

Zeitschrift



Volkswagen Golf R - a first drive.

September 2010

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Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2010-11.

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Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

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

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors: 23 years.

Volkswagen Group Australia	Klaack Motors
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Bug-A-Bug	Nulon Products Australia
Canberra VW Centre	Volkommen Art
Classic Vee Dub	Wolfsburg Automotive (VIC)



**Canberra's VW Weekend
18 - 19 September 2010**

Largest local VW event for 2010

**Sat - Afternoon VW Cruise
and Family Sausage Sizzle**

Come and meet other VW owners

**Sun - German Autofest carshow
National Library Lawns**

(Entrance via Parkes Place, Parkes)

**Entry fee applies to all VW's entering the Park.
Trophies awarded - food and drink on sale -
kids VW carshow and activities**

**Further details closer
to event on
www.canberravw.com**

**Club VeeDub
Canberra Chapter**



www.canberravw.com



**Club VeeDub
Sydney Inc.**

The legend never dies

Part of the



IT'S ON AGAIN AND YOU'RE INVITED!

The Burwood Spring Festival starring the 19th Classic Car

SHOW & SHINE 2010

Sunday 19 September 2010 – 10am 'til 5pm

ON THE OVAL IN BURWOOD PARK

Have you been before? Then you don't need an introduction to the Burwood Spring Celebrations - it is simply fantastic. This year is the 19th year!

In the bottom end of Burwood Park are the stalls, entertainment and food fair - and then all your lovely old cars, street and custom machines, and motorcycles, are displayed all around the oval at the top of the Park. A simply glorious sight, just like we used to do!

How can you (and your pre-1990 Volkswagen) take part? Fill in the application form and return to me before Friday 3 September and you're in. To get a form, **pick up one at the next Club Veedub meeting**. If not, email me at show.n.shine@bigpond.com, or phone me on **0425 206 021**.

On your form, or when you ring me, nominate that you are with **Club Veedub** and we can get all the Volkswagens parked together.

On the day you only need to turn up between 7:00am and 9:30am and pay your \$5 entry fee. You enter from Park Rd, near Rowley St.

If you would like your VW judged by the Council of Motor Clubs, offer up another \$5 and you might end up the owner of one of the best trophies in town. There are sixteen categories, including Best '50s, Best '60s, Best '70s, Best '80-90s, and Mayor's Choice.

Closing date is 3 September but don't wait. Get your entry in now!
See you there!

*You said - we listened!
We're back in Burwood Park!*

Rhonda Sclanders
Show & Shine Coordinator – International Media Communications Pty Ltd
Phone 0425 206 021 or email show.n.shine@bigpond.com

All proceeds to the Burwood State Emergency Service

Oktober-Fest 2010



205 Adams Rd Luddenham
(UBD Map 224 A15) Gates open at 10am.
\$5 per person admission.



Oktober-Fest is on again at the Hubertus Country Club Luddenham!

Oompah-pah Band, local and German beer on tap in a Glass Oktober-Fest Beer Stein, German Food and Market Stalls plus rides for the kids. So bring along your family, Lederhosen and an appetite for German music, food and of course... BEER!



You'll be welcome there all October long weekend!

(Camping spots available, Contact Hubertus Country Club for information)

**Club VeeDub will be set up there on Sunday October 3rd.
Look for the "VW Parking" signs after you go through the Gate for premium parking for VWs only. We will be parking in front of the clubhouse on the concrete again.**

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/call Raymond at sales@clubvw.org.au / 0408207228 We'll see you there! -Prosit!



It's on again!

Boris' VW Picnic Day & Swap Meet 2010

***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 24th October 2010

Where: Cook Park at Dolls Point, right beside Botany Bay.

Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Polish your VW for the early summer and have a fantastic day!**



Presented by Club VeeDub Sydney

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Von dem Herrn Präsident.

I have written about my take on the new NSW RTA regulations elsewhere in the magazine, so I won't bore you with it here.

By the time you read this the VW Motorkhana at Nirimba College will have been run, successfully I hope.

Lots of events are coming up in the lead up to Christmas when all VW club activity usually winds down.

On September Saturday 18th and Sunday 19th is the Canberra VW Weekend. This year they will host the rare German Marques, and these vehicle alone are worth the trip. Floriade is close by, so why not make weekend out of it and come down. We will also have some VWs on display at the Burwood festival in Sydney, unfortunately on the same Sunday 19th.

VW Warwick is on again on the October long weekend, so plan to head up there for some great VW drag racing. If you can't make the commitment to go that far there is the German Oktoberfest 2010 at the Hubertus Social Club, Luddenham. It's a great day with lots of German food and beer, and our club is putting on a VW display. See Raymond for more info.

Later in October on Sunday the 24th is Boris' Picnic Day 2010 at Cook Park, Dolls Point. We will need some helpers that day. Come along for a bargain at the swap meet and lend the club a hand for a few hours on the gate or cooking sausages.

Don't forget if you have any suggestions or ideas on how we do things or future events please contact a committee member, or come along to a meeting and have your say.

I hope to see you at an event soon.

Steve Carter



Motorsport Report.

On behalf of the Motorsport committee recently elected at the AGM, I say thank you to those of you who are prepared to put in time and effort for another year to help to continue to run Motorsport events, for the benefit of Club members.

Recently this new committee held a brief meeting to formulate ways of improving and expanding our approach with regard to next years VW Nationals Supersprint at Wakefield Park and although we did find some issues of concern from this year, overall the event is gaining in popularity and should survive for many years to come.

As you are no doubt aware the upcoming Motorkhana at Quakers Hill, on September 12th, is also an opportunity for Club members to participate in Club Motorsport.

It is especially challenging for 1st timers where the degree of eye, head, hand and feet co- ordination is called upon to complete sometimes tricky manoeuvres

I trust you may wish to participate or if not at least come and observe how the experts do it. We look forward to seeing you out there

Till next month, yours
in Sporting

Herbie Gutmann



Klub Kalender.

September.

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.

Saturday 18th and Sunday 19th:- Canberra VW Weekend. Saturday afternoon cruise and sausage sizzle. Sunday is German Autofest car show on the National Library lawns. Food and drink available, kids car show and activities. Contact Bruce on 0400 119220 for more info.

Sunday 19th:- Burwood Spring Festival car show, Burwood Rd. Vintage, veteran and classic vehicles. Club Veedub will have a display (\$5 entry) but you must pre-book. Phone Rhonda on (02) 9747 2757 to get an application form, or pick one up at the August meeting. Entries close 3 Sept.

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

October.

Sunday 3rd:- German Oktoberfest 2010 at the Hubertus Social Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom Pah Pah band. Market stalls, kids' rides! Club Veedub has a Volkswagen display in a prime position. You are also welcome to camp Saturday night, should you wish. Einen wunderbaren Tag! For info phone Raymond on 0408 207228. Prosit!

Sunday 3rd:- VW Warwick 2009 Drag Racing at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See www.vwma.net.au for more info.

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

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

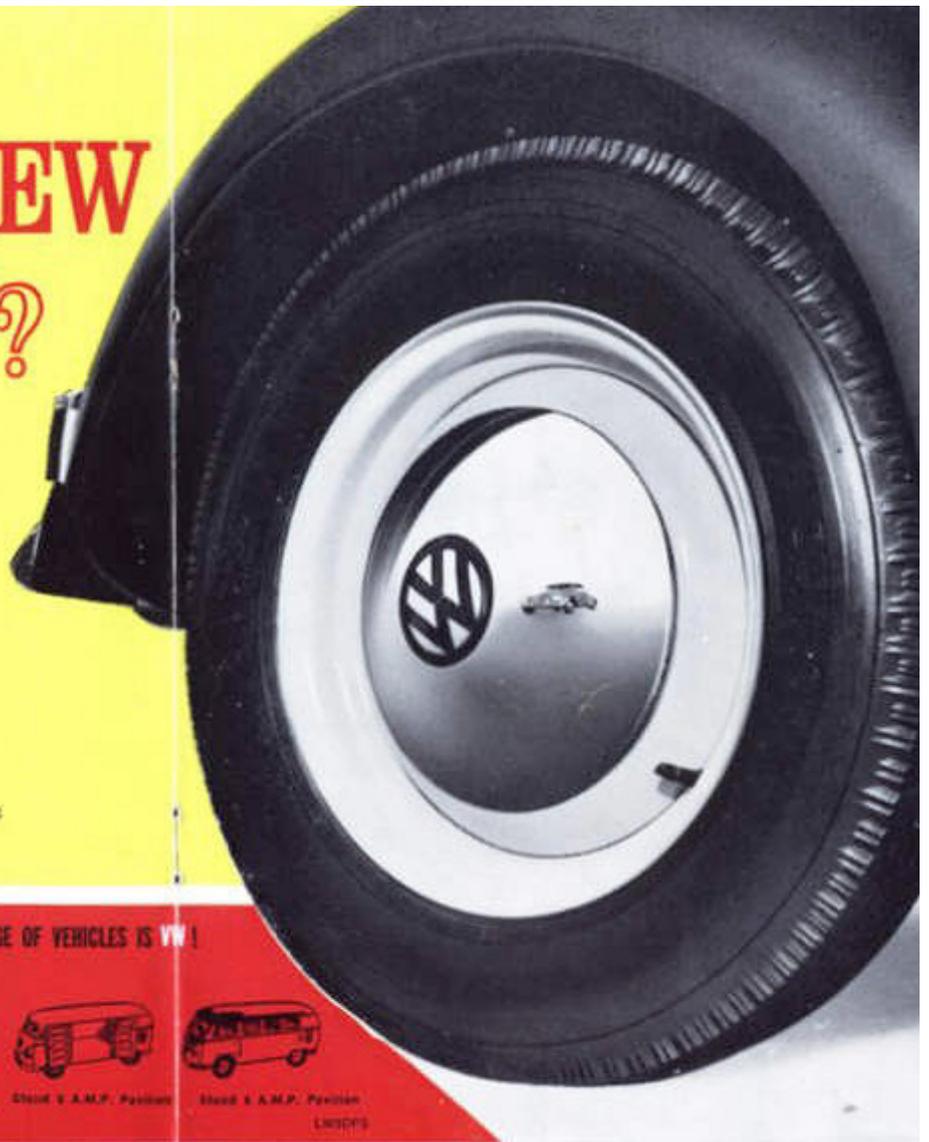
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Stand 6, A.M.P. Pavilion

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LANOCK'S

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 24th:- Boris' Picnic Day 2010 at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for spring and enjoy a day by the Bay. All VWs welcome, old and new. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

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

Sunday 31st:- Southern Highland Motorfest 2010 at Chevalier College, Bowral. Open to all types of cars, commercials, heavy vehicles and bikes. Informal show n shine event with trophies awarded to all categories. Combined with the annual Chevalier Country Fair and a full day's program of wood chopping. Lots of food, rides, competition and games. This is an event for the whole family. \$10 entry. Stall holder enquiries welcome. For more details contact Ken on 0438 090 263. **Club Veedub Convoy meets at Uncle Leo's, Liverpool Crossroads, at 7:15am..**

November.

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

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

Sunday 14th:- VW Cruise to the Dam, organised by Flat Four VW club. Meet at the Plough and Harrow Park, Elizabeth Drive Cecil Hills, at 11:00am for tea/coffee and snacks. Cruise departs at 12:30pm for a round trip to Warragamba Dam, returning to the start for a sausage sizzle. People's Choice trophy. All VWs welcome! \$10 per car.

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

Sunday 21st:- Rodstock 2010 Car Show and Swap Meet at the Hubertus German Club, 205 Adams Rd Luddenham. Trophies, live bands, kids' stuff, giveaways, prizes. \$10 car

show, \$10 swappers, \$2 public entry. First 100 cars receive a goodies bag! Gates open 6:00am. Club VeeDub will have a Volkswagen display. For more info phone 0408 462086.

Sunday 21st:- Day of the Volkswagen 2010, Yarra Glen Racecourse, **Melbourne**. Show n Shine, trade displays, swap meet and more. Public entry 9am. For more info visit VW Club of VIC at www.vwclub.com.au

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

December.

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

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

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

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

2011

January.

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

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

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

Wednesday 26th:- NRMA Motorfest 2010, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display - to join it, you need to register with the NRMA before the 23rd of October. Meet at Domain Parking Station at 6:00am for breakfast, then convoy to display position at 7:00am. Cars in place until 5pm. Heaps of Australia Day activities.

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

May.

Saturday 21st and Sunday 22nd: VW NATIONALS 2011.

August.

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

Marktplatz.

*All ads should be emailed to: info@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.*

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

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

New Ads.

Wanted:- Volkswagen Service Technician. Due to our continual growth and success, the Trivett Group has been invited to establish a new Volkswagen dealership in the heart of Blacktown. To prepare for this expansion, we are currently seeking additional Service Technicians to join our team. At Trivett we are committed to providing a safe working environment. You will also have the support of an experienced Service Manager as well as a modern workshop, the latest equipment and a commitment to training and development (both internal and manufacturer). We are seeking a qualified Volkswagen Automotive Technician with:

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For further information please call Amy Moorhouse in Human Resources on 9841-8873 or send applications through to greatpeople@trivett.com.au

2nd Month Ads.

For Sale:- Various Volkswagens, and additional parts:

- 1983 T3 2-litre EFI Kombi camper, good condition
- 1975 Superbug, good condition
- 1971 Kombi with factory High-top roof. Rescued from wreckers; lots of work needed
- 1979 2-litre Microbus, will sell for the right price
- 1971 Type 3 Fastback, Fuel injected with modified engine, 14x6 wheels
- Two (x2) T3 Kombi bodies, with lots of extra parts
- 1959 Karmann Ghia complete body and floorpan, no paint, lots of surface rust. Parts vehicle but I won't cut it up
- Lots of panels, suspension parts for T3 Kombi
- No T3 engines or gearboxes but I do have a 1600cc Type 3 Notchback engine with twin carbs for sale
- Huge amount of other VWs spares, not sure what's there as I need to clean out my shed
- 60-metre x 30 metre x 8 metre shed

I want to get rid of this stuff before Valla Park. All components located 25km south of Grafton (NSW). For more information and offers on price, please phone Rosco on 0420480522 any time.

For Sale:- Volkswagen Scirocco Mk 1, 1976. Yellow with black interior, 4 speed manual. One owner, Over 200,000km, Rego SSZ-598. Car in Adelaide \$10,000 ono. Phone Geoff & Jane Hocking 0421 259 117 or 0412 881 370

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For Sale:- New NOS Volkswagen parts to suit Kombi and Beetle. All stock is new and part numbered, and from a VW repair shop (Lorenz Motors, Fairfield) that has been closed down for many years. Many engine parts, clutch assemblies, cables, bearings, crank cases, muffler parts, mirrors, valve guides, tie rod ends, etc. Will accept first realistic offer on all parts. Call Lorenz on 9630 1048. Parts are located at Northmead, in the Sydney metropolitan area.

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in Mortdale, St George area Sydney. \$1800 Call Richard on 0409 469 331.

For Sale:- 2-door 1983 South African Mk1 Golf. Red with black and white check interior. No dash cracks, immaculate condition. 1.1-litre economy motor, 4-speed manual, just 97,000 miles. Inspections welcome. 11 months rego (May). \$6,500 ONO, car is in Brookvale. Phone Grahame on 0402 939900.

For Sale:- 1997 VW Golf Cabriolet, 5-spped. Log books, air bags, ABS, leather, alloys, low km, full service history.

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For Sale:- 2003 model Golf Generation, 2.0-litre, 5-door hatchback. Auto transmission. Black, 126,000 km, airbags, ABS, power steering, full service history. Always garaged, excellent condition. Rego 07/11. \$14,500. For more info phone me on 0410 005636.

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Web www.autohausvolkswagen.com.au

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To qualify for this offer, you must bring in a copy of Zeitschrift showing this ad to show that you are a member of Club Veedub.

We are a Volkswagen dealer, but have over 30 years experience on all European makes and models. Unlike other Volkswagen dealers, we can and will work on any year, make and model of car, and this offer is extended to those other vehicles. Terry our parts manager has over 25 years experience in parts.

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New Caddy revealed.

Globally, the Caddy has sold around 800,000 units in six years (2004 to 2009). Now Volkswagen has revealed the first images and details of the 2011 Volkswagen Caddy range ahead of its debut at the IAA Hanover Commercial Vehicle Show in September.



The European engine range has been overhauled and now includes six different engines: two 1.2-litre TSI petrol units (producing 63kW and 77kW), two 1.6-litre TDI units (55kW and 75kW) and two 2.0-litre TDI units (81kW and 103kW). Volkswagen claims the engines (all Euro V-compliant) are up to 13 percent more fuel efficient than the units they replace.

Further enhancing its environmental credentials, the 1.6-litre TDI Caddy is also available with BlueMotion technologies including start/stop and battery regeneration which can reduce CO2 emissions to 129g/km, boost fuel economy to just 4.9 litres/100 km and extend operating range to 1182 km on one tank of fuel.

Volkswagen's seven-speed DSG gearbox and 4MOTION all-wheel drive system have been introduced to the range for the first time, while ESP is standard across all models. VW's Hill-Start Assist is available as an option. Other safety features include daytime running lamps and automatic hazard light activation under emergency braking. Roof rails are also available for the first time.

The visual updates bring the Caddy's styling in line with the rest of the Volkswagen range. The dark headlight housings, wide lower air intake and twin-bar horizontal grille gives the Caddy a more aggressive, purposeful appearance, while inside similarities with the Polo and Golf promote a car-like feel.

In the driver's seat, new instruments, steering wheels, audio and navigation systems and the option of Bluetooth connectivity add to a more comfortable and user-friendly cabin, while down back the ability to remove the second row of seats in all models increases maximum load capacity to 3030 litres in the five-seat Caddy and 3880 litres in the long-wheelbase Caddy Maxi.

The Caddy will still offer basic steel-wall panel-van and window 'kombi' variants, which make up around 70% of the sales volume. For other buyers, Volkswagen has completely reorganised the equipment levels. Three model lines are now available - Startline, Trendline and Comfortline. The Startline has been newly integrated as an entry-level model. The Trendline replaces the Caddy Life, and the top

Comfortline supersedes the successful special 'Style' model. There will also be the Comfortline Edition (formerly the Style Edition), which Volkswagen will be offering as a very exclusive version of the Caddy. Also included in the range is the camper van, the Tramper (in both Caddy and Caddy Maxi).

Optional extras include adaptive cornering lights (integrated into the front fog lights), roof rack (standard on the Comfortline) and the newly designed RNS 315 radio/navigation system.

Pricing of the 2011 Volkswagen Caddy range is set to start from 13,595 Euros (\$19,600) overseas, with full details of specifications and pricing to be released next month.

Volkswagen Australia's Karl Gehling said Australian customers could expect to see the new Caddy in local VW showrooms late in 2010, with details to be announced closer to its launch.

More Golf awards.

Volkswagen, for the second year in a row, has earned itself the Auto Express UK Best Compact Family Car of the year award with its Volkswagen Golf range. The Golf GTI picked up Best Hot Hatch award.



Judged by the editorial team of Auto Express, the panel took all new models and existing models into account throughout the judging.

David Johns, Auto Express editor-in-chief, said about the Golf, "With its classy looks, high-quality cabin and executive car refinement, the Volkswagen still sets the standard. Better still, it's great to drive, excellent value and has a brilliant range of engines – including innovative turbocharged TSI petrol units."

David Johns also said the rivals did offer very competitive packages this year, some with more power and more stylish looks, but he said the overall ability and appeal of the Golf shone through once again.

Volkswagen is now up to the sixth generation Golf after producing the model for well-over 35 years. 27 million Golfs have been sold over the years, too, making it the most successful model Volkswagen has ever produced – ahead of the infamous Beetle which was sold to over 21 million people, worldwide.

The Auto Express award is only the latest of a swag of awards won by the superb Mk6 Golf, in Europe and in

Australia. It joins World Car of the Year 2009; Top Gear Car of the Year; Wheels Magazine Car of the Year; CarsGuide Car of the Year; SMH Drive Car of the Year (and also three sub-categories), and NRMA Best Car awards.

100,000th Mk3 Scirocco.

Since its market launch back in 1974, the Scirocco compact sports coupe has been the most successful Volkswagen in its segment. A total of 795,650 vehicles, Mk1 and Mk2, were sold up to the end of production in 1992. Currently, the third generation is being manufactured.



In August, at the VW AutoEuropa plant in Portugal, just two years after its market launch, the 100,000th third generation Scirocco rolled off the production line.

Andreas Hinrichs, Autoeuropa Plant Manager, said: "The Scirocco is one of the most important cars that we produce. For myself personally, it was a moving moment."

The actual 100,000th model was a Scirocco R 2.0-litre TSI, in Rising Blue Metallic with a Titan Black interior, radio navigation system, Park Pilot and a tilting sunroof.

At Palmela in southern Portugal, with 3,000 employees, Volkswagen produces the Eos hardtop cabio, the new Sharan people mover and, since 2008, the third generation of the Scirocco.

With its attractive design and sporty appearance, the Scirocco leaves a lasting impression. In 2008, it claimed the AutoBILD Design Award and was named Car of the Year by Top Gear magazine.

The Scirocco is looking just as good in motorsport as it does on the open road: already in 2008, the racing version of the new Scirocco occupied top ranks at the 24-hour race at the Nürburgring. In its first time at the competition in 2009, the Scirocco GT24-CNG (natural gas) won in the alternative-drive class.

With 795,650 Mk1 and Mk2 Sciroccos, and now 100,000 Mk3s, VW is on track to produce the one millionth Scirocco midway through 2013.

And remarkably, none of them have ever been officially sold in Australia. VWGA has decided not to add the Scirocco to the Australian lineup. There are, however, a few dozen private imports, including several new Mk3s.

New Jetta wagon?

The new upsized 2011 Jetta launch is going on right now in San Francisco. The new Jetta will be a separate VW model line, not just a Golf with a boot as before. The 2011 Jetta will launch first in S, SE, SEL, and TDI trims, with the 2.0-litre turbo GLI model following shortly thereafter. The entry-level S model will feature a new naturally aspirated 2.0-litre, mid-level models will use a 2.5-litre inline-5, and the TDI will, of course, be powered by VW's 2.0-litre turbo-diesel.



Station wagons are still very popular in America, so to achieve the level of sales that VW is aiming for (800,000 cars per year in the US by 2018, three times more than at present), VW will have to provide a station wagon version of the new Jetta. American auto magazine Car and Driver have released a rendering of what such a wagon might look like.

The current Mk6 Golf-based wagon, which recently went on sale in Australia as the 'Golf Wagon', is sold in the USA as the 'Jetta SportWagen'. This version, known as the Golf Variant in Europe and Golf Estate in the UK, will continue to be sold in the USA alongside the new Jetta sedan, although they will be separate models. The current wagon may be renamed to just 'VW Sportwagen' to reflect the Jetta's move away from the current Golf platform.

In the meantime it's not known as yet whether VW will actually commission a wagon version of the bigger new Jetta, as shown in Car and Driver's rendering, and if so whether it will be sold in other markets around the world.

The current Golf Wagon will continue to be sold in Australia for at least another two years.

New Chinese VW factory.

Volkswagen has announced that it will build a second world-class assembly plant in Eastern China.

This news follows Volkswagen's announcement last month that it would build its first assembly plant in the south of China. These latest plans give a good indication of the growth that Volkswagen is expecting in the coming years.

Set to be operational by 2013 the Eastern China plant will have a capacity to produce some 300,000 Volkswagen cars each year.

China is currently one of the largest importers of Volkswagen vehicles, with sales reaching 1.4 million in 2009. 2010 has meant even more success for the German brand,



with sales in the first half of this year up 46 percent, reaching over 950,000 vehicles.

It is this growth that has prompted the auto giant to invest US \$7.7 billion (A\$8.74 billion) in building two new assembly plants in the country in an effort to keep up with demand. The company is expecting annual sales to reach 3 million vehicles by 2013.

Volkswagen appears to be following a trend in the auto industry by opting to control and assemble vehicles in China. Other brands including Daimler-Benz, Nissan, Honda and Toyota are all expected build new assembly plants in China. Volkswagens have been manufactured in China since the late 1970s, but by licenced partner companies such as Shanghai-VW and FAW-VW. Visitors to Shanghai will testify that the roads are full of VW Passats and Santanas.

It is well known that Volkswagen CEO Martin Winterkorn plans to overtake Toyota by 2018 to become the world's largest automaker and the latest move suggests his plans appear to be well on track.

Passat Cabrio to replace Eos.

Reports from the UK suggest that Volkswagen is thinking of producing a Volkswagen Passat Cabriolet. Though, the car will be an all-new design and not simply a chopped version of the Passat sedan.

Speculators are saying the Cabrio will replace the next generation Volkswagen Eos, which was scheduled to be launched in 2011. CAR Magazine recently reported



Volkswagen Eos sales have not been doing too well lately, and says the new 'Passat' Cabrio will replace the old model. The old design language of the Eos was adopted by the company around 10 years ago, with reports saying the 1990s chrome grille and teardrop headlights are a thing of the past.

In addition, by taking the hard-top Eos cabrio concept up a level with the Passat, VW frees up a market niche at the Golf level. VW has already expressed interest in bringing back the Golf cabrio with the traditional fabric roof. If so, Volkswagen would then have two Cabrios in the lineup.

The new Passat Cabrio is said to be an all-new design featuring the underpinnings of the Passat Coupe concept, meaning four proper seats, plenty of luggage space in the boot and present greater safety than the current Eos.

The 2014 Cabrio will also feature more powerful engines with sources claiming a 186 kW turbocharged four cylinder could be on offer. The 'Passat' Cabrio is expected to be released a few months after the 2013/2014 Mk8 Passat launch.

New New Beetle.

According to a report from UK publication Autocar, Volkswagen sources have confirmed that the new Mk2 New Beetle will be a "radical design". The rendering below is Autocar's interpretation of that comment. It incorporates the lower roofline of the New Beetle Roadster concept car from a few years ago. It looks OK. Radical? Not greatly. If the rendering is on the money, then the Beetle will be taking on a more masculine look than the cutesy current New Beetle and the Concept 1 on which it was based.



Apparently, we'll know for sure what the new New Beetle will look like at the 2011 Detroit Auto Show in January, if not a bit before. You'll see it in Zeitschrift first.

The Mk2 New Beetle will be built in Mexico alongside the new Jetta. The two cars will share many chassis and engine components, which will give the New Beetle a reworked chassis with wider tracks and a longer wheelbase than today's model. It will better the current New Beetle's dynamics (which is still based on the 1998 Mk4 Golf!), with a more compliant ride.

Suspension will be Golf-style MacPherson struts at the front and a torsion beam at the rear. However, the GTI 157 kW 2.0-litre turbo range-topper will have a multi-link rear to improve handling.

Engines will include a 78 kW 1.2, a 118 kW 1.4 and the GTI 157 kW 2.0 litre, all engines from the current VW Golf parts bin. A US-bound 127 kW 2.5-litre five-cylinder is not destined for Europe or Australia, just like the 5-cylinder Golfs and Jettas sold only in the USA. Diesels will include the new 78 kW 1.6 and a 105 kW 2.0 litre TDI.

A hybrid is also planned, with a similar drivetrain to that of the Jetta CC from this year's Detroit show: a 112 kW turbocharged/supercharged 1.4 with a 20 kW electric motor.

It is expected the new New Beetle will be on sale in Europe before the middle of next year. Add somewhere in the vicinity of 9 months for an Australian release, so we might see it in December 2011 or early 2012. A convertible new New Beetle will follow later in 2012.

Canadian mega-Scirocco.

Ask what Euro-only model should be sold locally, and the Volkswagen Scirocco would be near the top of the list. It combines everything we love about the Golf GTI into a more attractive, racy package and, just like its boxy brethren, it's packed with tuning potential.

The Canadian firm HPA has been at the forefront of VW and Audi modifications for years, and they have worked out a deal with Volkswagen Group Canada to import a handful of Sciroccos into British Columbia each year. This finally offers North American VW fans the hot hatch they wanted (like Australia, the current Mk3 Scirocco is not imported to the US). But naturally, they're not leaving good enough alone.



Based off the Euro-spec Scirocco R trim package, HPA-built Sciroccos are completely transformed from their tame 4 cylinder 2WD origins with the integration a robust 6-cylinder motor and Haldex 4Motion all wheel drive system. Throw one of their forced induction packages into the mix, along with a variety of handling and performance add-ons, and you have a potent machine worthy of the title 'super car'.

Although the stock Euro-spec Scirocco R comes with a not-insignificant 199 kW 2.0-litre TSI four-cylinder, HPA firstly will swap in a fully-tuned VW V6 engine from the Passat R36, measuring 3.6-litres in capacity and producing 225 kW.

The next stage adds a single Garret H23 turbocharger to the V6, increasing output to 355 kW and 680 Nm, as well

as adding 4Motion all-wheel-drive. The third and ultimate stage is a twin-turbo setup called the HPA565, which boosts the V6 to 478 kW (565 horsepower), and 815 Nm torque. This combination results in a 0-100 km/h time of 3.2 seconds and a quarter-mile time of 11.3 seconds (at 197 km/h). Top speed? HPA claims 325 km/h.

In addition to the engine mods, the stock brakes have been swapped out in favour of 14-inch, eight-piston units in front and 13-inch rotors out back, with 19-inch aluminium BBS wheels coated in Dunlop SP Sport Maxx tires.

As you'd expect, such a conversion and importation doesn't come cheap. The V6 transplant starts at US\$85,000, and the single turbo 4Motion upgrade starts at \$110,000. HPA only plans to build 10 HPA565 twin-turbo Sciroccos each year, at a cost of US\$150,000 a piece (A\$165,000).

www.hpamotorsports.com/scirocco.htm

Volkswagen ketchup.

Volkswagen will bring a number of creations to this year's Techno Classica in Essen. While fans of the people's automaker will get a treat when the company dusts off cars like the Paris-Dakar-winning Iltis, the Tarek and Type 181, the company also plans to turn out another surprise – ketchup. VW will sell a total of 1,000 bottles of Volkswagen Classic Ketchup to commemorate the 40th anniversary of the creation of Volkswagen Spiced Ketchup.



Many people are unaware that Volkswagen makes its own condiments. But VW also makes its own currywurst sausages for its staff canteens across Germany. As the story goes, VW created its special sauce as a compliment to its unique curry sausages, and the ketchup features a thicker consistency and a special flavour compared to your run-of-the-mill Heinz. VW started bottling the stuff en masse in 1997, and it sold 20,000 units the first year. Since then, the ketchup sales have only gotten stronger, and last year, VW sold 425,000 bottles.

With the VW Wolfsburg complex employing 50,000 people, getting everyone fed efficiently during three shifts a day is a major undertaking. On the VW factory-owned land, which extends far beyond the production buildings (which are vast), there are also pig farms and other produce fields that supply food to the many large in-house cafeterias serving the workforce. Currywurst and VW ketchup is a staple item in the VW cafeterias, and as a guest you are expected to sample it,

which most visitors to the factory and the Autostadt are happy to do. The Germans love their curry sausages, and Volkswagen ketchup is the ideal accompaniment.

Dung Beetle.

Yes, it's come to the stage in human evolution that someone has found use in the contents of our toilet flushes. Meet the poo-powered New Beetle by Geneco, UK.

The team at Geneco specialise in recycling solutions, so they have attempted eco-friendly car building. Called the Bio-Bug, the car essentially runs on the gas produced by human waste. You can't simply 'do your business' in the car's petrol tank though. The gas is first extracted, in this case from the Bristol sewage treatment works in Avonmouth. Then the gas is refined and pressurised so it can be dispensed into the Bio-Bug's gas tank in a similar setup to filling with LPG.



Geneco general manager, Mohammed Saddiq, sees the technology as a potential power alternative for future company cars. Geneco says waste from around 70 humans is able to power the car, which they say drives like a normal Volkswagen Beetle, for about 160 km.

Not bad for a relatively eco-friendly, efficient and completely organic source of power. It may not be the cleanest technology but it's cleaner when compared to current fuels. And it's pretty arsey.

New Beetle pickup.

The new VW Amarok pickup truck won't be arriving in Australia for a while yet, and the T5 Transporter pickup and cab chassis are large and industrial strength. Is there another way to have a neat, little, Volkswagen pickup?

What about a New Beetle pickup conversion? Proving the old adage, "When there's a will, there's a way," Japanese body shop Hayashi has grafted the rear half of a pickup with the front half of a New Beetle. The results speak for themselves.

It's accepted that New Beetle is sometimes seen as a feminine vehicle; hence the recent decision for the Mk2 New Beetle to be more 'edgy' in design. But this conversion shows that there is still a little mojo in the first New Beetle.

The Americans buy more New Beetles than anyone else, and many of them seem to like the look of this



conversion. However VW has no plans to introduce a factory version of a New Beetle pickup.

At least there's plenty of room for more than just the lonely single flower in the dash-mounted plastic holder.

Passat police cars.

Now that Volkswagen of America has moved its headquarters from Michigan to Virginia, the Herndon police department has received a pair of new Passats – a modified sedan and wagon for use by the local constabulary.

They have a cop motor. The standard 2.0-litre TSI (turbocharged and direct injected) inline-four has been beefed up for its new role, raising output from 150 kW and 280 Nm to 186 kW and 405 Nm. They have cop tyres, cop suspension and cop shocks, although they are made after catalytic converters so they don't run good on regular gas. The four-cylinder police vehicles get the larger brakes from the 3.6-litre V6 versions, as well as 18-inch wheels with Pirelli performance tyres.



The Passat with the TDI engine could be a very competent Police cruiser, while getting much better fuel economy than the typical full size V8 Ford Crown Victoria. The pursuit vehicles could be given a different mill but even those could probably get by with the TDI.

There was concern that the Passat might be too small, as Americans are used to large police cars with room for large backsides, equipment and doughnuts. However most other countries get by just fine with smaller police cars, and the Passat is the most common police car in Germany.

The Toy Department.

Mettoy Playcraft Ltd, a British toy company founded in 1936, launched Corgi Toys in 1956 as a new range of die-cast model cars. They began making models of British cars, and soon became a huge hit because at the time they were the only toy cars on the market that included transparent plastic windows. They were advertised as, "the ones with the windows"!



Although Corgi has had many model car competitors over the years, ranging from Dinky Toys to Husky, Matchbox, Lledo and Hot Wheels over the years, it fought hard to stay at the top of the market and its name is still well known to this day. In its first year of trading Corgi sold an amazing 2.75 million cars, making it a clear leader of the British toy car industry. In 1966 Corgi won the Queen's Award To Industry and the National Association Of Toy Retailers' Highest Standards Award, two very prestigious awards. In March 1969 a year's supply was destroyed in the Swansea factory by a fire - a major setback cutting profits tremendously. Despite this, Corgi continued to remain among top collectibles for many years.

Sales rocketed in the late 1960s and early 1970s after the James Bond Aston Martin DB5, the Barris Batmobile and the Chitty Chitty Bang Bang car was released. The Corgi Bond DB5 remains the biggest selling toy car in history with over seven million sold to date. But sales were dramatically cut after the 1969 fire and substantial ground was lost to its main rival Dinky, but by 1971, the Swansea factory was back to full production after major repairs costing over £1.3 million.

The Queen's silver jubilee model edition released in 1977 was an instant bestseller, along with other nostalgia model: Edward VII's coronation state coach of 1901. After a rapid decline of sales, Corgi went into receivership in 1983 just three years after the similar demise of Dinky Toys. Children and adults had moved on to more sophisticated pleasures, such as computer games.

Corgi reformed as Corgi Toys Ltd. in 1984, and it turned its attention to regaining the British toy company's confidence. But three years later Corgi turned to the export market for profits, soon manufacturing their model cars in Hong Kong. Corgi started the Collectors Club, quickly gaining worldwide membership.



In 1989 the company was taken over by Mattel, the US-based worldwide toy manufacturing giant (manufacturer of Barbie Dolls and Hot Wheels cars), Production was moved to Leicester, the Mattel headquarters. Corgi then bought out its new range: Corgi Classics, selling nostalgia cars, vans and trucks from the 1930s, 40s, 50s and 60s; a huge success aimed at people who had been children at that time giving them the chance to return to their childhood memories, a brilliant innovation that is still running strong today. Corgi also released a new range of trucks, fire tenders and buses based on North American prototypes, but was not as successful as hoped.

A management buyout in 1995 saw the end of Mattel ownership and a new company was born, Corgi Classics Limited. On May 1, 2008 Corgi Classics was bought by the international model and collectables group Hornby. Today Corgi has managed to establish itself as the market leader in the adult new die-cast collectable market, although the original Mettoy-owned Corgi Toys brand has left a vast legacy of models for collectors to track down at toy fairs, at auctions and on the internet.

This includes an impressive number of Volkswagen models made by Corgi over the years. This month we feature the famous Corgi VW Pick up, famous for its rear opening tool box with detailed tools under the lid. It was released in 1967 and discontinued in 1969.

This model in 1/43 scale also came with a trailer and race car in tow. Other variations were the beige coloured version, and Pick up with red canopy.





I recently also came across this plastic version with similar style tool box in the rear, obviously a copy cat Hong Kong version. Despite no markings on it was most likely made by Lucky toys.

Tony Bezzina
kbezzina@bigpond.com

Cash for Clunkers.

Australian Historic Motoring Federation Inc.
GPO Box 2862
Canberra ACT 2601
Tel/Fax (02) 95993726

Ms Rondah Rietveld
The Prime Minister's Senior Advisor
Australia Labor Party
By E-mail
Canberra ACT

Dear Ms Rietveld,

Re: Cash For Clunkers

Our members are proud to maintain Australia's largest moveable museum, at little cost to the Government of the day. The State governments acknowledge our efforts by providing relief to us in the way of reduced registration costs that recognise the limited usage of these vehicles.

We are proud of our efforts and use our vehicles to assist local charities by conducting displays and other events in order to raise much-needed funds for those charities. We attend street parades and support the various ANZAC Day parades through the country to transport our Veterans and returned Servicemen so that they can participate. Plus we are involved in Australia Day activities and much much more. We hold special events and place our vehicles on display as a mobile museum to inform the younger generation of our past. Additionally, we add \$80 million annually to the Australian economy to assist businesses, with our spending ranging from repairs and maintenance to accommodation during the events that we hold/attend across the country.

We have read with interest the recent policy of your Party in regard to 'Cash For Clunkers'. Essentially we agree with the concept of removing older and unsafe vehicles from our roads and we also applaud the initiative to assist people to own a new more efficient vehicle.

However we do not support:

1. Labelling of all pre-1995 cars as gas guzzlers and therefore unsafe
2. Crushing vehicles traded in under this scheme
3. The view that by removing these vehicles the energy spent to replace them will have a large effect on the environment.

Our reasoning is as follows:

1. The majority of our vehicles have been restored to as near as possible to their original specifications. Those that aren't restored are at least maintained to a high standard to ensure safe operation. While it is acknowledged that fuel consumption was not a consideration when they were built, by the very nature of restricted registration, they are used on a limited basis.
2. The crushing of the traded vehicles is likely to see vehicles of historic significance destroyed. As well as their historic value, these vehicles are also likely to provide a source of spares that will ensure that the current range of vehicles are able to be maintained.
3. We question the likely energy savings to be realised because the limited usage of these vehicles would be very unlikely to offset the energy that will be expended to crush them.

We request that you clarify this matter by public statement to the members and general public that this offer is being made for vehicles that are not part of Australia's motoring history movement, and it is not intended to label our vehicles as gas guzzlers and unsafe.

We are able to offer a selection of suitable vehicles if required when making your announcement.

Further, we offer our assistance to work with your policy advisers to define a clear policy that will remove the 'clunkers' off the roads, whilst maintaining the integrity of Australia's moveable history.

Please contact me for any assistance that the AHMF can provide to you.

Yours sincerely,

Neil Athorn

President
Australian Historic Motoring Federation
Ph: 0408 033839

New RTA rules for modified cars.

I recently attended a meeting held at the Regency Ramblers Hot Rod club house to hear discussions about proposed new RTA rules.

The RTA is shortly going to reintroduce the dreaded VSI 50 'raising and lowering vehicles' again. This is the one that caused a furore last year, so if you have a lowered or raised VW near finished, get it engineered and registered NOW.

The NSW RTA is still refusing to use the National Code of Practice for Light Vehicle Construction and Modification (NCOP). It has already been adopted by some other states.

NSW Hot Rod Federation have a good working relationship with the RTA, but this is for pre 1949 vehicles on full rego. Hot Rod plates are still OK as well.



There is a fear that the RTA could force modified cars to adhere to the rules for ICV (Individually Constructed Vehicles). This would mean that your modified car would have to comply with current ADRs.

The problem is with post 1949 modified vehicles. There is no organised body sitting down to talk with the RTA. What was brought up at the meeting by Tony from Shannons & CMC (Council of Motor Clubs) was a national group (can't remember the name he used) to represent all interested parties with a united group, this group would include Hot rodders, Street machines, Vintage cars and 4WD groups.

This newly formed group would take a while to swing into action and get things happening. Some in the RTA would prefer no modified cars on the roads at all.

We were also told at the meeting that in SA a like minded group has already been setup.

One question that was asked "Do they ever give reasons why they want to change this all around? Is there evidence, facts - that demonstrate that modified vehicles are the cause of injuries or deaths?"

The RTA doesn't have any statistics to back up the need

for tighter controls but that they were being "pro-active". Tony from Shannons said that they could supply the data needed but anecdotally most of the cars in the modified scene were not the problem, the problems that have been highlighted in the press with horror crashes were generally standard sort of cars.

Seriously if you spend all your time and money building up a car from scratch are you going to jeopardise it by driving stupidly?

The RTA has hinted that the first modified vehicles on their hit list are air bagged utes or anything with suspension air bags. What the RTA doesn't understand that stifling legitimately modifying cars will affect many business and takes millions out of the economy.

One aspect of the meeting I found surprising is that the rest of the nation is united on modified car laws, with only NSW holding out wanting to go their own way.

Now that some other states have adopted NCOP (National Code of Practice for Light Vehicle Construction and Modification) there could be a legal challenge on free trade between states. If one state allows mods that are deemed illegal in other states, if you buy a car in one state and try to register it in say in NSW and the car is refused rego.

I will try to keep you all informed about any developments in this area.

Steve Carter

Shannons CMC Day. Sunday 22 August.

The Shannons Classic at Eastern Creek Raceway is the largest gathering of classic vehicles in NSW. It's organised by the Council Of Motor Clubs NSW (CMC), the collective body of classic car clubs in our state. Club VeeDub has been affiliated with the CMC since the early 1990s, and each year we put on a display of Volkswagens among the 1,700-odd other classic cars, trucks, bikes and race cars.

We are allocated just 15 spaces each year, and these were handed out to interested members at the monthly meeting. It was first-in, first-served and all 15 tickets went quickly. We were allocated to area C at Eastern Creek, which is through the tunnel into the track centre, then left at the first-aid station and up onto the grass near the skidpan.

Lily and I were first to arrive just after 7am, and we set up our shade shelter with large VW logos, and VW flagpole. Wayne and Laurie soon arrived, followed by Karl, Ray and



Club VeeDub. Aus Liebe zum Automobilklub.



Shirley, Brian, Bill and Andrew. This year the organisers had finally placed Ray Black's VW Classic club next to us, rather than over the other side behind the grandstand, so it was great to have all the VWs together. Rick, Ken and Frank arrived a little later but the final count was twelve Club VeeDub cars, around half a dozen VW Classic cars, and a couple of other VWs from elsewhere. Alex's genuine Disney Herbie was again a major crowd pleaser.



Ray put his shelter up next to mine and the girls made themselves comfy while the boys took it turns to wander through the show. There were many hundreds of gleaming beautiful old cars, of nearly every make imaginable, to look at. The weather was perfect and the sun shone brightly all day. Lily enjoyed going for a double-decker bus ride around the track, but not as much as an ice cream afterwards.



She was really looking forward to seeing Kira and Bettina, but was disappointed when Brian and I told her that Raymond had missed out on a ticket. It took some more doughnuts and a Coke slurpy to cheer her up again. It was nice to see quite a few friendly faces of other club members come by to say hello during the day.

There were plenty of car books, models, tools and nick knacks for sale in the pit garages, but a few of us thought there weren't as many as last year. I bought a few Modern Motor magazines from the 1950s and '60s but the sellers were after \$50-plus for VW books and manuals – pass.

We were scheduled for a parade lap at 1:30pm and many of our VWs took the opportunity for a drive, but as I did it last year I decided to stand by the straight and watch them go past, and we waved at the Beetles and Kombis as they cruised by.



Soon it was time to pack up and head off home. We gave away around 20 membership forms and spoke with numerous interested passers-by, as everyone there was a car enthusiast of some kind.

But again there were several members who had taken one of the 15 entry tickets and didn't turn up. This meant that other members, who might otherwise have gone, had to miss out. Therefore the ticket arrangement will be changed for next year. People wanting a ticket must pay the club a \$20 deposit to secure one, which will be refunded at Eastern Creek on the day. If you take a ticket and don't turn up, you lose your money. We have 15 spaces and 15 tickets, so we should be getting 15 VWs there.

Otherwise a really enjoyable day, and a great way to promote our club and the classic car movement generally.

Phil Matthews



VW's second-best year ever (again) in 2009.

Note – apologies for the lateness of this report. The FCAI's on-line sales data is now industry subscription only, meaning my previous data links no longer work. I had to wait until the 2010 Black and White Data Book was published, last month, to bring you this data. We are investigating other sources for next year – Ed.

In spite of market contraction thanks to the Global Financial Crisis, Volkswagen again recorded their second-best-ever sales year in Australia in 2009, according to official VFACTS sales results released by the Federal Chamber of Automotive Industries.

Volkswagen's total Australian sales for 2009 was **30,087** vehicles, just the second time in history that VW's annual sales have passed the 30,000 milestone. It's also the closest VW has ever gotten to beating their long-standing all-time sales record of 31,419 (22,293 Beetles, 3,443 Type 3s, 28 Karmann Ghias and 5,655 Transporters), set way back in 1964 when VWs were being locally made at Clayton in Melbourne. In 1964 VW actually produced 34,588 vehicles in Melbourne, with the extra 3,100 vehicles exported to New Zealand, Malaysia, New Guinea and the South Pacific.

VW's 2009 result was a slight improvement of 0.7% over the 2008 sales of 29,875, at a time when most Australian car sellers went backwards. Nissan sales decreased by 10.7% in 2009; Toyota by 15.9%; and Honda by 21.2%. Of the top-10 sellers, only Hyundai and Volkswagen increased their Australian sales in 2009.

Volkswagen again finished in 10th place on the overall Australian vehicle sales chart, for the fourth year in a row. The maker totals (all types) were Toyota (200,991), Holden (119,568), Ford (96,501), Mazda (77,739), Hyundai (63,207),

Mitsubishi (56,998), Nissan (52,901), Honda (41,443), Subaru (36,506), and **Volkswagen (30,087)**. VW finished in front of Suzuki, Kia, Mercedes-Benz, BMW and Audi. Volkswagen was again Australia's top-selling European maker, for the fifth year in a row.

Volkswagen sold **20,913** passenger cars, **5,464** SUVs and **3,710** commercial vehicles to reach the total of 30,087 vehicles in 2009.

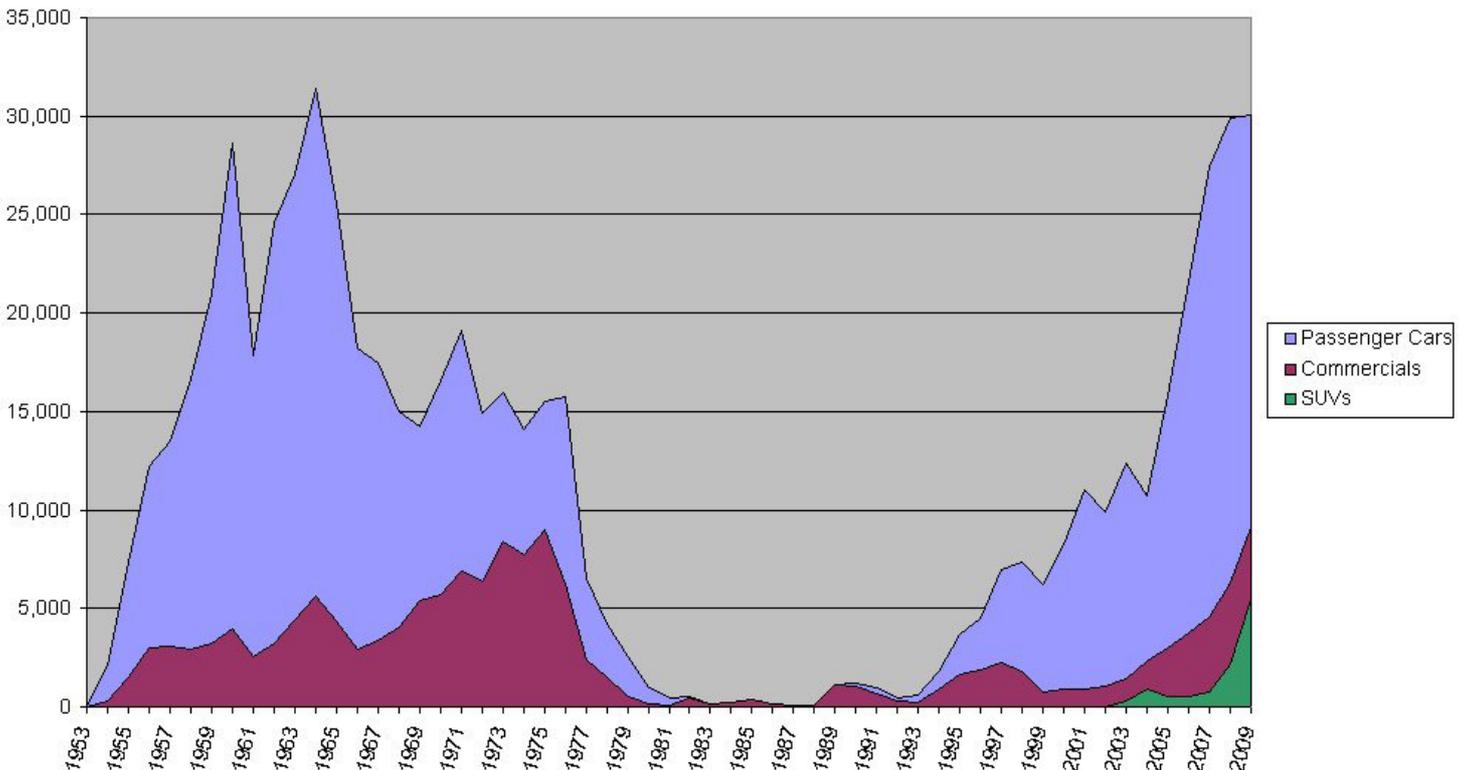
Passenger Cars

20,913 VW passenger cars for 2009 is an 11.4% decrease on the 2008 figure of 23,604, consistent with most other car makers in the slow conditions of 2009. All the top-10 makers decreased passenger car sales, except for Hyundai. The market leaders were Toyota (99,057), Holden (80,092), Mazda (58,316), Ford (55,596), Hyundai (45,735), Honda (36,340), Mitsubishi (23,386), **Volkswagen (20,913)**, Subaru (17,816) and Kia (15,797). Volkswagen finished in eighth place for passenger car sales, for the third year in a row.

VW sold 12,141 Golfs, 3,160 Passats, 1,962 Jettas, 1,404 Polos, 1,159 Eos, 283 Caddy Life/Campers, 254 New Beetles, 208 Multivans, 181 Caravelles, 149 New Beetle Cabrios and 12 Kombi Beaches. VW set new all-time sales records for the Golf and the Passat (CC) in 2009, in spite of the recession. VW also set all-time sales records for the Tiguan SUV, and Caddy light commercial.

12,141 was the highest-ever yearly total for the **Golf** in Australia, increasing just over 4% on last year's record total of 11,632 and the fifth year of growth in a row. This is the highest one-model, one-year total in Australia since the VW 1200's 18,077 sales in 1965. Helping Golf sales was its success in all the awards, including Wheels, Drive, Best Cars and CarsGuide Car of the Year Awards. This is the first time ever that one car has clean-swept the major awards. The Golf is the largest-selling model in VW's modern line-up, making

Australian Volkswagen Sales





up 40.3% of total VW sales (even more than the 38.9% in 2008). Two in every five Volkswagens sold here are Golfs.

3,160 was a good result for the luxury **Passat**, VW's second-best-selling car in the range. Sales dropped slightly from the 3,334 sold in 2008, but it was still the fifth-best result ever. The Passat's best-ever year remains 1975, when 4,113 were sold. The Passat finished the 8th top-seller in the Medium Car category, well beaten by the Camry and the Mazda6. The success of the Passat range in 2009 was the sporty CC, which made up 902 of the 3,160 sold, in just its second year on the local market.

1,962 was a disappointing result for the **Jetta**, which dropped 33.1% on the 2,936 sold in 2008, and compares poorly with the record 4,071 sold in 2007. Sales have dropped nearly 52% in two years; that is, by more than half. The Mexican-built Jetta still wears the Mk5 Golf nose, so sales ought to improve when the model is updated next year. The Jetta was 15th in the Medium Car segment

1,404 was also a disappointing result for the **Polo**, which dropped 40.5% on the record 2,362 sold in 2008 and resulted in a 15th-place in the Light Car category, behind the leaders the Hyundai Getz and Toyota Yaris. However, the current Mk4 Polo sold in 2009 has reached the end of its model life and will be replaced by an all-new Mk5 Polo in early 2010, sourced from South Africa as usual. The new Polo was recently announced 2010 World Car of the Year.

1,159 was also a disappointing result for the **Eos**, which dropped 37.4% on the record 1,852 sold in 2008. This was the lowest result achieved in the three years the Eos has been on sale in Australia. It finished third in the Sports Cabrio category, behind the BMW 1 and 3-series cabrios. The Eos is not due for updating or replacement in 2010 so the model will have to continue as-is.

283 was a small but steady result for the **Caddy Life/Camper**, the trimmed passenger and 'lifestyle' version of the popular Caddy van. Sales dropped a slight 2% from the 289 sold in 2008. However it is again VW's biggest-selling 'People Mover', and it finished 9th in the category behind the Kia Carnival and Toyota Tarago. The Caddy Life record is 349 sold in 2007.

254 was the worst-ever result recorded by the **New Beetle** in its ten years on the Australian market. It dropped 58.6% on the 613 sold in 2008, and finished a lowly 29th in the Small Car category. The model is at the end of its life and the Mk2 New Beetle is due in Mexico in 2010. The best-ever New Beetle total was 1,328 on its debut year back in 2000, but the novelty of the retro-styled VW has since worn off.

208 was another disappointing result for the luxury **Multivan**, which dropped 27.3% on the 286 sold in 2008. The Multivan has dropped sales three years in a row from its high of 340 in 2006, and has sold just 1,444 in five years. It finished 11th in the People Mover category, just outsold by the Mitsubishi Grandis.

181 was a much-improved result for the large capacity **Caravelle**, doubling its sales of 90 in 2008. The Caravelle is slightly lower-spec and higher-capacity than the Multivan, and it finished just behind the Multivan in 12th place in the People Mover class. All T5 models will be updated and facelifted in early 2010. The best ever Caravelle result was 325 in 2003, but it was not available 2005-07.

149 was another drop for the **New Beetle Cabrio**, down 15.8% on the 177 sold in 2008 and the third year in a row of dropping sales. The New Beetle Cabrio record was 258 in 2004. There has been no word yet on whether a cabrio Mk2 New Beetle will be made.

12 was a puzzling result for the **Kombi Beach**, a model we thought was discontinued several years ago. It was still a 63.6% drop on the 33 recorded in 2008, and again the biggest fall of any VW model. The combined passenger T5 total – Multivan plus Caravelle plus Kombi (401) is eight less than 2008 and still behind the Chrysler Voyager, Dodge Journey and Kia Rondo. The Kombi Beach's best ever result was just 142 in 2006. The best-ever VW Microbus result was 1,298 way back in 1975.

SUVs

Volkswagen sold **5,464** SUVs in Australia, VW's highest-ever total in this category and the third year of growth in a row. 2009 was a huge 151.2% increase on the 2,175 sold in 2008, by far the largest increase of all the SUV sellers in Australia. VW sold 4,702 Tiguan and 762 Touaregs in the Compact and Luxury SUV categories.

The SUV market leaders were Toyota (46,418), Subaru (18,690), Nissan (17,913), Hyundai (13,727), Mitsubishi (13,155), Ford (11,923), Holden (11,923), Mazda (8,397), **Volkswagen (5,464)** and Honda (5,103). VW moved up from 17th place in 2008 to 9th in 2009, passing Lexus, Volvo, Kia, Land Rover, Jeep, BMW, Suzuki and Honda. The SUV category proved Volkswagen's success story for 2009, a year when both VW passenger cars and commercial vehicles dropped.

4,702 was a record result for the compact Tiguan, which became VW's second-biggest selling model in Australia (second only to the Golf), in only its second year on the local



market. This was an amazing 324% increase on the 1,109 sold in 2008, by far the biggest increase of any VW model. The Tiguan finished seventh in the Compact SUV market, only a few hundred sales behind the Honda CRV. The three biggest sellers were the Subaru Forrester, Toyota RAV4 and Hyundai Tuscon.

762 was a disappointing result for the luxury **Touareg**, a 28.5% drop on the record 1,066 sold in 2008, but it was still the third-best result for the seven years it has been on sale here. The Touareg finished 11th in the Luxury SUV segment; the top-selling models were the BMW X5 and Lexus RS. The Touareg was again outsold by both the Audi Q7 and Q5 models. An updated Touareg with a new range of engines debuted in Europe in early 2010, and this model will reach Australia before the end of 2010.

Commercial Vehicles

3,710 Commercial Vehicles sales in 2009 was a disappointing 9.4% drop on the modern record of 4,096 sold in 2008. VW's all-time Commercial Vehicle record was set way back in 1975, when 8,975 Australian-made Kombis were sold.

VW sold 1,808 Caddys, 1,295 Transporters and 171 Transporter C/Cs in the Light Commercial category, and 434 Crafters and 2 Hannover Buses in the Heavy Vehicle category. Apart from the continuing success of the Caddy, the rest of the commercial range is a problem for VW in Australia and must be fixed if market share is to be increased in future.

The market leaders in the Light Commercial category were Toyota (55,234), Ford (28,982), Holden (27,971), Mitsubishi (20,473), Nissan (20,011), Mazda (11,036), Hyundai (3,745), Isuzu (3,566), Volkswagen (3,274) and Mercedes-Benz (1,283). Volkswagen finished in 9th place, dropping two places from 7th in 2008.



1,808 was a new all-time record for the **Caddy**, a 4.8% increase on the 1,725 sold in 2008. The fantastic little Caddy has increased its sales every year since it first appeared here in 2004 and was again VW's biggest-selling commercial vehicle. The Caddy easily outsells its similar competition from Renault, Citroen and Holden. The Caddy is the fifth-best selling of all Light Commercials on the market, behind only the Toyota Hiace, Hyundai iLoad, Mitsubishi Express and Ford Transit.

1,295 was another disappointing result for the T5 **Transporter**, dropping 25.4% on the 1,624 sold in 2008. This was the second year in a row of dropping sales, following the

5.3% drop from 2007. The Transporter is now a long way from its best-ever modern result of 2,089 set back in 1997 when the T4 was on sale, let alone the 8,975 Kombis sold in 1975. The Toyota Hiace (8,923) is the market favourite, followed by the Hyundai iLoad (3,745), Mitsubishi Express (2,275) and Ford Transit (2,213). An updated T5 'GP' Transporter went on sale in Europe in 2009 and in early 2010 in Australia, so hopefully the iconic Transporter will return to former glories next year.

171 was also a disappointing drop for the **Transporter C/C** (cab chassis), falling 35.9% on the record 267 sold in 2008, although it was fractionally above the average of 161 sold per year since 1994.

Volkswagen finished 13th in the Heavy Commercial category. The market leaders were Isuzu (7,480), Hino (4,259), Fuso (3,836), Mercedes-Benz (2,621), Kenworth (1,537), Iveco (1,210), Freightliner (908), Volvo (886), Fiat (868) and Mack (760).

434 was a disappointing result for the large **Crafter** van, a 9.6% drop for the on the record 480 sold in 2008. This compares very poorly with its 'sister' vehicle, the Mercedes-Benz Sprinter, which sold 2,091. The Crafter and Sprinter share the same body shells and are both made by Daimler-Benz. The Crafter was also beaten again by the other big vans, the Fiat Ducato and Iveco Daily. The Crafter finished 7th in the 3.5-7.5-tonne Trucks category, where the biggest seller was the Isuzu N-Series.



For the first time, VW sold **2** examples of the **Hannover Bus**. This is the luxury 14-seat passenger version of the Crafter van, available by special order. VWGA first announced the Hannover Bus in 2008 but no examples were recorded by the FCAI that year.

Milestones

Australian Golf sales passed the 100,000 milestone in July 2009, when a celebration took place (see August 2009 Zeitschrift). Total Golf sales, since 1976, have now reached 106,272 (including 1,673 Cabrios and 739 VR6s) to the end of December 2009. This makes the Golf the second-most popular Volkswagen car model ever sold in Australia, second only to the VW 1200 Beetle (which sold 183,626, 1954-66). At present sales rates the Golf will overtake the VW 1200 in May 2016.

The Passat's total, since 1974, has now reached 32,006. In late 2009 the Passat overtook the VW 1500's sales total of 31,129 (1963-73) to become the fourth best-selling



VW car model of all time, behind the VW 1200, Golf and VW 1600. At current sales rates, the Passat will overtake the VW 1600 (41,786, 1966-77) in May 2013.

VW Eos sales now total 4,447 after three years on the market, so the 5,000th should have been sold by the time you read this. The Eos is Australia's biggest-selling VW cabriolet of all time, selling more than the Golf Cabrio (1,673 1995-2003) and the New Beetle Cabrio (1,429, 2003-present) put together.

Total sales of the front-drive T4-T5 Transporter commercials have now reached 22,793, since 1993. The 25,000th example is due to be sold in July 2011, although if sales pick up in 2010 it could be earlier. This is a long way behind the combined Australian total for the T1-T2-T3 Transporter, 113,439 (1954-92). Unfortunately it is not possible to split this total by generation.

Volkswagen has sold 476,427 passenger cars, of all types, in Australia since 1954. At current sales rates, the 500,000th VW Passenger Car is due to be sold in February 2011.

VW have sold 145,423 Commercial Vehicles, of all types, in Australia since 1954. At current sales rates, the 150,000th VW commercial is due in March 2011.

VW have sold 10,679 SUVs in Australia since 2003. The 10,000th was sold in November 2009.

A grand total of **632,529** Volkswagen vehicles, of all types, have now been sold in Australia since 1954. The 600,000th was sold in December 2008, and at current rates the 700,000th is due to be sold in March 2012.

Audi

Audi had another record year in 2009, selling **11,310** vehicles in Australia – 8,528 passenger cars and 2,782 SUVs. This was the first time ever that Audi has sold over 10,000



vehicles in one year, a figure that Volkswagen took until 2001 to re-achieve after the doldrums of the 1980s and 1990s. Audi's sales grew a remarkable 20.1% on the 9,410 sold in 2008. Audi finished in 15th place in the Australian market, behind Mercedes-Benz (19,000) and BMW (17,099), but Audi continues to gain and at current rates will catch them by 2015.

The best-selling Audi models were the A4 (3,743), the A3 (2,369), the Q5 (1,557), the Q7 (1,225) and the A5 (1,050).

Total Australian Audi sales, since 1967, have now reached 82,195. The 100,000th Australian Audi is due to be sold in July 2011.

Skoda

VW-owned Skoda reappeared on the Australian market in 2007. In 2009 Skoda set a new all-time sales record, selling **1,152** vehicles, 40.8% more than the 818 sold in 2008. This beat the long-time Skoda sales record of 1,029, set way back in 1950 long before VW ownership – in fact before Volkswagen was even introduced to Australia.



Skoda sold 965 Octavias, 123 Superbs and 64 Roomsters in 2009.

Phil Matthews

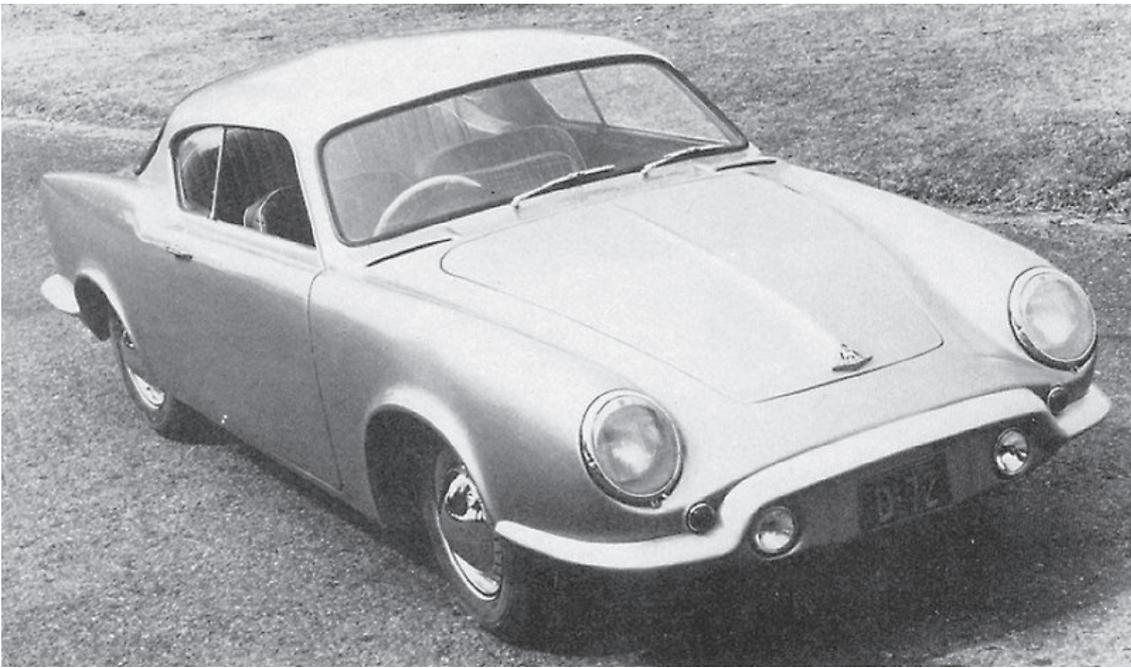


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A blending of Italian and American styling has resulted in a body shape that will be modern in ten years time. A low air-penetrating nose and stabilising tail fins at the rear give the car a purposeful look from any angle.

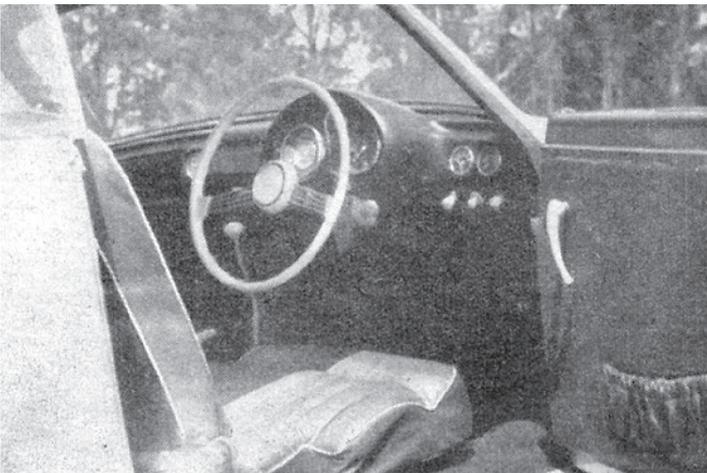
The interior is all the enthusiast could wish for yet this car has not been designed only for the enthusiast. Its function is such that the Ascort will fit in with any kind of work from every-day city running with great economy or high-speed interstate touring.

The Ascort - Australia's own world-class GT coupe.

Australian Monthly Motor Manual, January 1960

Everyone has his own idea about an ideal car. When I first saw the Australian designed and built Ascort I knew I was close to driving my idea of the perfect car. After a few miles at the wheel on one of the first models off the production line I was certain I had found the car of my dreams.

Styled in fibreglass, the overall appearance of the car is low and wide. The lines are contoured for speed and efficiency and allow the only moderately powerful engine to give the car a top speed in the region of 100 m.p.h.



Although of compact size the body leaves room inside for four persons with stretching room for all.

This is a lithe car on the road. All independent suspension by torsion bars keeps the car on the road like a coat of paint and the roadholding power of the Ascort makes corners a thing of the past.

Luggage is no problem. Most rear-engined cars are a bit short in this quarter. Not so the Ascort. The luggage deck under the front bonnet is deep, wide and long, and golf clubs are no trouble.

For main road testing I took my test car to Phillip Island and back. And for tougher stuff the dirt tracks around Cowes provided ideal testing grounds.

The Okrasa air-cooled flat-four engine turns out 54-bhp at low revs, and I sat the car on a cruising speed of 80 m.p.h. with-out any fuss at all from the motor.

At this speed the engine is only turning over at 4,000 rpm and this rate can be held for hours on end, and also be regarded as the car's ideal cruising speed.

The driver has an excellent seating position, which is fully adjustable to the lay back position for overnight stops.

Control of the four-speed gear-box is by remote control central lever. Changing is smooth and as fast from one ratio to another as you can move your hand.

Acceleration is fast and smooth with very little engine or wind noise.

Fast touring comes easily to this car. The range of flexibility in each gear allows it to be driven with the minimum of effort. With nearly 70 mph available in third gear, passing on the highway means only a flick gear-change, accelerator and whoosh, you're through.

With driver and one passenger the weight distribution of the Ascort remains practically un-changed. This means that for hard cornering the car has a near perfect balance.

Although most rear-engine cars tend to oversteer when thrown hard into a corner the Ascort steering only changes slightly from its neutral characteristic. In fact this very small amount of oversteer actually helps it go round corners faster.

The driver is held stable under hard cornering conditions by bucket seats, which give really full support from the thighs to the shoulders and prevent any lateral movement.

Due to the conditions prevailing at the time of the test I could not get any idea of how well the car was on dust sealing. However, the body panels each had a close fit and this, combined with a full-length under-tray, would indicate good sealing qualities.

The general stability of the Ascort over uneven roads was of a standard only achieved with fully independent suspension. Even when taking the worst pum-melling I could give it, the body remained free of general noises and rattles.

Responsive steering, powerful brakes and extra night driving lights make this a car which can be driven as fast at night as during the day.

One point of criticism is in the rear vision mirror. The rear window extends to nearly the full width of the car, yet the mirror is much too small to fully take advantage of this feature. Also the twin sun visors could be of larger size to give full protection from a hot sun.

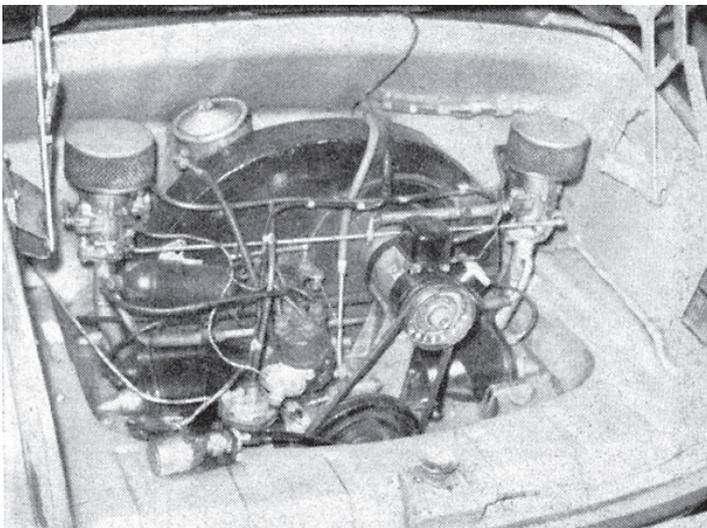
Another thing some drivers might not like about the car is the lack of headroom.

These, however, are small com-plaints with a car that offers so much and yet remains priced at £2250 including tax. The Ascort is a full four-seater, economical Gran Turismo that looks and goes like a £4,000 Continental model.

ASCORT TSV 1300

Price (incl tax): £2,250
Test car from: Laurie Whitehead P/L.
7 Brighton Rd, St. Kilda.
Mileage Out: 2,103
Mileage In: 2,381
Total 278 miles

ENGINE – Okrasa. Volkswagen/Porsche-type.
Cylinders: 4. Bore: 77 mm. Stroke: 69.5 mm. Capacity: 1295 cc. Compression ratio: 7.6:1. Valve gear: Overhead.
Max. bhp: 54 at 4,300rpm. Carburetter: Twin Solex.



TRANSMISSION - Volkswagen

Clutch: Single dry plate. Ratios: 1st. 16.8:1; 2nd. 8.2:1; 3rd. 6.4:1; 4th, 3.6:1. Final drive: Spiral bevel. Top gear m.p.h. at 1000rpm: 20. Top gear m.p.h. at 1000 ft. per min. piston speed: 46. Gearbox and differential capacity: 4.4 pts.

SUSPENSION - Volkswagen

Front: I.F.S. by transverse torsion bars and trailing links with anti-roll bar. Rear: I.R.S. by swinging half shafts on torsion bars. Spring dampers: Front and rear, telescopic hydraulic.



Steering: Worm-type. Turning circle: 86 ft. Turns of steering wheel (lock to lock): 2¾.

EXTERIOR DIMENSIONS

Length: 14 ft. 1½ in. Width: 5ft. 2 in. Height: 4 ft. 9 in.
Wbase: 7 ft. 10½ in. Weight: 14 cwt. Ground clearance: 7 in.
Wheels: 15 in. Tyres: 6.60 x 15. Pressures: Front, 18 p.s.i.; Rear, 21 p.s.i. Petrol tank: 16 gallons. Track: Front, 4 ft. 3 in.; Rear, 4 ft. 8 in. Weight distribution, front/rear: 48/52.

INTERIOR FITTINGS

Door actuated courtesy light: Yes. Glove box: Yes. Door pulls: Yes. Heating and de-misting system: Yes. Twin sun visors: Yes. Map pockets: Yes. Ashtrays: Front, yes; Rear, yes. Safety facia panel: Yes. Front-hinged doors: Yes. Armrests: Front. no; Rear, yes. Cigarette lighter: Yes.

INCIDENTALS

Starting handle supplied: No. Self-supporting bonnet: Yes. Self-supporting bootlid: Yes. Reversing light: Yes. Jack provided: Yes. Automatic boot light: Yes. Layback seats: Yes. Automatic engine trouble light: No. Self-parking 'screen wipers: Yes. Windscreen washers: Yes. Fire extinguisher: Yes.

Instruments: Speedometer, tachometer, fuel gauge, oil pressure gauge, vacuum gauge, high beam indicator, oil temperature gauge, ammeter, clock.

PERFORMANCE

Max. speeds - Flying quarter mile:
Mean of four opposite runs: 97.2 m.p.h.
Best one way time: 98.4 m.p.h.

Speed in Gears:
1st: 23 m.p.h.
2nd: 45 m.p.h.
3rd: 68 m.p.h.

Acceleration Times from Rest:

0-30 4.1 sec.
0-40 7.6 sec.
0-50 11.8 sec.
0-60 15.6 sec.
0-70 28.1 sec
0-80 32.0 sec

Standing quarter mile: 19.6 sec. Overall fuel consumption for 278 miles: 34.8 m.p.g.



Golf R – a first drive.

Details of the all-wheel drive Golf R first came to light in September last year. Since then there's been a sense of anticipation building up here in Australia. On paper, Volkswagen's 188 kW hero puts forward a compelling case, having more power than the old Golf R32 and a claimed time of 5.7 seconds 0-100 km/h, making it the fastest Golf ever. And with a retail cost of \$48,490 for the entry-level three-door manual, it's nearly \$7000 cheaper than the now-superseded R32. Wow!

First, a quick glance at how Volkswagen have set the R apart from its lesser siblings. Up front there's an angular lower grille with large open vents. Fog lights have made way for LED daytime running lights; the only Golf in the range to feature the latest in lighting fashion. Xenon headlights, with cornering assist, are standard fitment, too.

At the back of the car centre-mount twin exhaust tips have carried over from the Mk5 R32. Continuing the nod to current lighting trends are trick LED rear lights, as well.

The front grille, wing mirrors and rear skirt feature gloss black paint detail. Likewise the brake callipers, which are adorned with R badges up front. Model specific 18" alloys complete the look and 19" wheels in the same style can also be optioned.

Inside, think Golf GTI without the tartan seats and red contrast stitching. The steering wheel loses the GTI's metal insert in favour of a gloss black finish. There are three seat trim choices, including cloth/micro fibre standard trim and optional leather. There's also racing-style Recaro buckets to tempt your cash reserves.

The overall look of the Golf R is classic Volkswagen and, in this case, the term velvet sledgehammer is perhaps most appropriate. Actually, inside and out, the Golf GTI offers more drama with its splashes of red detailing and standard tartan seat fabric. Despite that, the Golf R gets it pretty much bang on in the looks department.

Under the skin is a 2.0 litre turbocharged four cylinder with peak numbers of 188 kW and 330 Nm. Although the R's turbo four-pot shares its 1984cc displacement and 82.5 x 92.8mm bore/stroke dimensions with the Golf GTI's engine, it's not the same motor. This engine was first seen in Australia in 2007 under the bonnet of the Audi S3, which shares the same architecture and has identical power and torque numbers. It's detuned slightly for Australian climate and fuel, as 188 kW is a little less than the Euro-spec 199 kW.

Like the S3 and the R32 before it, the Golf R also has the advantage of Volkswagen's 4Motion all-wheel-drive, VW's latest Haldex IV all-wheel drive system. For the Golf R, the 4Motion system has been rejigged to improve the Haldex centre coupling's torque vectoring capability, resulting in a constantly variable torque split that can – in extreme circumstances – send as much as 100 percent of torque to the rear wheels.

But what's it like to drive? Although the suspension layout uses the same MacPherson Strut front and multi-link rear setup as the R32, weight has dropped by 34 kilograms – most of it coming out of the nose. The result is a useful improvement in handling dynamics.

Straight line acceleration is fantastic. The Golf R's rubber-band like surge, with just the briefest turbo lag, is like being launched from a slingshot. Its 5.7 second 0-100km/h time for the DSG-equipped Golf R easily eclipses the outgoing R32's 6.2 second sprint time. That makes it the fastest Golf ever, but not quite the fastest Volkswagen – that honour remains with the Passat R36, which can reach triple digit speeds in a claimed 5.6 seconds.

My test car was fitted with a 6-speed DSG transmission. As usual, Volkswagen's cog-swapping hardware was clinically efficient. The common DSG delay at take off in D mode was still apparent. Long term, though, I expect this would be something one could adapt to with no great fuss.

The Golf R uses a bigger turbo than the current Golf GTI and by rights it should exhibit some lag. It was there, but not really a source of any frustration. A tick to VW's engineers, then, and perhaps a small nod to the effectiveness of the DSG.

In general terms, the ride quality around town was very good for a car fitted with 19" alloys although the Adaptive Chassis Control being set to Comfort certainly helped. On the twisty stuff the Comfort setting is a big no no. The steering is just too light to afford any sort of confidence, especially in damp conditions.



Switch the ACC to Sport when you get serious and so does the car. The ride firms up to the point that it's probably too harsh for daily duties. The steering weighs up nicely, though. And on a mountain pass you begin to appreciate the benefits of being able to alter the Golf R's settings on the fly. In this context, there's no cause to complain about the ride.

I believe the Golf R's handling will win over anyone still yearning for the R32. As aurally fantastic as the R32 was, its iron-blocked V6 put a lot of weight ahead of the front axle,



with understeer-prone handling the result. The lighter power train of the Golf R has two effects – it reduces the overall mass of the car, and it shifts the weight distribution further rearward. Both have a positive effect on the Golf R's ability to tackle a corner.

The result is that it is an absolute delight to throw into a tight bend. It will default to understeer if pushed beyond its limits, but thanks to its better fore and aft balance, the onset of understeer occurs much later. A tail-out attitude can be provoked on slippery surfaces, but, when under power, the 4Motion system prefers to rein in the slide rather than prolong it.

Cornering grip is very strong, no doubt aided by the 140-treadwear Bridgestone Potenza RE050 tyres. In both the wet and dry, the Golf R has got a tenacious hold on the tarmac.

It surprised me a little that despite its performance bent, the Golf R's ride quality is more than acceptable. It is, of course, stiff, but the 18-inch wheels and (optional) Adaptive Chassis Control that we sampled proved comfortable enough for much of the lengthy test loop.

Some deep corrugations and potholes encountered on a stretch of dirt road during the launch were clearly felt through the seats, but such surfaces are far from the Golf R's natural environment.

With the ACC still in Sport mode I did experience some unwelcome kickback through the steering wheel. It only happened a couple of times and both times were through quite bumpy corners driven at about 6/10ths. A combination of the harsher ACC setting and 19" wheels perhaps?

In full attack mode the Golf R offered plenty of grip, the factory fitted Dunlop tyres did an admirable job in varying weather conditions. Steering feel was quite good and the overall handling of the R was very impressive for what is, we must remember, a volume selling hatchback.

It's no surprise that the R is pretty rapid, but the real surprise of the day was seeing how the car's speed was masked. When you're pushing through an open sweeper, for example, you don't get a huge sensation of outright pace. However, you do need to keep an eye on the speedo in this car; before you know it you are quickly in licence losing territory.

Once up and going the power delivery was quite linear, which was nice. But as good as the Golf R was, there was something missing. A spark, some life or some real character. Maybe it's because everything comes too easy in this car? All-wheel drive, plenty of power and a DSG box so good it's

almost anodyne. In truth, though, this is a common trait for hot Golfs. They do serve the driver well for the vast majority of the time, but when approaching the absolute limit they start to lack a bit of feel.

Volkswagen have tried hard to tune a pleasing exhaust note for the Golf R. A four cylinder is never going to have the warmth and depth of the old narrow angle V6, of course, and the old R32's guttural rasp was so endearing. And so it proved. The blown four-pot still sounds great, and the turbocharger is quite vocal when on song. The exhaust note is deep and bassy with a satisfying crackle on the overrun, but I thought the note inside the cabin sounded a touch tinny and almost fabricated. I must acknowledge I am being overly harsh on this point, only because I have previously read a number of positive comments about the sound of the R.

So, when it came time to hand back the keys was I disappointed? A little. But not as much as I was expecting. I was hoping the raw thrills provided by the R would excite the senses more than it did. Okay, launch control with the DSG box is a genuine hoot. But driving enjoyment is about so much more than straight line acceleration. If you want a proper seat of the pants ride the R may not be for you.

At around a \$50k entry price, the Golf R is at the premium end of the all-wheel drive turbo hot hatch segment. The cheaper Subaru WRX hatch has more power and torque; even the Mitsubishi Lancer Ralliart Sportback has more torque. On the upside though, the Golf R is a far more upmarket proposition, and has the refinement and interior quality that the Japanese cars can't match. The Golf R also has one of the best sporting chassis you will ever have the pleasure to paste around a mountain road.



Given its pricing it may be tempting to compare the Golf R with the Impreza WRX STI or Lancer Evolution, but those cars are far more 'track-day' focused and not as easy to live with as the Volkswagen.

However, let me state this clearly—the Golf R is a cracking car. It's extremely capable and it will serve its owners with great distinction. For this reviewer the mix of looks, power, grip, all round ability and keen pricing offered make the Golf R a car I would highly recommend. Indeed, if I was in the market for a car right now the Golf R would be towards the very top of my short list. I'd make mine a 6 speed manual, though.

But one thing's for certain: the Golf R definitely diminishes the argument for forking over \$66,500 for the mechanically-similar Audi S3.

Girl-power in VW racing trucks.

Debora Rodrigues is no stranger to being first. She's the first woman to ever race trucks in Brazil; the first Formula Truck racing driver to ever take maternity leave, and she's frequently the first to cross the finish line.

This diminutive 39-year-old mother started racing trucks in 1999 and is today the star of Volkswagen's Team RM, taking the team to truck racing victory on more than one occasion.

"I dreamed of working as a professional truck driver when I was younger as my father was a trucker. When I got my first taste behind the wheel of a racing truck, I fell in love with the sport," says Debora. Formerly a presenter of a Brazilian television show called Fantasia, which was aired on local television network SBT (Sistema Brasileiro de Televisão or Brazilian Television System), Debora's career changed course when she was invited to participate in a Formula Truck race.

"Of course, it was only a small participation, but my interest grew and I wanted to get more involved," she relates. Her chance came when Renato Martins, owner of RM-Volkswagen and Debora's husband, offered her the opportunity of competing in the Brazilian series. Renato is also a truck racer.

Breaking the mould Today she races trucks fulltime, juggling the demands of this competitive sport with being a mother to three children. She manages pretty well fitting mothering in between practices and competitions. She admits that truck formula racing is perhaps an unusual choice of sport for a woman, but she also points out that there's no



reason why a female driver can't be as good or better than her male counterparts.

However, it was tough getting people to take her seriously in the beginning, as she explains: "It was very hard. Firstly, people thought I was in Formula Truck racing as a self-promotion exercise, but I didn't need that because I already had my own television show at that time – I joined Formula Truck because I love the sport."





She quickly made an impression. "As soon as I started getting good results, I got respect from the other drivers. Now of course, none of them like to be behind my truck because they'll get made fun of by the other male drivers," she laughs.

It's something they've had to get used to, however. Debora's career highlights include being placed third in the Fortaleza and Curitiba races, and finishing the 2006 championship in fifth place overall, ahead of 20 other drivers.

In spite of her success, she's quick to point out that the competition is tough. "The challenge for me begins at qualifying. It's very difficult in the starting line of each race, as we have 26 trucks sometimes doing a top speed of 200km/h and you have to try and overtake as many competitors as possible in the first lap!" she explains.

It's certainly not a sport for the fainthearted, but it's one that Debora is passionate about. Just a month and a half after the birth of her third child, Renato Rodrigues Martins, in January this year, she was back behind the wheel of her beloved Volkswagen Constellation in the latest race in Guapore City. She took eighth place in qualifying before the race but fell several positions in the first few laps of the race after a tricky start.

However, she and her Volkswagen bounced back in the last 15 minutes of the race and she showed outstanding skill driving in the rain to eventually end up in fifth place on the podium, accompanied by her husband who took fourth place.

"It was a beautiful way to honour the arrival of our son and also a gift for all the women of Brazil," says Debora, referring to the week that marked International Women's Day on 8 March.

When asked what her biggest highlight was, she answers, "Being up there is the thing I love most about Formula Truck racing. Honestly, being in the top five after a race is the best moment for me!" she quips.

VW Constellation.

With the arrival of the Constellation range of rigid trucks and truck tractors in South Africa last year, Volkswagen Commercial Vehicles is now, more than ever, poised to help businesses across southern Africa achieve commercial success.

The cab-over-engine Constellation cab has been especially designed for extreme use, ensuring maximum productivity, safety and comfort. Cab ergonomics have been taken into account at every point – from the height and positioning of where onboard computers with failure diagnoses have been incorporated to ensure timely and accurate corrective maintenance operations.



The Constellation range consists of five models including the truck tractor 19.320 and four rigid trucks: 13.180, 15.180, 17.250 and 24.250.

For more information on the Constellation range, contact a Volkswagen Commercial Vehicles Dealer, or visit vwcommercial.co.za.

There are no plans to bring the Volkswagen Constellation range of heavy trucks to Australia, sadly.





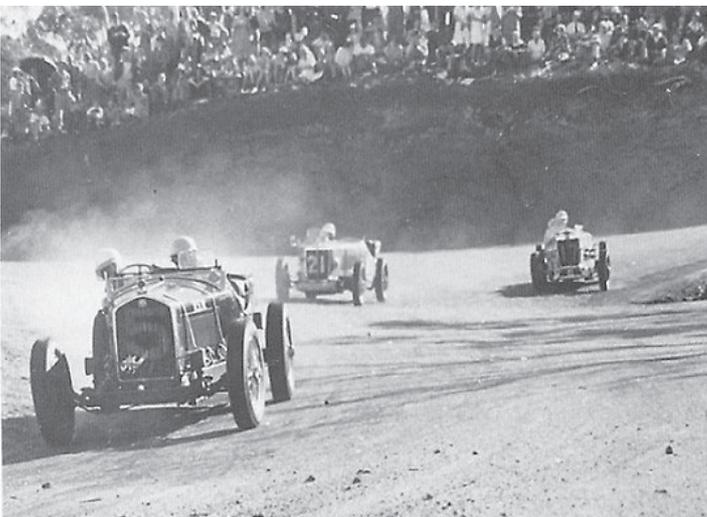
Jim Fagan's Terraplane on Conrod Straight. The year is 1937.

Early Mount Panorama.

The famous circuit at Mt Panorama, Bathurst, came about in 1935 when the Bathurst Motor Sports Club, together with Mayor Griffin, suggested building a tourist road through the hills near the town. The idea was to provide employment for local men in the post-depression era, boosting visits and gaining a challenging route that could be closed off for racing when needed.

They decided that any circuit should be spectacular so the public would pay to watch. There had to be balanced hazards to test every feature of the car – slow and fast corners, corners in different combinations, steep hills to climb and descend, and a long straight. The circuit should be a test of driver skill. They argued that motor racing would bring income and employment to Bathurst. Most of the lower roads already existed, and only needed a linking road across the mountain and down one side. Construction began in 1936 after the McPhillamy family handed over 15 acres on the summit.

Total cost of construction was £28,000, with an additional £5,000 for shelter sheds, gates, a kiosk and a caretaker's cottage at McPhillamy Park. Intended completion was early 1938, so the NSW Light Car Club organised a first race meeting for Easter 1938. No one expected the huge turnout of over 30,000 spectators who came along. Food,



drink, seating, shelter, accommodation, marshalling and control were totally inadequate – there were only 6 toilet pans at the pit straight area!

For the first meeting at Easter 1938, the track was narrow, rough and bumpy, almost completely unfenced, and dirt all the way around, but it was still special. After the Wirlinga circuit at Albury, Bathurst was the first genuine road-racing circuit in NSW. There was no straight-line sprint, no flat dirt speedway, no brief dash uphill. It was no simple flat, rectangular circuit like Phillip Island, Victor Harbour, Benalla or Albury. Here was an arduous circuit with long straights and isolated corners, with a steep, tortuous and demanding mountain section. The challenge was awesome, and competitors and spectators flocked for more.

The official opening took place as part of the 150th anniversary of Australian settlement. Commercially, Bathurst was emptied for a week afterwards, and the legend of Bathurst accommodation/beer/food shortages was born. Even today, Bathurst bursts at the seams when the racing is on.



The first meeting was a case of 'run what you brung'. Only the most dedicated, eccentric, mechanical and moneyed people took part. It was amateur sport, amateur run, amateur organised, amateur communicated. The race cars were multi-purpose vehicles, used for daily transportation as well as competition. They were road-registered, driven to meetings, blaring up William Street Bathurst from the Royal Hotel to Mount Panorama. This was the basis for the Australian 'special' – home-built racing cars based on a wide variety of local and imported chassis, with whatever souped-up engine could be found, and backyard-built wooden or canvas bodies. It wasn't until the 1950s that more dedicated trailer-born race cars began appearing, and the 1960s before pure local or imported racing cars were seen.

1938

The Easter favourites included Peter Whitehead's 1.5-litre 6-cylinder supercharged ERA B-type, Frank Kleinig's McIntyre special, an MG chassis with a 4.1-litre Hudson engine; Tom Peters in a Bugatti 37 chassis with blown Ford V8, Fred Foss' Ford V8 special, and Alf Barrett in a little Lombard. The week leading up to Easter saw practice sessions on the dusty circuit, with motorcycle races on Easter Saturday. Rain on the chilly Sunday morning saw some road edges collapse, but it settled the centres and laid the dust.

It was 38-lap, 150-mile handicap race, so the slow cars were flagged away first. The entire field was progressively started over the next half hour, fastest car

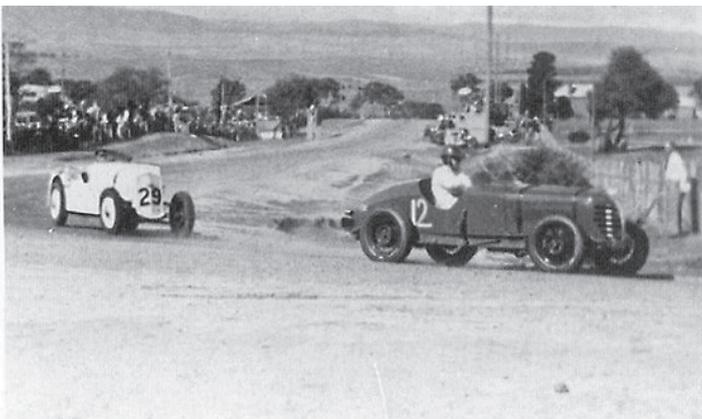


(Whitehead) last. Pit stops and retirements came quickly, but the racing was exciting and close. At the 100-mile (25 lap) mark, John Sherwood's 1.3-litre MG NE was in front, with an Austin 60 seconds back and another MG behind. But the big, fast cars were catching up. Les Burrows' Hudson Terraplane in fourth was lapping at 3:50, 30 seconds quicker than the little MGs, while Whitehead's ERA was up from 39th and last at the start to 11th. His fastest lap was 3:23. Burrows led by lap 30, with Whitehead now in 6th only one lap (220 seconds) behind. With 8 laps to go it looked like Burrows might hold on, but the Hudson started to misfire and Whitehead passed him on lap 35 and forged away. At the chequered flag three laps later, the un-helmeted Whitehead in the ERA won by 91 seconds ahead of Burrows in second, at an average of 66.27mph (107km/h).

1939

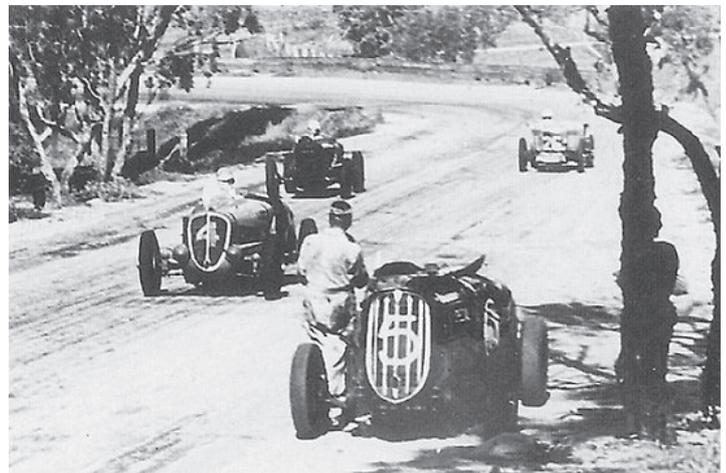
For 1939 the circuit was tarred at a cost of £1,200, with a single white line down the centre to assist cars overtaking. The success of the event in 1938 saw a host of new racing cars prepared for Easter 1939, and practice lap times were down to 3.08 (Saywell Alfa Romeo) and 3:11 (Kleinig Hudson). Speeds were over 100mph (160 km/h) on the narrow Conrod Straight. The race day dawned foggy and wet, but the spectator numbers were up to 40,000 and there were 28 cars waiting to start.

Finally, 1:30pm saw the little twin-cylinder stripped-down DKW of Robin Gray start off first, and the rest of the cars were flagged away progressively over the next 40 minutes. You could say that the little DKW was the first



Practice photo of Burrows' newly-bodied Terraplane and Gray's two-stroke DKW at Hell Corner, Pit Straight in the background

'Volkswagen Group' vehicle to race at Bathurst, even though VW didn't actually own DKW until much later – 1965 in fact. Anyway, Jack Saywell's 3.0-litre Alfa Romeo was last away. The DKW pop-popped away in front, but it was obvious that Saywell's Alfa was the class act. From 28th and scratch at the start, he was up to 7th by lap 2, 4th by lap 4, 3rd on lap 6, 2nd on lap 9. He passed the Kleinig Hudson to take the lead on lap 11, although the two cars were closely matched and lapping with only three seconds separating them. Spectators wandered onto the road to watch them. However disaster struck when the Alfa's brakes began to fail, then after a pit stop the engine would not restart. He lost ten minutes. Kleinig was leading, but then his Hudson threw a bearing. John Sherwood in his MG NE was the winner, in front of American Paul Swedberg driving a Delahaye. The race time of 2 hrs 9 min 38 seconds was nearly five minutes faster than 1938.



Another meeting at Bathurst in October 1939 saw John Snow's Delahaye the victor after a no-nonsense drive, at an average speed of 70.5 mph (114 km/h). However this was not the fastest car of the event; the Alfa Romeo of Alf Barrett set a new lap record of 3:05 and was clocked at over 120 mph (193km/h) on Conrod straight. He would have won October 1939 race except for a blown rear tyre change that cost two minutes.

1940

There was another event at Bathurst at Easter 1940, six months into the war, but it was to be the last one for six years. Spectators were down, and many of those who were there were in wartime khaki. Only 22 starters competed, Kevin Jolly's little Singer starting first (and taking 7:30 for his first lap!), with Alf Barrett returning in the fast Alfa Romeo on scratch. At halfway Les Burrows' Hudson was leading in front of a pack of MGs and Ford V8s, but Barrett was catching up. Then the Hudson's timing sprocket failed, and Charles Whatmore's Ford V8 hit the front. Barrett passed Whatmore on lap 31 and kept his place to finish first. The race time was down to only 1 hour 49 minutes, and his fastest lap time of 3:04 was to remain the Bathurst lap record until 1952.

It would be six more years before Mount Panorama would again resound to the howl of racing engines.

John Medley

Balancing.

The bubble shivers in the bullseye of the level as I tap the slider of the Ohaus triple-beam scale with the eraser-end of a pencil. I'm kneeling on a low box before the work-bench in a sweltering shop, both fans turned off, doors closed, my eye aligned with the scale's pointer, parallax eliminated by a second alignment mark 30 cm behind the scale and at exactly the same height as my eye, givertake a tenth of a millimetre.

Another tap and the pointer finally aligns. The piston weighs 444.2 grams, making it the lightest of the set, the others tipping the scale at 446.3, 446.6 and 448.1.

They might look the same, but they don't weigh the same. But the spread of 3.9 grams across a set of cast 94mm Mahle pistons is allowed, the VW spec being five grams. (Okay, allow ten grams for repair parts.) And if close enough is good enough, you'd go ahead and slap the thing together. After all, we're talking about a measly 4 grams, less than a teaspoon of sugar fer crysakes. What's the big deal about all this balancing stuff?

In the case above, about 1.6 hp, at the rpm you usually drive at. More, if you wanna spin it faster. Then too, that means you have to burn an additional 1.6 horsepower's-worth of gas to balance the books. That is, if you want to off-set the 'unimportant' 1.6 hp-loss resulting from the imbalanced mass of your jugs. (So what happens to that 3.2hp? It appears as additional heat, friction and fuel consumption. None of it appears as torque.)

If you've got a lathe and know how to twirl the knobs, and if you've built a big-bore stroker or two, you'll already have a set of heavy copper collars for your 4-jaw chuck, each sized to accept a particular diameter of piston, along with a matching 'test-plug' that looks suspiciously like an old piston of that diameter, cut down to leave just the crown. The test plug has a small but distinct center-punch. To build a good engine I must precisely align that punch mark with the lathe's axis of rotation.

Four-jaw goes onto the lathe, the collar goes onto the four-jaw and the test-plug goes into the collar. You set up your wiggler on the tool post and adjust the four-jaw until the wiggler isn't wiggling any more. I've got a 12" lathe and my wiggler happens to be sixteen inches long with a ratio of 14:1 between the tail stock - which is the 'true point' I want to match - to the centre-punch on the test-plug. Blip the switch, the chuck begins to spin and the wiggler becomes a blur of motion indicating the center of the collar is not aligned with the centre of rotation. So you adjust it, loosening one jaw and tightening another, nudging the center into truth as you rock the chuck back & forth with your hand. Once you've got it right, you know. No need for any measurements because the wiggle vanishes when the disparity between the alignment of the centres becomes something less than a hundredth of a millimetre, more than close enough for the task at hand. Which is to shave precise amounts of metal from inside the three heavy pistons.

The wiggler goes back in the toolbox and is replaced by a tool holder. A curiously shaped cutting bit is mounted in the tool holder. Nothing fancy, just a hunka 3/8" square tool steel ground to a shape that allows me to reach inside the skirt of a piston and make a nice clean cut about a quarter of an inch wide. The depth of the cut is based on experience, in that

advancing the tool so many thousandths of an inch will remove so many grams of metal.

To make the cut I use a dial indicator clamped to the bed of the lathe. The saddle - the thing on which the tool post is mounted - butts up against the plunger of the dial-indicator allowing me to measure the depth of the cut in thousandths of an inch as I gently advance the carriage. Each jug has to be zero'd of course but the collar puts me within striking distance and a piece of Zig-Zag cigarette paper used as a feeler gauge tells me when I'm there. Once I've zero'd-in each piston, a bit of arithmetic tells me how deep of a cut I need for that particular piston and the dial indicator tells me when I'm there.



Overall, balancing a set of pistons is about as difficult as making a good pot of coffee. And while it may sound hi-tech my particular method isn't all that precise. My lathe is almost as old as I am and despite having rebuilt the thing a few years ago its repeatability isn't that good.

I chuck the jugs, do the maths, twirl the knobs and when I'm all done I end up with a spread of two-tenths across the three jugs: 444.1, 444.2 and 444.3. (The original 444.2 sits aloof atop the big red carton, lording it over his fatter cousins.) I take a die grinder to the heavy jug and bring it down to 444.2 and studiously ignore the 444.1gm piston. I've reduced the imbalance from 3.9 grams to 0.1 grams and decide that's good enough. I know from experience that I can spend an hour or more chasing that last tenth of a gram and I've already spent an hour on this batch of jugs and have two more sets to balance before dinner time.

Although balanced, the pistons are not ready for assembly. The crowns will get a zirconium-based ceramic-metallic coating that serves as a heat barrier. The insides of the pistons get coated with a thermal dispersant and the skirts get a coating of moly-based solid lubricant to combat scuffing. The process will increase their mass by a couple of grams but their balance usually remains unchanged. If adjustment is needed, it's done with a die grinder, taking a tad of metal from the balancing pads inside the skirts.

The balancing and the Thermal Barrier Coatings are 'unimportant' details of course - - no one builds engines that way, other than me and a few other fools you'll meet at the finish line. But having built several hundred engines in my life I've found the aggregation of such unimportant details to be difference between a smooth-running, long-wearing reliable

engine and the other kind. And a point most tend to forget is that it isn't the fastest car (or plane) that wins, it's the one who finishes first.

Which is jus' swell if you happen to have a shop full of tools and pick your teeth with a micrometer.

The truth is, even if you don't have all that stuff -- even if you've never built an engine in your life -- you can still build yourself a better engine than you can buy. The reason for that apparent conundrum is that while you may not be able to achieve a tenth of a gram spread across a set of four jugs, using nothing more sophisticated than a Dremel tool and a reasonably accurate gram-scale you can sure as hell do better than four grams.

Although the imbalance in this case was a scant four grams I've seen a spread of sixteen grams from Mahle and more than twice that -- 32 grams, more than an ounce of imbalance -- in sets of jugs from other makers. The bigger the imbalance, the greater the losses... and the shorter the service-life of the engine. If you only reduce the imbalance by half you'll still have a better engine.

So you buy one of those electronic scales, the kind that are only accurate to two grams. Then you remove the rings, wash the pistons, dry them good and weigh them. The lightest piston becomes your gauge, the one whose weight you want to match. You chuck a coarse rotary file bit into your Dremel or hobby tool or even into your quarter-inch drill, pick up the heaviest jug and start removing metal from the balancing pads or ribs. No mystery there because the jug will already have been 'balanced' at the factory and you can see where they removed some metal. Take your metal from the same areas. Periodically, you weigh the thing. When you get close to your goal you wash the piston in solvent to get rid of all the tiny metal particles you've been throwing around, and weigh it again. When you get to within about a gram of your goal, stop. You've done well enough. Your set of pistons is now better balanced than it was.

Across a set of four, the individual piston pins and the set of rings will usually weigh within a few tenths of each other. Any major imbalance is usually the fault of the piston pin and can be adjusted by a bit of judicious grinding on the interior of the pin. An alternative is to return the pins to their bores and weigh them with the pistons, adjusting their combined mass by removing metal only from the piston (which isn't always possible, hence the need to know how to lighten a pin).

After-market VW pistons & cylinders come complete with rings, making each P&C a unique set. That means you have to make sure the same rings go back onto the same piston and into the same jug. Because you've got to take them apart. As received, the bores have not been cleaned and rings are often clotted with wax preservative. So the first thing you do when you receive a carton of pistons and cylinders is to apply 'work marks.' That's a fancy name for numbering them, one to four. But you need to mark them in a manner that will not be obscured by paint (on the jugs) nor coatings (on the pistons). I use a file or die grinder to cut notches in the top fin of the cylinder, over on the flat side. The same number is put inside the skirt of the matching piston using indentations (gently!) or an electric scribe. Since coating the crown of the piston will obscure the arrow indicating the off-set, I orient the piston so that my marks can be used to show the off-set at assembly time.

To keep track of your rings and the pin, you put them in baggies with a note showing the work-number of their piston. Since the geometry of the rings tends to vary I often include a sketch showing the orientation of the top rings. Now you can take them apart with the reasonable assurance things will be returned to their proper place at assembly time.

I'm not set up for dynamic balancing. The crankshaft and any concentric part attached to it is sent to a balancing shop where it gets spun-up & balanced as a complete assembly. But static balancing is different. It doesn't take much to do pistons & rods. In fact, the way petrol prices are going it would cost me almost as much to pick up & deliver the parts as it does to have them done by a professional balancer. (You'll need a support fixture for the rods since you must also adjust their centre of mass, a chore usually referred to as 'big-end vs little-end' balancing.)

If you aren't into Thermal Barrier Coatings there's shops that are, some of which are familiar with aircooled Volkswagens.

The handmaiden of mass balance is volumetric balance and the reward is equally profound. Adjust the chambers of your heads to within a fraction of a cubic centimetre and the specific impulse -- the amount of power produced by each cylinder -- will be more uniform. Because when it isn't -- when one jug is producing less power than the others -- it represents a pumping loss that must be made up from the output of the other cylinders before any usable torque can appear in the crankshaft. This situation is similar to the losses that result from mass-imbalance because the power needed to overcome the imbalance literally doubles the loss.

Fortunately, volumetric balancing is just as easy as balancing your pistons and the same principle applies, in that any improvement will result in a better engine.

Slip-in 88 mm 'big bore' jugs.

Don't bother. 'Slip-in' 88's are a sucker-bet, intended for the 'kiddie' trade.

Slip-in 88s are in fact stock 85.5mm jugs that have been over-bored by 2.5mm, which means the walls are thinned down by 1.25mm. The resulting sealing surface is barely 2.5mm wide, and experience has shown that simply isn't enough to maintain a reliable compression seal.

Indeed, the stock VW 1600 is little more than a slow leak compared to the 1500, which in turn was a notorious dripper compared to the stone-reliable, leak-free 1300. Which is no mystery because the jugs in the 1600 started out as the 77mm jugs on the 1200 engine :-)

Increasing your displacement is always the most reliable means of increasing the engine's power, but that assumes you don't break any rules along the way. Slip-in 88s are little more than a built-in headache, resulting in compression leaks, warped barrels and scuffed pistons. Enormously popular among the kiddies, of course, giving them bragging rights to a 'big bore' engine.

Bob Hoover

Bob Hoover sadly passed away from cancer in August 2010 - Ed.



It's unusual to drive the vehicle you were conceived in.

Love was everywhere the year you were born. Love on sheepskins now moth-eaten. Love on thick pink polyester rugs now burned to ashes. Love in communes now long shut down. Love un-

der trees that were cut down since. Love on beaches now washed away, in countries with new names. Love without even taking off their now outdated clothes. Love on music nobody remembers and fol-

lowing gurus now turned realtors. Come to think of it, apart from you and the Volkswagen Van, there isn't much left of those years.



The Van is 60.



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