road bridge in NSW to survive with its original style deck still in use.



So we descended the narrow road down into the valley, with a rock wall on one side and a continuous guard rail on the other. On wet days this can be treacherous, but today it was fine and sunny and a pleasant drive – so long as you drove carefully and stick to your lane. Around the last right bend and the tight left curve onto the wooden bridge. You had to watch for oncoming traffic and give way if needed; the old bridge is only single lane. Your wheels rattle and rumble over the wooden boards as you cross.

A straight run across the 1937 concrete bridge and then the series of seven tight climbing hairpin bends began. The first and last two are not too bad, but the centre three are extremely tight and even a bit scary if you're inexperienced or in a big clumsy SUV. The VW Beetles and Kombis had no problems with the bends, and I watched Norm eagerly spinning his inside rear wheel as he powered out of the curves.





You wouldn't want to drive this in anything much bigger than a Kombi – a big VW Crafter van for example would probably not be a good idea. It's hard to believe that idiots in semi-trailers, buses and coaches sometimes try – and get stuck, blocking the road for the whole day. Joe tells me Ray Hadley regularly goes off at them on the radio. Today we had no problems. For an experienced motorbike rider it would be a lot of fun.

We came out at Hornsby Heights and Asquith, where we turned left and headed up the old Pacific Highway. This was the main route north until the F3 was opened from Brooklyn in 1973; the F3 section back to Wahroonga wasn't opened until 1989. We passed the old tollgates site (removed 1990), and followed the old single-lane highway through Cowan township. The Pie in the Sky is a former petrol station and truck stop just a few km further on, on the right-hand side.

It has a large tree-covered grassy parking area to the side and rear, where we parked our VWs. Craig handed out lucky door tickets and judging forms, and asked us to nominate our favourite air and water-cooled VWs.

The home-made pies from Pie In The Sky are renowned in the area, and the front tarmac area had dozens of motorbikes parked around with a good queue of people at the counter. After choosing a pie or two and a cool

drink, we retired to the lunch tables in the shade for a VW chat while Craig and Martha added up the scores.

Brian won the watercooled, being the only Golf along on the day, while the best air-cooler was a really nice Type 3 sedan (or 'notch' as the kids call them now). Most of us won something on the lucky door prize, and there was also a lucky dip for the kids.

After a long lunch we noticed the grey storm clouds building up, so we headed home. Thank you to Craig and Martha, and Jeff, for organising a fantastic event.





Eat Street Parramatta. Friday 5 December.

This month our club was invited to a unique event we had not done before. Parramatta Council invited us to a street display on the currently closed Church St, just south of the Lennox Bridge, on a busy Friday night.

Lennox Bridge was designed by Scottish stonemason David Lennox, who migrated to Australia in 1832. He designed the great stone bridge at Lapstone (the oldest bridge on the Australian mainland, now bypassed), the 1836 Lansdowne Bridge near the Meccano Set, and the 1838 Liverpool weir. In 1839 his 24-metre span stone bridge was opened across the Parramatta river. The bridge was named after him in 1867. He died in 1873 and is buried in St John's cemetery. Coincidentally, one former VW dealer at Parramatta, Lennox Motors (1961-1980) was also named after David Lennox.

Anyway the old stone bridge has carried Church St traffic across the Parramatta River for 175 years, and it was time for a serious restoration. The street was closed in late 2012 and it is still a major construction site. Church St is closed from the north side of the bridge, the bridge itself and to the Phillip St intersection, about 100m in total.

Parramatta Council had previously offered the closed-off street to other car clubs such as BMW, Range Rover, Suzuki 4WD and Ford Tickford. Michael Russell offered us the first Friday in December, to which we readily agreed.

The council appointed Alex on the street barrier and as a marshal, and we were to turn up from 5:30pm. A thunderstorm dumped buckets of rain as I drove from Lily's



school at North Strathfield towards Parramatta, and the traffic was bumper-to-bumper. We saw Steve in the traffic at Auburn and together we turned right at James Ruse Dr, then left towards Parramatta. Eventually via Smith St and George St, we approached the closed barrier – to find a 'no right turn' sign and some cops standing nearby.

However Alex saw us and waved us in. The cops also watched us drive in by illegally turning right and gave us a wave. All good. Craig and Jeff were already there, plus a few other Kombis, and we manoeuvred our VWs into an angle-park setup. There were a couple of council Amaroks there too, but they soon left. One non-VW – a Mitsubishi 4WD – stayed all night, spoiling the display slightly. Alex said it had been there all day and didn't know how it got past the barrier.

As the sun set the weather cleared a little, so we expected more VWs to turn up. The normal informal 'first Friday' meet at Liverpool Harry's had been moved to this





location, so we eagerly awaited more VWs. Joe parked his Kombi next to mine, Peter parked his '58 near the entrance and a couple more Beetles arrived, but really it was a disappointing turn-up. The weather held off and couldn't be used as an excuse – there should have been more VW come along.

The interest from the public was keen, with a huge amount of passers-by in the middle of the Parramatta 'eat street' restaurant-cafe strip. There was a big choice of places to grab a bite – Lily chose pizza and an ice cream. Thank you Jeff for shouting her the lemon sorbet! We watched the same interested people wander up and down the rows of VWs, looking in and around them and getting selfies. A chap from DDB (the VW advertising agency) was taking shots, and we also talked to some ladies from the new VW dealership at Castle Hill who came along.

It was a very enjoyable night, and we were complemented on our adult behaviour – no burnouts on arrival and no doof doof from our stereos, as some of the other makes had done. Alex kept up the great work on the barriers even as the drizzle make a comeback a bit later.

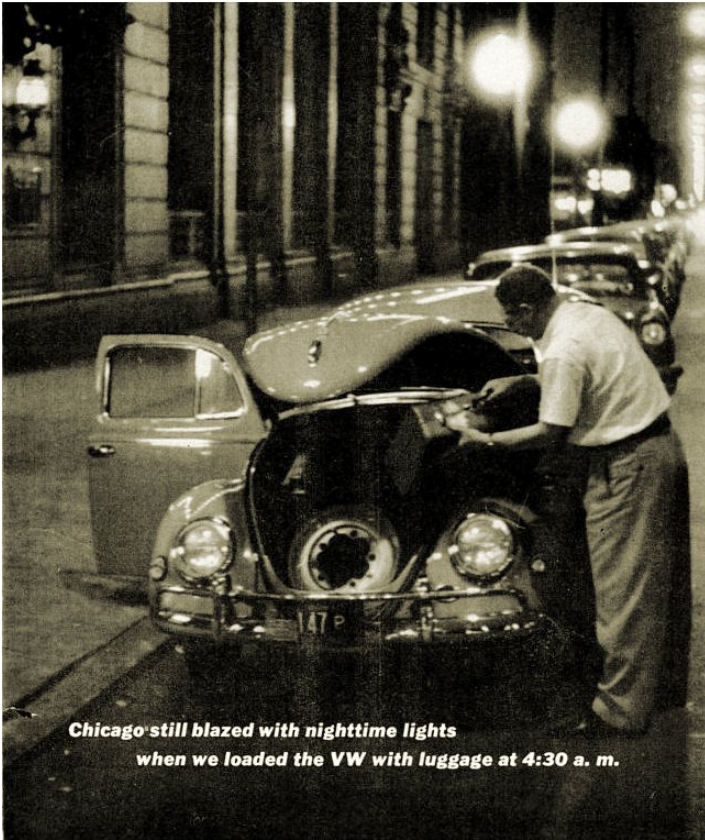
Lily was getting very tired by 9pm, our scheduled departure time, but the feedback we got was so good from Alex and his boss (via mobile phone), and there was so much interest from the public that we were encouraged to stay another hour. The crowd was not thinning; in fact it got a bit busier after 9:30pm – but only because of a belly dancer in one of the nearby restaurants. I brought 30 membership forms along and gave them all away over the evening.



We said our goodbyes and headed home about 9:45, following Joe out of the street. Steve and the others later headed over to Harry's at Liverpool for coffees, but for Lily it was home and time for bed.

I have since written to Parramatta Council thanking them for inviting us, and offering to display again if they would like us to. If we can get another display evening, watch the calendar in the January issue. It would be nice to fill the whole space with around 30 VWs.

Phil Matthews



Chicago still blazed with nighttime lights when we loaded the VW with luggage at 4:30 a. m.

Volkswagen Races 858 Miles, Gets 29.6 Miles Per Gallon.

Popular Science magazine, September 1956

Trundling from Chicago to New York - within legal speed limits - a sturdy VW challenges the pace set by America's costliest car.

By Devon Francis

In the August 1956 issue of Popular Science Monthly, two staff members described a run at legal speed from Chicago to New York in a plush, \$10,000 Lincoln Continental. This month the same trip is made in a \$1,495 rear-engine Volkswagen.



PORTRAIT OF THE PARTICIPANTS: From left to right—Henry Comstock, the air-conditioned Continental he drove from Chicago, Hubert Luckett, the little Volkswagen, Devon Francis.

Well, here was this Volkswagen and I looked at it and didn't say anything, and then I looked at Hubert Luckett. Luckett is skinny. He stands six feet four inches (193 cm) barefoot and likes his comfort. If he could, he would take his meals lying down.

A Volkswagen is a German vehicle with four wheels, like a U. S. automobile, but there the resemblance ends. Under the hood where the engine should be, it isn't. In the back where the engine shouldn't be, it is. Compared with a U. S. car, a Volkswagen is *klein*, which is German for small, which is the understatement of the year.

Luckett ran a bilious eye over the VW.

"You mean," he said, "that I've got to ride all the way from Chicago to New York in that?!"

We had topped off the gas tank. In driving up to the pump, I had overrun it by several feet, and the attendant - with one hand - had pushed the car back into position. Luckett stood clear away from the car.

"Pretend you don't know me," he said.

It was now 4:48 a.m. (5:48, New York time) of a coolish morning on Chicago's South Side. I got into the car. That wasn't hard. I'm only five feet, seven and a half (171 cm). But Luckett's getting aboard was a production. He opened the right door, backed on to the seat, scissored his legs and somehow got himself stowed in. He sighed audibly.



SIX-FOOT-FOUR at the wheel. "Should I drive it like an automobile?" Luckett asked.

I fired up, slipped the thing into gear and we were off. We would make New York as fast as we could within the restrictions imposed by the speed laws. We would count fuel and food stops in our elapsed time but would subtract time out for an overnight stop.

A Volkswagen runs sort of like a sewing machine. In traffic, you have to keep shifting gears, one-two-three-four, back to two, up to three, down to one again. That's because the vest-pocket engine has scant torque at low r.p.m.

Traffic was light. In 10 minutes, taking advantage of the VW's short wheelbase and excellent manoeuvrability, I had wheeled around a half-dozen other cars. In 20 minutes, we were out of Chicago. The Continental had taken an hour - in heavy traffic - to go the same distance.

"Maybe," I said, "we can beat the Continental's



NARROW, TWO-WAY ROADS in Indiana slowed the VW's progress to a mere crawl now and then.

time to New York."

"If I get out and run alongside?" said Lockett.

At 7:28 a.m., by the multi-dialed chronograph on my wrist, we were well into the black-loamed Indiana farming country. I braked to a stop.

"You try it," I said.

We switched seats. Lockett shoved the left bucket as far back as it would go.

"Hmmm," he remarked. "Good leg room."

I should push my luck? I kept mum.

We were making pretty good time, despite a series of road repairs and a halt for a freight train at a grade crossing.

"Nice box," said Lockett. "Shifts fine." Then, evidently in a panic of anxiety lest he overdo his concessions, he added, "Lot of wind-wander, though. Steering's too fast at high speed, too."

We were learning other things about the car. We had to drive it. A big car has the inertia of mass; it helps drive itself. This one was a handful. Moreover, in passing on a two-lane road in a big car with plenty of power, you can use every fair-sized opportunity. With the VW, we lost time because we tended to hang back when the opportunity offered. The engine didn't have the top-range oomph for offhand passing.

Still we sped on. Another VW passed us going in the opposite direction. The driver flashed his lights and beeped at us. Lockett flashed his lights and beeped back. I didn't look at him. I was sure he would turn red-eared.

At 10:19 Eastern Daylight Saving Time, we flushed the west gate of the Ohio Turnpike.

"I figure that right now were 57 minutes ahead of the Continental's time," I said after comparing notes.

"Umm," said Lockett.

On the turnpike, the VW permitting, we could fly. I had asked Import Motors of Chicago, the firm that had lent us the car, how fast we could drive it.

"Flat out all day long," we were told.

Our speedometer error had been determined. At an indicated 55 miles an hour we would actually be making 50; at 60, 54 m.p.h.; at 65, 60 m.p.h.; and at 70, 64 m.p.h. The Ohio Turnpike speed limit for passenger cars is 65 m.p.h. (105 km/h).

Lockett put the accelerator on the floorboard. The needle began winding up. The engine ran quietly, but the transmission emitted a faint whine. We hit an indicated 70 miles an hour – a true 64 (113 / 103 km/h) - and stayed there.

At 10:40, five hours and 52 minutes, and 206 miles (332 km) out of Chicago, we rolled off the turnpike and on to a filling-station plaza. We had averaged a shade over 35 m.p.h. (56 km/h), most of it on two-lane roads, fighting oncoming traffic.



FAN BELT on the VW's air-cooled engine got a tension check when we stopped at Pittsburgh.

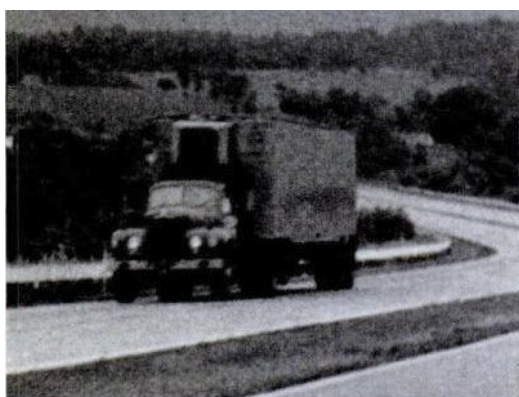
I had asked Import Motors what octane to feed our little engine.

"Any you can get," was the answer. "It will burn anything but wood shavings."

As the gas jockey refuelled us, he asked, "You mix your oil and gas in this thing, like in an outboard?"

Lockett gave him a withering look.

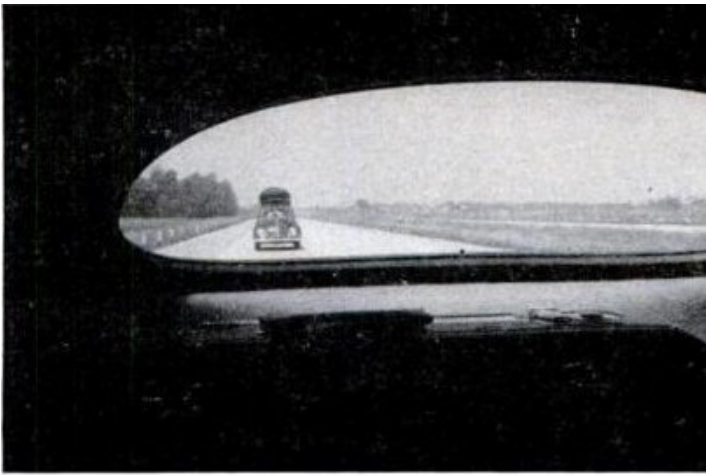
The tank had taken 6½ gallons (24.6 litres) of non-premium fuel. We were getting 31.7 miles per gallon (7.4 L / 100 km).



Pennsylvania's curvy turnpike was liberally



supplied with big trucks. We overtook 189, plus 127 passenger cars. Six trucks, 88 cars passed us.



REAR VIEW on the Ohio Turnpike—another VW, with luggage on top, five passengers aboard.

We changed seats twice before crossing Ohio's eastern border at 2:53 p.m. and collecting our card at the gateway to the Pennsylvania toll road, the grand-pappy of all of today's high-speed turnpikes. Here, too, the passenger-car speed limit was 65.

At four p.m., near Pittsburgh, we called it a day and sought a motel. We had averaged almost 48 miles an hour (77 km/h) for 488 miles (786 km) of highway, including our stops. For 303 miles (488 km) of turnpike, including stops, we had done a little better than 53 miles an hour (85 km/h).

"Mmm," said Luckett. "Not bad!"

But the Continental had beaten our time across Ohio, and the advantage we had gained getting onto the Ohio pike had shrunk to 27 minutes.

We were up early the next day. A stitched and quilted overcast hid the sun. The tank took 9.8 gallons (37 litres). Our gas economy had dropped to a shade more than 28.7 miles per gallon (8.2 L/100 km).

"Not so good," I said.

"We had crosswinds and headwinds," replied Luckett defensively. "Hard ones, too."

He had mounted an alarm clock on the lip of the glove compartment.



BUG SPLATTERS took scrubbing. Despite VW's aerodynamic looks, it seemed to attract them.



ROAD REPAIRS flagged us down, too. All told, we had eight miles of one-lane traffic.

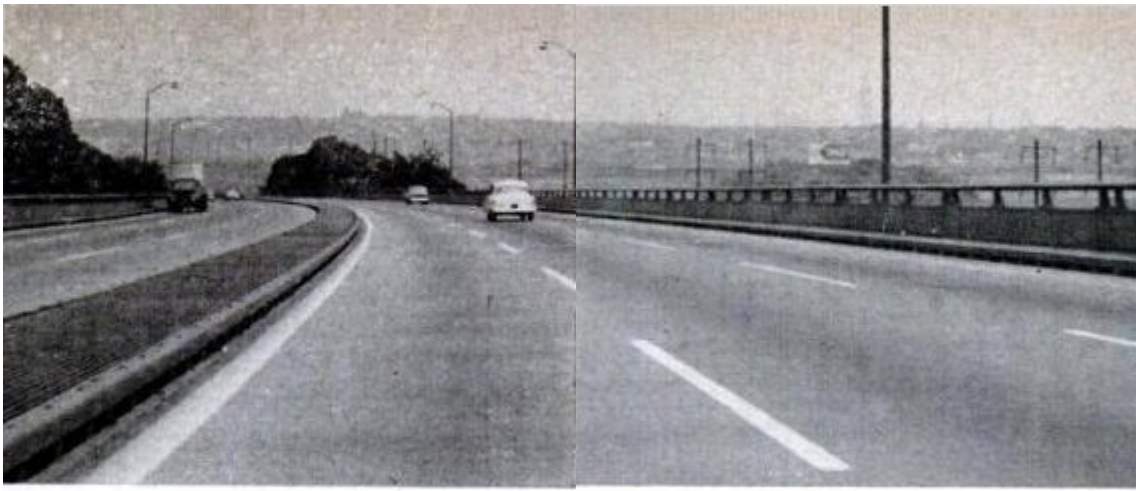
"So I can tell the time," he explained. "All that I can make out from that wrist watch of yours is that it's high tide in Honolulu."

Now we were in the Alleghenies. Crowns of hills notched the horizon as we topped one rise after another. The VW laboured. Luckett, driving, discovered that if he advanced toward an easy grade at 64 miles an hour (70 indicated – 103/113 km/h) and held the throttle on the floorboard, the speedometer needle clung there. If he slacked off, he couldn't regain his speed. On the long maximum grades (three percent), the VW would drop from 64 to as low as 47 (76 km/h) in fourth gear. Shifting into third helped sometimes, but it did no good above 55 indicated.



SEVEN TUNNELS pierced the Alleghenies, and we had to slow down to 35 miles an hour.

On the downgrades we had to take that right foot completely off the throttle to get any compression braking. We were bothered, too, by the small glass area in the back. It created two big blind spots. The hills, road repairs and the Penn pike's seven single-lane tunnels, where the posted speed is 35 miles an hour, cut into our average. But fewer stops helped. By the time we reached the Delaware River Bridge,



MANHATTAN SKYLINE peeked over the New Jersey hills as we cov-

ered the last turnpike lap on a six-lane road at 60 miles an hour.

marking the end of the Penn toll road, we were covering 55 miles each hour (89 km/h).

The VW has no gas gauge. Back in Chicago we had been told: "Just run off the main tank until you're out of gas. Then turn this valve - there's a reserve tank - and you'll have enough fuel for 40 miles (65 km) more. That will get you to a gas station."

The main tank had run dry 10 miles short of the Delaware River Bridge. We had no warning. The engine just quit. We had been sitting there, waiting for it, but when it happened we both jumped. I switched to the reserve.

"Forty miles?" asked Luckett.

"Forty," I confirmed.

As we left Pennsylvania and wheeled onto the New Jersey Turnpike, we had lost eight additional minutes to the Continental, slicing our total time advantage to 19 minutes.

The gas supply bothered me. We had put 14 miles on the reserve before we saw a sign: it would be 24 miles more to the first filling station. If the man in Chicago was right, we had a meagre two-mile fuel cushion.

"Let's live dangerously," said Luckett.

He was driving now, and he nursed the throttle on the downgrades. The clock and the odometer ticked on.

"Forty?" said Luckett.

"Forty," I said.

Then it happened. The car went *whaaaa*, gasping, and lapsed into a stark silence. The reserve had lasted for exactly 26 miles (42 km). We rolled off into the shoulder of the road, put out the white handkerchief and raised the hood.

"This is great," I said. "This is just fine. Now we haven't got a ghost of a chance of beating the Continental's time to New York. The Volkswagen let us down."

"It's the other way around," responded Luckett. "You're going to let the Volkswagen down - if you don't subtract this time out from your total. You subtracted time out for the overnight stop, didn't you?"

Well, there were two ways of looking at it. I felt better.

Before the fuel truck arrived a lot of time passed. By the time we got the engine started again, we had been idle for 47 minutes.

It was two p.m. before we paid our toll at the northern end of the New Jersey Turnpike. We were now only 16 minutes ahead of the Continental's time. And we hit traffic. I chafed.

It was 2:09 when finally we scooted onto the George Washington Bridge. Two minutes

later we had crossed from the New Jersey to the New York side.

I looked at Luckett's alarm clock and checked the odometer. We had covered 858 miles (1,381 km) since



GAS TRUCK above restored a pulse to our mount. A service charge of \$3, by the way, was added on to the cost of the fuel.

leaving Chicago's South Side. Our total driving time, including fuel and food stops - but deducting the time out with the dry tank - had been 17 hours, 11 minutes.

The Continental had required seven minutes longer.

HOW THEY COMPARED

	VOLKSWAGEN	CONTINENTAL
Elapsed time, Chicago-New York	17 hr., 11 min.	17 hr., 18 min.
Mileage traveled	858	864
Average speed	50.05 m.p.h.	49.7 m.p.h.
Fuel cost	\$8.07	\$19.53
Miles per gallon	29.6	14
Car weight	1,609 lb.	4,960 lb.
Engine	OHV 4-cyl. horizontally opposed; 36 hp.; displacement 72.7 cu. in.; bore and stroke, 3.03" by 2.52"	OHV V-8; 285-plus hp.; displacement 368 cu. in.; bore and stroke, 4" by 3.66"
Transmission	4-speed manual	Torque converter
Springs	Torsion bar, all wheels independently sprung	Coil, front; semi-elliptic, rear
Inside dimensions	Front seat width (split), 19" each, rear 52"; leg room, front 43½", rear 36½"	Front seat width, 59.6", rear 56.9"; leg room, front 42.7", rear 40.6"
Outside dimensions	Height 59"; length 160"; width 60½"; wheelbase 94½"; tread, front 50¾", rear 49½"	Height 56"; length 218.4"; width 77½"; wheelbase 126"; tread, front 58½", rear 60"



WELL, THAT WAS IT. The walls of Manhattan's canyons rose sheer above the Volkswagen.

But we had snatched an advantage of 12 minutes at the very start by setting off from South Chicago instead of from the Loop, and at a time when traffic was light. The real, conclusive difference in time was in the length of the food-fuel stops. The Continental stopped for a total of an hour, 47 minutes, the Volkswagen for only an hour, 12 minutes.

As we drove into the steel-and-concrete canyons of New York, with the sun striking fire off its minarets, Lockett had one last observation.

"You know," said he, dreamy-like, "I wonder how long you have to wait to get one of these things. . . ."

Devon Francis



Volkswagen darts through New York traffic, after a dashing 852 mile test run from Chicago.

VOLKSWAGEN ZIPS THROUGH CONGESTED U.S. TRAFFIC

proof of the flashing acceleration and easy manoeuvrability

Volkswagen can give you in Australia

Late in 1956 a Volkswagen challenged the performance of a \$10,000 American car over a 852 mile route from Chicago to New York. Right at the start the Volkswagen, zipping through bustling Chicago traffic, gained 40 minutes. This handy lead kept the VW ahead of its rival's time for the whole trip.

Test in traffic. This is the kind of nippy manoeuvrability you can use here in Australia. See your VW dealer and arrange to test-drive a Volkswagen in local traffic. Immediately you appreciate

the quick response of the finger-tip steering, and the "years ahead" design that gives you wonderful vision. Feel how effortlessly the synchromesh 2nd, 3rd and 4th gears engage as you dart away from traffic lights with dashing acceleration.

No sway
Feel, too, how Volkswagen hugs the road, with each wheel independently sprung by a torsion bar. In every way Volkswagen is easy to drive — safe to drive. And, at only £971 including sales tax, Volkswagen is Australia's best car value.

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Giant Christmas VW Trivia Quiz.

To keep you thinking about Volkswagens over the Christmas break, try your knowledge with this bumper VW Trivia Quiz. The answers are on page 41.

1. Did an Australian 'Standard' Beetle have an interior light?
2. How many occupants does an Alpine Kombi seat?
3. What is the top speed of a manual 1974 1500 Passat?
4. In which year was the fabric sliding sunroof replaced with a steel one on the German Beetle?
5. What is the rear axle nut diameter on a 1976 Kombi?
6. In which year were sales of the petrol Golf suspended in Australia?
7. Does a 1300cc VW have the same stroke as a 1600cc engine?
8. When were disc brakes introduced on Type 2s?
9. Where in Victoria were VWs assembled?
10. In which year was synchromesh on first gear introduced on Beetles?
11. In which year did Ferdinand Porsche die?
12. In which year was the Karmann Ghia introduced?
13. What is the oil capacity of air-cooled Beetle motors?
14. How many spokes does the steering wheel of a 1973 Superbug have?
15. How does the spare wheel sit in a Superbug, flat or upright?
16. Where is the heater control knob on a 1954 Beetle?
17. What was the USA equivalent to the 1974 VW Passat?
18. In which years was the Audi quattro World Rally Champion?
19. Was the auxiliary petrol heater ever available as an accessory for European Beetles?
20. Which parts of an early Volkswagen engine contain wood?
21. On which side is the bonnet release handle on Australian manufactured Beetles?
22. What badges were used on the Australian equivalents of the German VW 1302S and 1303S?
23. In which year was the side marker light on the front mudguard of Type 3s deleted?
24. On which side does the tailpipe exit on a Type 3?
25. In which year were the hazard warning lights introduced on Beetles?
26. If Beetles are Type 1, what model is a Type 17?
27. Where is the jack stored on a 1975 Super Bug?
28. What were TKM's 1990s warranty terms for new VWs?
29. What was the name given to the first new 4WD VW Transporters in the 1980s (correct spelling essential)?
30. About how many VWs were sold in Australia in 2014?
31. How many door pockets are there in a Beetle?
32. Name three things which the "church key" opens on Split-screen Kombis.
33. Where is the spare wheel housed on pre 1954 Type 2s?
34. In which year did the Golf become fully imported in Australia?
35. In which years did VW win "Wheels" Car of the Year, and with which models?
36. What is noteworthy about the front brakes of the first series Audi 100?
37. Where is the battery located on the T3 Transporter?
38. Which two VW passenger models were released in 1990 to restart Australian VW car sales after 10 years?
39. In which city were VW Karmann convertibles made?
40. What is the literal meaning of "Wolfsburg"?
41. Name three countries in which different VW/Audi models have been marketed under the name 'Fox'.
42. What year and colour Karmann Ghia did Maxwell Smart use?
43. Name five Disney movies in which Herbie starred.
44. In which model year was the sliding door introduced to the Type 2 range?
45. How many VW insignias appear on the bodywork of a 1976 Beetle?
46. What is today's VW 4WD system?
47. Where is the rear washer reservoir located on Golf 2s?
48. Name a model of Porsche which shares components with the VW Golf, and name the components.
49. What is the origin of the name "Passat"?
50. In which country was the Golf 1 still on sale in the early 2000s, known there as the "Citi"?
51. How many stabiliser bars does a 1976 Golf LS have?
52. How many tailpipe outlets did the Golf 2 GTI have?
53. What does the MFA switch on Golf 2s control?
54. In which month of 1952 were split-window Beetles fitted with the dashboard from an Oval?
55. In which year was the semi-sealed headlight beam introduced to Types 1 and 2 in Australia?
56. What is the factory-rated top speed of a VW Super Bug?
57. Which 1970s components never appeared on US Beetles but we did get them here?
58. Which body part is shared by a 1973 Type 1 Ghia, Type 3 and Type 4?
59. About how many Volkswagens are built in the Uitenhage VW factory in South Africa every year?
60. How many slots are there in a 1970 Beetle/Type 3 wheel rim?





2011 Golf GTI Edition 35.

The Volkswagen Golf GTI remains the hot-hatch all rivals want to beat, and not just necessarily in performance terms.

There are competitors for similar money that are quicker, such as the RenaultSport Megane. But none yet offers the all-rounder blend of thrills, driveability and practicality as well as the Volkswagen.

The VW Golf GTI has been doing so for more than 36 years, even if European drivers thought the middle generations – Golf 3 and 4 GTIs - lost touch with the excitement factor. As for Aussies, we never even saw the original Golf 1 GTI as it was never imported. We didn't see the Golf 2 GTI until 1990 – and then only in a low-spec 8V Japanese market spec. We also missed the Golf 3 GTI, as then-importers TKM decided not to import it and brought in the upmarket VR6 instead – although the 85kW 2.0-litre GL was a good choice. The turbo Golf 4 GTI in 1998 was our first proper GTI, and the later Golf 5 and 6 versions have allowed Aussies to finally catch up with Europe.

A seventh-generation Volkswagen Golf GTI was released in 2013, based on the regular hatch that was first unveiled in September 2012 at the 2012 Paris motor show. But just before the current Golf 7 GTI was released, Volkswagen released a celebration model of the previous Golf 6 GTI, the Golf GTI Edition 35. It was introduced in 2011 to mark the 35 years since the VW hot-hatch became reality in 1976.

You can understand VW's slightly self-congratulatory approach. The GTI was originally a secret project that even after reluctant board approval was intended to be sold in numbers of no more than 5,000 units. Today, after more than 36 years of success, the GTI is close to passing two million total sales.

With one in four Golfs sold in Australia wearing the triple letter combination, the Edition 35's visual enhancements was noted by plenty of people.

Perhaps most obvious are the 18-inch, Y-spoke alloy wheels that replaced the GTI's telephone dial wheels.

There were revisions to the front bumper design, headlights that were bi-xenon and swivelled around corners when the car turns, LED daytime running lights, black-gloss side mirrors, and, at the rear, the smoked-LED tail-lights borrowed from the more expensive Golf R.

And of course there's the obligatory limited edition badges: '35' on the front quarter panels, and '35' logos on the door sill plates, headrests and seatbacks (presumably so your rear passengers know they're not in any old GTI).

The cabin wasn't finished there, with a half-golf-ball gearlever that pays homage to the stickshift of the original GTI.

The seatbelts gained red borders and other, so-called 'Flash red' trim touches were added to the red-stitched steering wheel, gear lever and handbrake that are classic GTI cues. However another well-known GTI feature – the tartan-

design seats – were replaced this time, by sporty leather/microfibre seats.

Many limited editions are just models that are spruced up here and there, but there was more substance to this GTI Edition 35 – which cost \$3000 more (\$43,490) but soon sold out. Perhaps not surprisingly, the GTI Edition 35 quickly became a collector's item among watercooled VW aficionados.



There was still the normal GTI's 2.0-litre turbocharged four-cylinder under the bonnet, but this one produced another 18 kW and 20 Nm for a total of 173 kW and 300 Nm. This is more than the current Golf 7 GTI's 162 kW, and even more than the Golf 7 GTI Performance's 169 kW (although it



makes 350 Nm). That makes the Golf 6 GTI Edition 35 the most powerful 'GTI' Golf ever sold in Australia, bettered only by the 'R' models.

Turn the GTI 35's key and immediately there's a slightly naughtier, more purposeful sound at idle – and the first clue that it wasn't just an uprated version of the regular GTI's engine.

The GTI 35 instead employed a detuned version of the 2.0-litre turbo found in the all-wheel-drive Golf R (where it produces 188 kW in Mk6 form).

This GTI remains front-drive, of course – as it has been since day one – but it comfortably deals with the boost in power.

There's only the mildest of tugs on the steering wheel in lower gears as the GTI remains pleasantly resistant to the torque steer effect that can trouble powerful front-wheel-drive cars.

Traction out of tight corners also continued to be impressive courtesy of the 'XDL' electronic differential lock that was an extended function of the stability control system and curbed the spinning enthusiasm of the inside front wheel during cornering.

While a Subaru WRX Sti and RenaultSport Megane could possibly be quicker than this hotter GTI point to point, the iconic Volkswagen still had a deft balance that allowed the car to be thrown from corner to corner, and allowed the driver to derive plenty of satisfaction.

As did the steering that, while like all VW helms could be more informative, excelled for weighting consistency and accuracy.

The GTI was at its best in terms of dynamics and ride comfort when fitted with VW's \$1500 optional adaptive dampers, though even the standard suspension of our test car overcame the general firmness of the set-up to protect occupants from bumpy, potholed road surfaces.

And the engine that is a halfway house between the regular GTI and R units also contributed significantly.

Its sound doesn't lift the hairs on the back of your neck like the much-loved V6 R32, but the note is certainly purposeful and backs robust performance.

The regular GTI is already respectably quick, and the GTI 35 made the most of its extra power to cut the 0-100km/h run by two-tenths of a second to 6.6 seconds; only the current Golf 7 GTI Performance can better this figure (6.4 sec).

That time of 6.6 sec came whether your GTI 35 was a standard six-speed manual (as we tested) or optional six-speed 'DSG' dual-clutch auto that cost an extra \$2500.

The GTI 35's engine loves to be revved, but it also remained marvellously flexible for effortless driving regardless of scenario.

With its peak torque of 300Nm available from 2400rpm to 5200rpm, the GTI's six-speed manual could be moved quickly up the gears.

Sixth gear, for example, was capable of pulling, if not urgently, the hot Golf from as little as 1100rpm.

The linearity of the 2.0-litre's power delivery is also noteworthy; turbo lag was negligible, and there's no sudden, 'coming on boost' sensation that can be common with turbocharged engines.



If there was a weakness, it's fuel efficiency. The Golf GTI 35 was officially rated at 8.3 litres of fuel per 100km (8.2L/100km with DSG), but average consumption on test jumped well into the teens whenever driving in town or (inevitably) testing on winding roads.

The GTI also required expensive 98 ultra-premium unleaded.

Otherwise, with performance and driveability largely ticked, that left practicality – which was no different for the Edition 35 than the regular GTI, and therefore another strong point.

The boot was a decent size, three adults could squeeze into the rear seat, and there are plenty of good storage options throughout the cabin.

The sports seats continued to tread a perfect line between comfort and support (though bigger-hipped drivers and front passengers should be warned the seats are of the body-hugging nature).

And the GTI's trademark red stitching and other subtle embellishments only add to a Golf cabin that, even in regular form, is the benchmark interior for small cars.

For those VW buyers considering a low-mileage pre-loved Golf 6 model, the GTI version remains a pretty special car. And just a little bit extra special in Edition 35 form. It's one for the true VW enthusiast.



English is a funny language.

VW Club of NSW 'The Wageneer', October 1974

Note - 2015 marks both the 30th anniversary of Club VeeDub (founded in 1985), and also the 60th anniversary of our predecessor, the VW Club of NSW. Next year we will be celebrating by reprinting lots of VW articles from the old VWCNSW magazines. This is the first of these - Ed.

We'll begin with a box, and the plural is boxes;
But the plural of ox should be oxen, not oxes.

One fowl is a goose, but two are called geese;
Yet the plural of moose should never be meese.

You may find a lone mouse or a whole nest of mice;
Yet the plural of house is houses, not hices.

If the plural of man is always called men,
Why shouldn't the plural of pan be called pen?

The cow in the plural may be called cows or kine;
But a sow if repeated is never called sine;
And the plural of vow is vows, and not vine.

If I speak of a foot and you show me your feet,
And I give you a boot, would a pair be called beet?

If one is a tooth and a whole set are teeth,
Why should not the plural of booth be called beeth?

If the singular's this, and the plural is these,
Should the plural of kiss be written just keese?

Then one may be that, and three would be those,
Yet hat in the plural would never be hose,
And the plural of cat is cats and not cose.

We speak of a brother and also of brethren,
But though we say Mother, we never say Methren.

The masculine pronouns are he, his and him,
But imagine the feminine - she, shis and shim.

So English, I fancy you all will agree,
Is the funniest language you ever did see.

Let's face it - English is a crazy language. There is no egg in eggplant, nor any ham in hamburger; and neither apple nor pine in pineapple. English muffins weren't invented in England nor French fries in France, and Kiwifruits come from China. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly; boxing rings are square but Australia Square is round. A guinea pig is not from Guinea, nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers



don't hamm? One complex, two complexes; but one index, two indices? Doesn't it seem crazy that you can make amends but not just one amend, or that you comb through annals of history but not a single annal? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Why are they called grandstands when they are made for sitting down? Why is night time called 'after dark' - it's really 'after light'? When you oversee the job you don't miss anything, but what if you overlook it instead? Why do girls wear only bra, but a pair of knickers? How can you have a TV 'set' when you only have one?

In what other language do people recite at a play, and play at a recital? Ship cargo by truck and send cargo by ship? Park on driveways and drive on parkways? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down; in which you fill in a form by filling it out and in which an alarm goes off by going on. 'I am' is the shortest sentence in the English language, while for most married people 'I do' is the longest sentence. And if Father is Dad, does that mean Mother should be Mad?

Looking up words doesn't help. How can you look up a word in the dictionary if you don't know how to spell it? And anyway, if a word is misspelled in the dictionary, how would we ever know? Why is 'phonetic' not spelled the way it sounds? And why is 'abbreviation' such a long word?

We wonder why foreigners seem to have so much trouble picking up English. Well try explaining these to them:

- The bandage was wound around the wound.
- The farm was used to produce produce.
- The rubbish dump was so full that it had to refuse more refuse.
- He could lead if he would get the lead out.
- The soldier decided to desert his dessert in the desert.
- Since there is no time like the present, he thought it was time to present the present.

- A bass was painted on the head of the bass drum.
- When shot at, the dove dove into the bushes.
- I did not object to the object.
- There was a row among the oarsmen about how to row.
- They were too close to the door to close it.
- The buck does funny things when the does are present.
- A seamstress and a sewer fell down into a sewer line.
- To help with planting, the farmer taught his sow to sow.
- The wind was too strong to wind the sail.
- After a number of injections my jaw got number.
- Upon seeing the tear in the painting I shed a tear.
- I had to subject the subject to a series of tests.
- How can I intimate this to my most intimate friend?

English was invented by people, not computers, and it reflects the creativity of the human race (which, of course, isn't a race at all). That is why, when the stars are out, they are visible, but when the lights are out, they are invisible? How can the weather be hot as hell one day and cold as hell another? And why, when I wind up my watch, I start it, but when I wind up this essay, I end it? English is not rocket surgery, but it is a silly language. It doesn't know if it is coming or going.

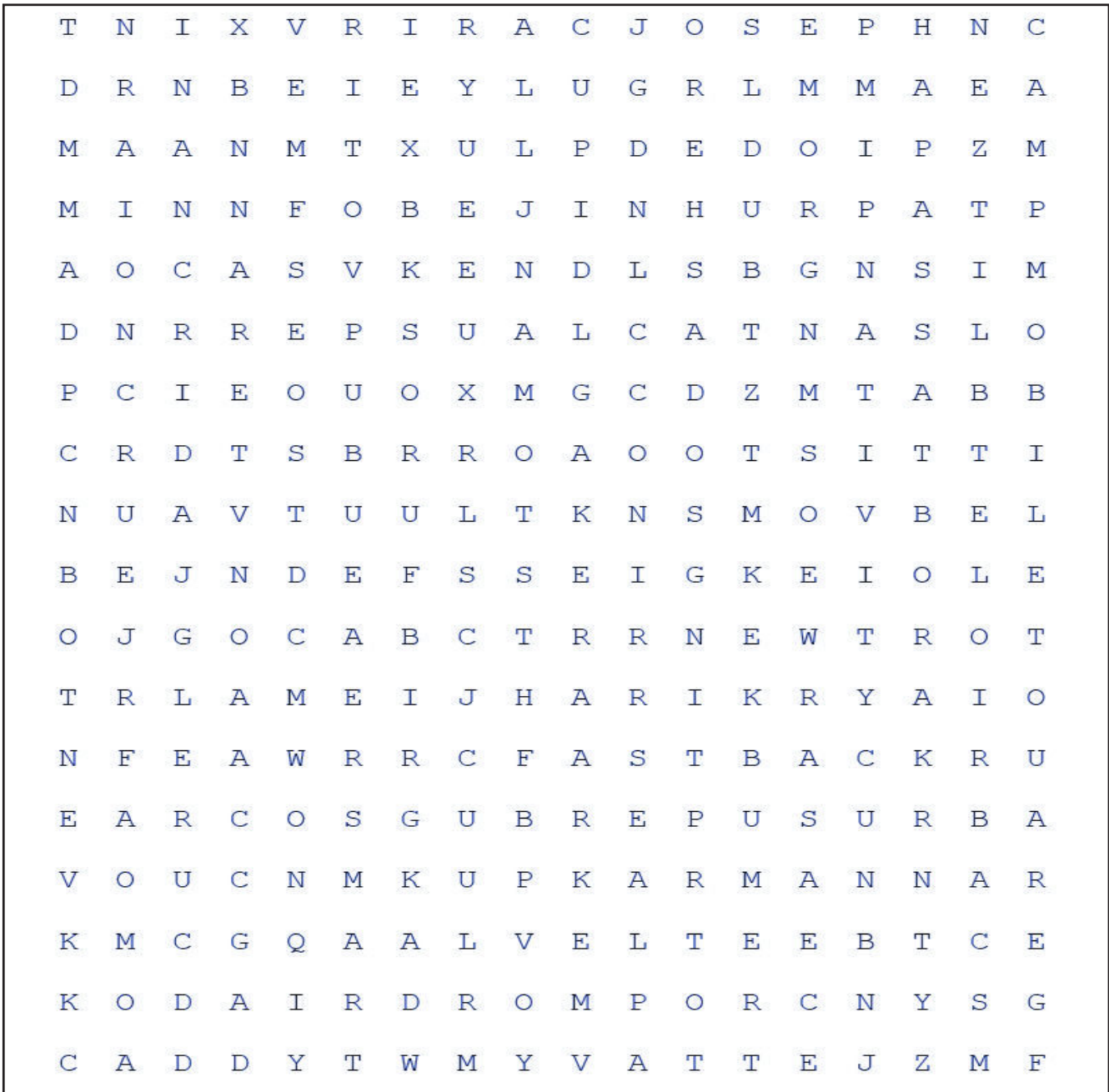


Quiz Answers:

1. No.
2. 9.
3. 158 km/h (99 mph).
4. 1964.
5. 46 mm.
6. 1980.
7. Yes (69 mm).
8. On 1971 models.
9. Clayton, Melbourne.
10. 1960.
11. 1951.

12. 1955.
13. 2.5 litres.
14. 4.
15. Flat.
16. Behind the handbrake.
17. The Dasher.
18. 1983 and 1984.
19. Yes.
20. Pushrods.
21. Right-hand side.
22. Volkswagen S and Volkswagen L.
23. 1970.
24. On the left.
25. During 1969.
26. Golf 1.
27. Under rear seat.
28. 12mths/unlimited km.
29. SYNCRO.
30. 55,000.
31. One (driver's only).
32. Side lockers, engine lid, fuel filler.
33. Above the engine.
34. 1977.
35. Passat in 1974, Golf 1 in 1976, Golf 6 in 2009, Polo in 2010, Golf 7 in 2013.
36. Inboard and fan cooled.
37. Under the driver's seat.
38. Golf Cabrio and Golf 2 GTI.
39. Osnabruck.
40. Wolf castle.
41. Australia, USA, South Africa
42. 1967, light blue (seasons 3 and 4)
43. The Love Bug, Herbie Rides Again, Herbie Goes to Monte Carlo, Herbie Goes Bananas, Herbie Fully Loaded
44. 1967 (Germany, not Australia)
45. None
46. 4MOTION
47. Engine compartment
48. 924/944; interior trims and switchgear
49. Trade Wind
50. South Africa
51. None
52. Two
53. Multi-Funktion Anzeiger: Trip Computer
54. October
55. 1975
56. 130 km/h (81 mph)
57. 1300 dual port engine, front disc brakes
58. Rear bumper
59. 100,000
60. Eight.





Lily's Christmas VW Find-a-Word.

Hi everyone!!! See if you can find all of these Volkswagen and Christmas words in this special puzzle. The words can go left-to-right, or backwards, up or down, or diagonal! There are 45 words to find! Can you find them all?

I hope everyone has a fantabulous Christmas!

Lily (Assistant Editor and Flyer Designer)



AMAROK
BEETLE
BETTINA
BLITZEN
BORA

BRIAN
CABRIOLET
CADDY
CAMPMOBILE
CHRISTMAS
CLUBVEEDUB
COMET
CRAFTER
CUPID
DANCER
DASHER
DONNER
FASTBACK
GOLF
JESUS
JETTA
JOSEPH
KARMANN
KIRA
KOMBI

LILY
MANGER
MANX
MARY
MICROBUS
NATIVITY
PASSAT
POLO
PRANCER
RUDOLF
SANTACLUS
SCIROCCO
SUPERBUG
SYNCRO
TIGUAN
TOUAREG
TRANSPORTER
VENTO
VIXEN
VOLKSWAGEN



Fröhliche Weihnachten!



Das Auto.

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