

Zeitschrift



Hangin' with my buddies !

January 2011

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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)
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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.

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Classic Vee Dub	Wolfsburg Automotive (VIC)



VW Watercooled Summer Cruise 2011

Sunday January 23

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am to start the cruise at 10:30am finishing at Stanwell Park by around 12:30pm. Or you can just meet us at Stanwell Park if you prefer.

There are BBQs available, or just bring your own picnic basket and Esky. The local kiosk is also recommended. Families & kids are welcome, as the beach area has playground equipment and plenty of space to run!

Aaron - 0413 003 998

NRMA MOTORFEST® 2011



Celebrating 26 Years

In 2011 NRMA Motorfest® celebrates twenty-six years of showcasing Australia's love for all things automotive.

From its start in The Rocks in 1986, NRMA Motorfest® has grown to be one of the largest annual motoring displays staged in the Southern Hemisphere with over 1,000 veteran, vintage and classic cars, commercial and military vehicles plus motorcycles and other vehicles on display in Sydney on **Australia Day (Wednesday 26 January 2011)**.

NRMA Motorfest® 2011 Registration

To be eligible to participate in NRMA Motorfest® 2010, your vehicle needs to be at least 20 years old, meaning it must have been built before 31 December 1990.

If your registration is accepted you will receive a letter confirming arrival times and set-up details in December.

Entry will be accepted on a first-in basis, depending on the number and variety of vehicles. Applications have already closed (late October) but last year's entrants have already received their invitations.

To register, go to www.mynrma.com.au, select Community Partners, and NRMA Motorfest. Our club is **Club VeeDub**.

Set-up & pack-up

Assembly of vehicles will commence at the Domain Car Park from 6:00 am. Free breakfast will be provided at the Domain Car Park forecourt by the Rotary Club of Granville. Toilet facilities will be available.

Vehicles will travel in convoys from 7:00 am to their designated display positions. Club VeeDub is normally on St James Rd near the church.

NRMA Motorfest® marshals will assist drivers to position vehicles according to the space available. If marshals have to change the allocated position of a vehicle during set-up, drivers are requested to obey the marshals instructions at all times.

Entrants displaying flags or banners must affix them to their vehicles only and not to fences or buildings.

For crowd safety reasons vehicles must stay in their allocated position until 5:00pm.

Activities during NRMA Motorfest®

The Australia Day Council of NSW will provide a full program of entertainment throughout the day. There are lots of stalls, shows, activities and fun events all day for all the family.

Information about NRMA Motorfest® will be available from Australia Day and NRMA booths located throughout the precinct. Updated information for the day's activities will be available in December.

What you will receive prior to the event

An information kit and an NRMA Motorfest® sticker designating your location.

What you will receive on the day

A free BBQ breakfast at the assembly area, an NRMA Motorfest® map and an NRMA Motorfest® 2011 medallion.

Any vehicle accepted to display in NRMA Motorfest® and travelling to or from the event on Wednesday January 26 2011 will receive free roadside assistance.

What to bring

Your NRMA Motorfest sticker, without which you will not be allowed entry.

Sunscreen / Raincoats - NRMA Motorfest® goes on rain, hail or shine.



Participation in NRMA Motorfest® is FREE.

Registration is on a first in basis depending on the number and variety of vehicles. Last year's entrants will have already received their invitations. Late entries will not be accepted due to space limitations; please phone to confirm availability if you have not already registered.

Show enquires to John Flower 0403 442 046

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THIRLMERE FESTIVAL OF STEAM

Sunday 6th March 2011

The 2011 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

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

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

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

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



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2010 at Thirlmere, NSW, on **Sunday 6th March 2010**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will be in the block of land next to the church and in Oak Road near the oval, so the earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:30am.**

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

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

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



Keiran Ryan, Events Manager

www.thirlmerefestivalofsteam.com.au

Von dem Herrn Präsident.

Well, Happy 2011 to all our members! It's still the Xmas/New Year holiday season, and most of our members are off on holidays and enjoying themselves with their families. This includes our President Steve, so while he's away I'll fill in the President's Report for him.

I hope everyone had a safe and happy Xmas. Did Santa bring you the VW parts or toys you wanted? He brought my daughter Lily two plastic VW model kits to assemble – a T3 Westfalia campervan and a Mk3 Golf VR6. It's been many years since I made Revell plastic models, but I'm sure we'll have fun putting them together during the holidays.

Many thanks to everyone who attended our Christmas Party meeting at the Greyhound Club last month. Nearly everyone brought along a wrapped present for our monster Christmas raffle, and Christine did a fabulous job with the barrel. I hope you enjoyed your gift if you got one! Thanks also to Gwen and Shirley for the fabulous job they did with the nibbles and snacks, and I'm sure everyone enjoyed their complimentary drinks. It was a very short formal meeting so there was lots of time to chat VWs with everyone and enjoy the festivities.

It promises to be another busy year for VW events, so make sure you keep an eye on the Club Calendar, and watch for the event flyers as they appear in the magazine! If you've never really been involved in Club events and club runs, we would love to see you and your VW soon. There's never been a better time to shine up your VW (old or new) and join in. You'll be most welcome!

First event for the year is Aaron's VW Summer Run on Sunday 23rd January. We meet up at Uncle Leo's Caltex truck stop at the Crossroads, Liverpool, at a leisurely 10am and depart for a nice cruise to Stanwell Park for a picnic lunch. There are BBQs available; bring your own picnic lunch or try the local kiosk. The beach park area has plenty of grassy space to run around and there is playground equipment for the kids. There'll be lots of modern VWs on this run, which is great, but of course old air-coolers are most welcome too.

We have a VW display at St James in Sydney, as part of the NRMA Motorfest, on Australia Day, Wednesday January 26. It's too late for new prospects – entries closed months ago – but why not catch a train into town, enjoy the Hyde Park festivities and classic cars, and stop by to say hello?

February has the big Sydney Swapmeet at Richmond, and also some interstate events like the Portland drags in Victoria and Dubs by the Pie Shop in Queensland. March will be very busy – the Thirlmere Steam Festival, a Flat Four Cruise, the Moorebank Flower Power show and maybe the Rodstock show. Whew.

Of course we also have our usual monthly meetings at the Greyhound Club, on the THIRD THURSDAY of every month, starting at 8pm. We keep these very social and informal, no boring seconding the motions and so on, but instead a concise and enjoyable meeting with plenty of drinks breaks and time to chat. We usually have a film on the big screen, or a trivia quiz too, and there's Christine's fabulous VW raffle every month. We hope to see you at a meeting soon – tell us all about your VW !

Some exciting news - just before we went to press, we learned that Volkswagens sold more vehicles in Australia last year (38,016) than any other year - ever! Yes, a new all-time sales record, that finally beat the old record of 31,400 set forty-six long years ago back in 1964 when VW's Clayton manufacturing plant was still going. Those not old enough to remember the factory's later sale to Nissan, and VW's sales decline in the 1970s; VW's dark years of the 1980s when only a few hundred T3 Kombis were sold here each year; and then VW's years of struggle in the 1990s under a string of private importers – well, I just can't tell you how thrilled I am with this news.

When we started Club Veedub back in 1985, Volkswagen was non-existent on our new car market and everyone was driving Japanese cars. We wanted to concentrate VW enthusiasm and preserve what was left (“...keep as many Volkswagens on Australian roads for as long as possible...”) It's taken 25 years but now Volkswagen is a major player on the Australian market again. Have you noticed how many new Golfs are on the road nowadays? Isn't it great! On behalf of Club Veedub, congratulations to Anke Koeckler and everyone at VW Group Australia, for their wonderful achievement.

And 2011 promises to be even better. This year sees the launch of the Amarok twin-cab ute and Golf BlueMotion; an updated Jetta, Passat, Eos, Touareg and Tiguan, and perhaps even the Up, a new Golf Cabrio, the redesigned New Beetle and even the reclusive Scirocco in Australia. As always, we'll keep you up to date with developments.

We all love our classic air-cooled VWs, and in 2011 we'll try to be just as helpful to you in maintaining, repairing or restoring your old VW. This could be the year when you finally finish your project! We'd love to see it. And now, of course, there's never been a better time to trade in your family Commodore, Falcon, Toyota or whatever on a new or late-model Volkswagen as well. Happiness is owning BOTH an old and a new Volkswagen!

We hope to see you at a meeting or event soon.

Phil Matthews



Kanberra Kapitelreport.

Happy New Year to all members, 2011 is here and we hope everyone had a great festive season. Let's make this an awesome year for VW events.

Late in December the Canberra Chapter had our annual Christmas Lights Cruise, look for an event report in the magazine. This year it was arranged by John Samin - thanks mate for jumping in and arranging an event, two thumbs up! We had a few technical issues on the night but it was a success and we turned a few heads while touring.

As this story is submitted, Summernats will be occurring - local members had the chance of applying for a

position in the car display on Sunday and having their car on show to the public. I don't know if any VW owners took up this invitation, we'd love to hear if they did.

A couple of big events coming soon, check your calendars and make some space. Firstly, on Saturday 26 February, we have arranged a club cruise to Captains Flat. Our host Greg has arranged dinner, overnight accommodation in the historic hotel, and even a 'ghostly chat' about the area. We cannot stress enough that bookings need to be made EARLY for this one as we have minimum numbers to fill, so check out the flyer in the magazine and make a booking with us. Please ensure that you will be there and book accordingly.

Also on that day will be our Chapter AGM - yes its that time again (already?), we'll be throwing open the committee positions and welcoming any members who would like to assist the chapter. Come along to the AGM, have your say, voice your ideas. This is YOUR club, let us know what you want to do, and volunteer some time if you can. The proverbial many hands phrase is certainly relevant here. Enquiries to any of the committee, we're happy to talk to anyone about the runnings of the Chapter.

On Sunday 27 March, the annual Shannons Wheels carshow will be held on the lawns of Old Parliament House. Club VeeDub will be there and we would love to see as many members and cars as possible. More information in the next magazine on this event, but it will generally be the same format as previous years. While I have your early attention, don't forget your drip trays - mandatory for all cars, regardless of age or engine condition. We'd love to see you there.

Happy Dubbing!

Bruce Walker



Klub Kalender.

January.

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.

Sunday 23rd:- VW Summer Cruise. Meet at Uncle Leo's Roadhouse, Liverpool Crossroads, at 10:00am to start the cruise at 10:30am. Finish at Stanwell Park around 12:30pm. Or meet at Stanwell Park if you prefer. BBQs available, kiosk nearby, or bring your own picnic. Families and kids welcome. Phone Aaron on 0413 003998. All VWs welcome!

Wednesday 26th:- NRMA Motorfest 2011, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display and registered entrants will already have their paperwork. 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 in Hyde Park.

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

February.

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

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

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

Saturday 19th & Sunday 20th:- Portland VW Drags 2011 at Portland Raceway, VIC. Pre-entry for racing is mandatory. Entries close 11th Feb. See www.vwma.net.au for info.

Sunday 20th:- Sydney Super Swap Meet at Hawkesbury Showground, Clarendon. Car parts and collectables, classic cars, hot rods, street machines. \$20 swappers, \$5 lookers.

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

March.

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

Sunday 6th:- Thirlmere Festival of Steam 2011 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. **Club VW convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure.** Arrive by 9:30, street parade at 1 pm.

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

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

Sunday 20th:- Old Car Annual Show and Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry, \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds, Revesby**, cnr River Rd and Milperra Rd, at 7:30am.

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

April.

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

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

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

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

May.

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

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

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

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

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

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

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

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.

For Sale:- 1990 2.1 litre VW Syncro engine, new clutch, new water pump, serviced injectors, complete with aircon pump, power steer pump and exhaust system. Asking \$2500.00 ONO also other spares available, Starter motor \$120.00, ECU \$120.00, Plastic water junction \$150.00, Syncro tail shaft \$150.00, shortened and modified Subaru sump \$120.00. Please contact Ben on 02 9543 8450 after hours

For Sale:- Volkswagen parts for 1971 Type 3, Beetle and Kombi. Type 3 engine, bonnet, dash pad, twin carbs, steering wheel, standard wheels, also a set of 14" alloys with tyres and front suspension. Beetle parts chrome wheels 5 stud 14" and one set of steel 5 stud 14" wheels. Superbug IRS gearbox and guards, tow bar seats front and rear, bumper bar. Lots of Kombi parts, ring for details. Contact Sal on 0423 409718 or (02) 9920 3519.

For Sale:- 1969 Type 1 Beetle semi auto, vehicle located in Temora, make an offer. Contact Adam on 0448044806 for details.



Trades and services directory.

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For Sale:- New NOS Volkswagen parts to suit Beetle and Kombi. All stock is new and part numbered, and from a former VW repair workshop (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 (02) 9630 1048. Parts are located at Northmead, in the Sydney metropolitan area.

For Sale:- 1969 VW Type 34 Karmann Ghia, chassis number 349012479. Delivered 22 November 1968 Lanock Motors, St Leonards, Sydney. Believed to be the last Australian-delivered Karmann Ghia, this very rare original RHD car has recorded just over 70,000 miles (log books confirmed) with me being its third owner. I purchased the vehicle in December 2006 and have always had it garaged, a condition of the insurance policy. Log books are included along with service history, the glovebox instruction manual and the original Bilstein jack and tool kit with an extra 8mm / 13mm open end spanner with a VW logo, and Sidchrome brand stamped. There never was a radio in the car. An unmolested example, it has new heads, new front brake rotors and disc pads, new tyres along with other maintenance completed less than 1,000 miles ago. Offers over \$20K. Contact Brad on 0419 223003.

For Sale:- 2005 Volkswagen Golf, 2.0-litre FSI Comfortline, blue, rego expires Feb 2011. Full service history, auto, alloys, lovely and original. Inspections welcome. \$15,985. Phone 0416226660 for more info.

2nd Month Ads.

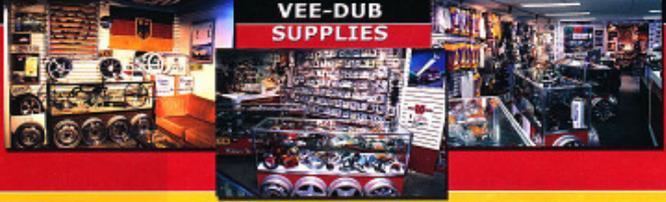
For Sale:- Assorted bits for a Bay Window Kombi. Steel bull bar (strong and in good order), sets of hubcaps, spare wheel/tyre, lenses (front and rear), glove box lid, arm rest,

Trades and services directory.

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11B Harp Street
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For Sale:- 1979 Passat Diesel, station wagon, registered to 9th November 2012, number plate MY79VW, beige, manual, 140,500 km, logbook, bought a year ago, fully serviced, new front discs/ pads, good tyres, front end rebuild, with 4 new shocks, some spares, some history, very good original condition, very economical, drives very well, excellent mechanical condition, all rubbers in good condition, only minor surface rust, suit collector or will provide reliable and economical transport for many years. \$7750, or best offer, phone Helmut on 0427 122653

For Sale:- Karmann Ghia fuel tank, vintage unknown. Been the garage for 30 years. Good condition. Offers. Contact Max 0407878676. I am a club member who has been sidelined for 5 years with major hip surgery and have not been to club meets, although at 76 I am now doing OK. I have 25 years of Zeitschriften if anyone is interested. I also own a 56 oval which I bought new, still in original condition [some kind of record I am told] now decked out with Herbie livery. Phone Max on (02) 9829 3811 or (040) 7878676.

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For Sale:- 1975 Passat 2-door coupe in excellent condition, looking for an owner who would love and cherish it. I am the second owner and am retired. I cannot run the vehicle at the same time as my major vehicle. I bought a new VW Golf when I retired in 2004 for my transport needs, and no longer re-registered the Passat thereafter. The body is sound and has never been in an accident. The motor has registered 171,000 km but is in very good fettle and had always been serviced by VW service staff. There is notable damage to the plastics of the dash and around the column where the indicators and headlight levers are housed (on inquiry in Germany those parts are available new, but I never pursued the offer). There is some damage to the driver's seat leather as the previous owner suffered with a bad back and had a metal back support on the seat. Though unregistered, the vehicle has been and still is housed under cover and available for inspection. The

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vehicle has to be moved because of projected driveway and landscape constructions. I wonder if any of your members would be interested in the vehicle as it has some historical significance as it was the period of model change for VW and both the Golf and Passat played their part in developing a new platform for what became a big step towards the designs and developments of the models by VW which we see on the road today. Enquiries please email Paul Christmann at paul.christmann1@three.com.au

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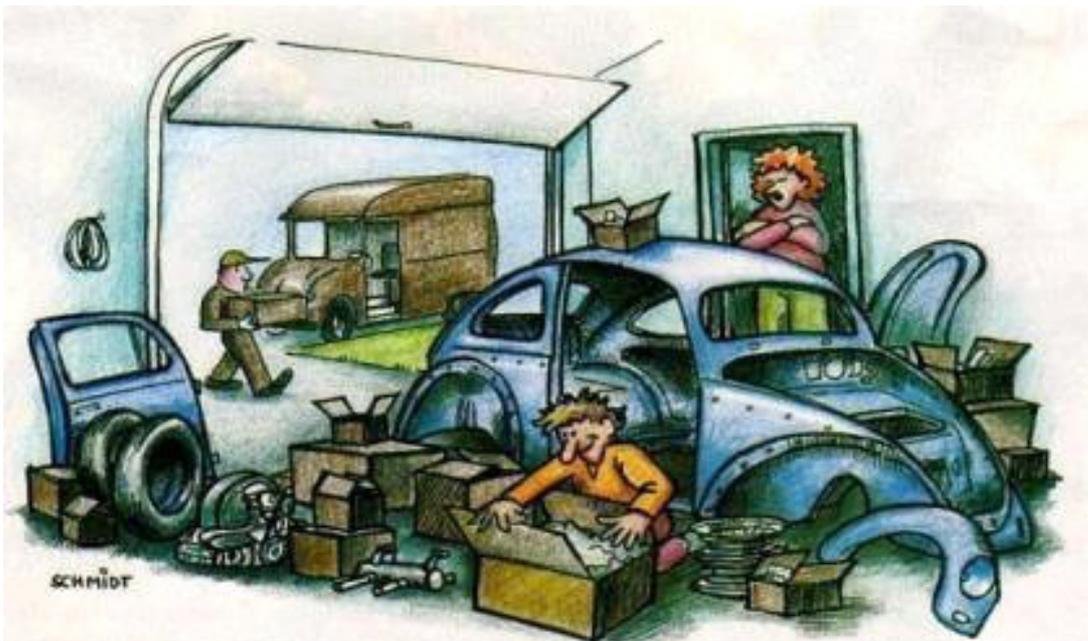
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VW Polo – CarsGuide Car of the Year.

Volkswagen has done it again.

For the second straight year, the German carmaker has topped the best of the best to claim the CarsGuide Car of the Year award. Last year the Golf took out the award; this time it's the baby Polo that has done the job, trumping the top 10 contenders and finishing ahead of the Kia Sportage and Skoda Superb wagon.



In the end the Polo scored a convincing win, not just because of its \$16,690 starting price, but because of its impressive safety, quality, comfort and driving enjoyment.

“Look no further - the Golf’s little brother is the world’s best small car,” says Paul Pottinger, one of the CarsGuide COTY judges. The Polo’s first local award for 2010 follows its award for World Car of the Year 2010, just as the Golf was in 2009.

The five-door hatchback, which was one of the first in its class to introduce six airbags and electronic stability control, beat more than 100 new cars released in the past year to win the coveted national newspaper award.

Volkswagen Group Australia managing director Anke Koeckler said the award would figure in their advertising and marketing campaigns.

“When it comes to expert motoring journalists passing judgment it is more important than when we are talking about our product,” she said.

Norris Motor Group sales manager Daniela Esposito says the COTY award for the Golf had increased sales inquiries and she expected the same for the Polo.

“Customers are well informed these days and they know it’s Car of the Year and want to have a look at it,” she said. “The Golf really took off after the award last year, and the Polo is doing that already.”

Carsguide managing editor Ged Bulmer described the Polo, which is also the 2010 World Car of the Year, as a “truly an impressive small car”.

“It’s great to drive, while also delivering impressive safety, quality and comfort at an affordable price,” he said.

The award was judged by a panel of nine Carsguide writers from national News Ltd newspapers, plus former four-time Australian rally champion turned road safety and fuel economy campaigner Ed Ordynski. The judges are led by managing editor Ged Bulmer, who is joined by Carsguide chief reporter Paul Gover, Karla Pincott of Carsguide.com.au, Neil Dowling of the Sunday Times in Perth, Stuart Martin of The Advertiser in Adelaide, Craig Duff of the Herald Sun in Melbourne, Paul Pottinger of the Daily Telegraph in Sydney, Peter Barnwell of news suburbans and Mark Hinchliffe of the Courier Mail, Brisbane.

Together they put the 10 finalists through two gruelling days of tests, from track laps to back-seat measurements, but concentrating on real-world driving in all conditions from stop-start city traffic to deserted gravel roads.

Second place went to the Kia Sportage, while third went to the Skoda Superb wagon – another VW Group vehicle.

The other shortlisted contenders were (in alphabetical order): BMW 535i sedan, Camry Hybrid, Hyundai i20, Mercedes-Benz E-Class sedan, Peugeot RCZ, Subaru Forester and Suzuki Kizashi. The Camry hybrid was the only hybrid in

the selection, as well as the only Australian-built car.

The previous CarsGuide COTY winners have been:

- 2010 – Volkswagen Polo
- 2009 – Volkswagen Golf
- 2008 – Ford Falcon FG
- 2007 – Hyundai i30
- 2006 – Holden Commodore VE
- 2005 – Suzuki Swift
- 2004 – Ford Territory
- 2003 – Honda Accord Euro
- 2002 – Ford Falcon BA
- 2001 – Holden Monaro
- 2000 – Mercedes-Benz C-Class
- 1999 – Toyota Echo
- 1998 – Holden Astra
- 1997 – Holden Commodore VT

VW Polo – Drive Car of the Year.

A week later, the Polo again proved the adage that good things come in small packages by also taking out the Fairfax media’s equivalent award, the Drive Car of the Year award. The Golf also won this award last year.

It’s perhaps no surprise that the car with the best fuel consumption won Drive’s Car of the Year award for 2010. What’s more of a surprise, though, is that the tiny Volkswagen Polo delivers so many rewards for enthusiastic drivers looking to reduce their carbon footprints.



In the end it was the fun factor and not the frugality that endeared the smallest Volkswagen to the Car of the Year judges.

The 1.2-litre Polo's power output may look modest on paper, but its turbocharged engine delivers plenty of performance thanks to an abundance of torque, or pulling power.

Last year, the Polo's big brother and 2009 Car of the Year winner, the Golf, showed that performance and fuel efficiency weren't necessarily mutually exclusive concepts. Its 1.4-litre turbocharged and supercharged engine was more powerful but used less fuel than its predecessor.

The Polo repeats the feat, using 24 per cent less fuel than the bigger 1.6-litre engine it replaces, while producing better performance. Despite its smaller size, the new Polo completes the 0-100km/h sprint one-and-a-half seconds quicker. In our testing, the Polo was only two-tenths slower than the V6 Nissan Maxima.

Those impressive figures explain why so many manufacturers are turning to turbochargers. Of our 14 category winners, ten employ turbos. Even the locals are getting on board. Ford already has both turbocharged and supercharged Falcons, while from next year it will add a turbo four-cylinder Falcon and a turbo diesel to the Territory SUV. Holden is expected to follow suit with a turbocharged version of the Cruze small car.

Although the Polo's engine is a ripper, the car is by no means a one-trick pony. It is the only car in its class to have a sophisticated seven-speed dual-clutch automatic transmission that shifts quicker than a manual and uses the same amount of fuel (autos are traditionally thirstier than manuals). Most competitors have four-speed autos that deliver slower acceleration and more pain at the pump, although Ford's Fiesta now has a similar dual-clutch six-speed.

The advances don't stop there. The Polo was the first car in its class to have six airbags and stability control as standard equipment. Others have since followed suit, but VW deserves kudos for being first.

Most judges agreed the Polo's cabin was a step above the rest as well, with soft-touch cabin surfaces and a feeling of solidity similar to larger VWs. The Fiesta has the German's measure in road-holding and steering, but the VW tends to soak up bumps more gracefully.

There was some discussion about the Polo's price premium, which amounted to \$1350 over the Fiesta and almost \$5000 over the Nissan Micra. At this end of the market, three judges argued, that type of price premium was

unreasonable. But most thought the superior engine performance and better cabin presentation justified the extra dollars.

The Polo wasn't a unanimous choice in the overall award. Two judges voted for the Golf, which they thought was slightly more impressive. Drive's Car of the Year awards differ from some others in that they compare the best new metal with the best existing metal. The theory is that there's no point in giving an award to a car that is no better than last year's winner.

And that criteria was vindicated by this year's results. Of the 14 categories, ranging from city runabouts to supercars, nine categories were won by the car that triumphed last year. The result is a sobering one for the industry, and a timely reminder for car buyers that just because something is new, it's not necessarily better. It has to be said that this year's crop of newcomers contained very few game-changers.

In the small car class, the Renault Megane was a disappointment, with sloppy road manners and an uninspiring engine-transmission combination, while the revised Mazda3, despite a better price and stronger safety story, didn't really challenge the Golf for refinement or performance.

The story was the same in the large car class, where the Nissan Maxima outpointed the mildly-revised Commodore Sportwagon. Two judges were so unimpressed with the contenders, they withheld their votes.



There was no changing of the guard in a host of other categories either, with the Honda Odyssey (people-mover), the Volkswagen Passat CC (Luxury car over \$60,000), BMW 135i (performance car over \$60,000), Porsche Boxster (convertible), Land Rover Discovery (4WD), Volvo XC60 (SUV over \$60,000) and SS Commodore ute (utility) all retaining their crowns.

The mid-size class threw up the first of the six contenders for overall glory.

The carryover champion, the Mazda6, was pipped by Ford's new diesel version of the Mondeo, which has a more powerful yet more fuel-efficient engine, and a quieter cabin. Most judges did, however, rank the Mazda ahead of Toyota's Hybrid Camry, Volkswagen's Jetta and Suzuki's biggest car yet, the Kizashi. Toyota's Hybrid Camry was let down by its dowdy interior and less-than-perfect road manners, while the Kizashi was competent without excelling and the otherwise excellent Golf-based Jetta lacked the space to be a true mid-size contender.

The BMW 535i snuck past the Jaguar XF on the basis of road-holding ability, although five of the 11 judges scored the contest to the Jaguar. The surprise packet was the Kia Sportage, which was a comfortable winner in the best SUV under \$40,000 class, beating established favourites from Subaru, Nissan and Honda. The Kia's strong equipment list, neat cabin and cracking diesel engine made it a clear winner.

But the Kia fell at the final post due to average road manners. The Kia is a vast improvement on the previous generation and better than some Japanese offroaders, but not a stand-out against a wider field of cars.

The Renault Megane RS250 also dropped out because it was deemed as a little pricey relative to other hot-hatches in its class such as the WRX and Mazda3 MPS. The same goes for the fully-loaded BMW 5-Series we tested, which cost roughly \$40,000 more than the Jaguar and considerably more than similarly equipped rivals from Audi and Lexus.

That left two Volkswagens to fight out the major award. The Polo got the nod from nine of the judges, who thought it shifted the goalposts of its class more than the Golf did - and for less of a premium over its competitors.

VW Polo – Best Car Award 2010.

And to complete the VW Polo Australian awards trifecta – just as the Golf did last year – the VW Polo has also been awarded the Australia's Best Cars Award 2010 for Best Light Car Over \$20,000. These awards are a collaboration between the NRMA, RACV, RACQ and other national motoring organizations. Unlike the CarsGuide, Drive and Wheels COTY awards, Australia's Best Cars do not award an 'overall' winner and concentrate solely on category winners.

These are often adjusted and changed and may not carry over from one year to the next. In 2010 there were 15 different categories, split below and above certain price levels, for cars in the Light, Small, Medium and Large categories. There were also awards for People Movers and Sports Cars, and a number of SUV and 4WD awards.

The Polo's Best Light Car Over \$20,000 is a new category this year, and was introduced to look at the premium end of light car market,

where buyers are prepared to pay more for what they want but their expectations are also higher, particularly in respect to driving dynamics and equipment. However good value for money remains an important aspect. The Volkswagen Polo has already been an ABC winner as Best Small Car back in 2006-07 with the TDI, and once again leads the field with the all-new diesel 66TDI Comfortline.

Polo 66TDI Comfortline is a tiny car

that's big on ability, quality, safety and features. This smart looking five-door hatchback brings a touch of German luxury design and attention to detail into the light car sector. It also tends to be more involving and enjoyable to drive than many of the slightly bigger cars in the next class up.

While the Polo is German-designed, the Comfortline versions we get in Australia are built in South Africa. Having said that, Volkswagen has ensured its world export factories are consistent, and the build quality and finish is still class-leading. When you shut the Polo door and hear the deep-sounding thump, it immediately re-enforces the fact that this is a solidly built, premium-quality little car. Supporting the solid construction, six airbags and electronic stability control also deliver a reassuring five-star safety rating.

Turbo-diesel cars are growing in popularity due to their pleasing blend of punchy performance and low fuel consumption – and Volkswagen's 66kW engine is a little gem. For a diesel it is smooth and quiet, with a strong 230Nm of torque developed between 1700 and 2500rpm, providing class-leading drivability. Unlike many diesel models which are manual only, the Polo has the choice of a five-speed manual or seven-speed auto DSG transmission, which is a big plus for those who prefer an automatic.

Volkswagen has done a superb job in the set-up and tuning of the suspension. Polo's combination of a comfortable ride, securely-planted road feel and precise steering is a real standout. Not only is the Polo nimble around town, but on the highway it has the feel of a much bigger car. It is only when the road surface gets really choppy that you even start to notice the firmness of the suspension.

Interior space is always tight in the light cars but Volkswagen's astute packaging makes the most of Polo's compact overall size. In the context of the class, leg room is reasonable and the head room is good. Polo's wide opening rear hatch provides easy access to a small but useable luggage compartment.

Many people might be surprised to find that a close check of ongoing ownership expenses, such as servicing, repairs and insurance, shows the Polo 66TDI's costs over five years are the lowest in the class.



VW Jetta – Best Car Award 2010.

Volkswagen's Jetta sedan has finished at the top end of the Australia's Best Cars field several times, either as a class winner or more recently a finalist. Post ABC final testing last year, VW gave the Jetta range a refresh. That brought new models, new alloy wheels, some interior and equipment upgrades, plus revised engines and gearboxes.

Combined with last year's Medium winner, the Golf 118TSI, moving class as part of this year's ABC restructure, Jetta was again well in the title hunt and secured Best Medium Car Under \$50,000. It was Volkswagen's second ABC award this year.

This year's winner, the Jetta 103TDI, retains a 2.0-litre turbo-diesel engine, but fuel efficiency has benefited from a move to latest-generation Bosch common-rail direct-injection. There's plentiful low- and mid-range torque, 320Nm at 1750-2500rpm, to ensure excellent driveability. Combined with the standard slick-shifting DSG gearbox (the manual has been dropped), performance rates very highly. Jetta has a refined and civilised feel. The engine is smooth, although there's still some diesel engine soundtrack to betray the power source.



There are two other diesel engines in the range and two petrol versions, including the 118TSI 1.4-litre twin-charger mated to a seven-speed DSG gearbox or six-speed manual. It combines small displacement with a turbo and supercharger to deliver both good performance and low fuel use.

Despite its recent makeover, Jetta in generational terms is getting long in the tooth, and is due for a major model change mid next year. But age hasn't wearied the current car's dynamic appeal. Well weighted, consistent and accurate steering, good grip levels and responsive handling ensure driver appeal and an engaging drive. Suspension tune has a European tautness but proved composed and mostly comfortable over a mix of local conditions, including second-class gravel roads and corrugations. Judges praised its excellent body control.

The inside story is one of comfortable supportive seats including height and lumbar adjustment for front occupants and well-laid-out controls, although occupant space trails a number of its competitors. The boot on the other hand is cavernous and there's the practicality of an asymmetric split-fold rear seat. Buyers will also be pleased by a full-size spare wheel in the boot, although it's steel, not an alloy to match the

road wheels. Front and rear parking sensors and an optical parking system are now standard on all Jettas.

Jetta scores highly for safety, with all models featuring six airbags and stability control as standard. Unlike its sibling Golf, however, there's no driver's knee airbag.

Jetta ranks well for its fit and finish, but warranty coverage is only marginally better than the industry norm and significantly behind that offered by class leader Hyundai.

With consistently good scores in the Value for Money, Design and Function and On-road areas of ABC assessment, Jetta still has, after all these years, what it takes to show its rivals a clean pair of heels in the race to grab the Best Medium Car under \$50,000 award.

VW Tiguan – Best Car Award 2010.

Volkswagen's Tiguan 103TDI has scored a convincing overall win in the largest and most hotly contested Australia's Best Cars category, Best SUV Under \$40,000. It's now labelled SUVs or Sport Utility Vehicles rather than Recreational 4WDs, because this increasingly popular category now encompasses 2WD and 4WD versions of the same model as well as petrol and diesel engines.

Despite being closer to the new category price cut-off than many of its competitors, the Tiguan has received a number of technical improvements since last year, while retaining the same pricing structure for the five model line-up. Volkswagen's acclaimed 2.0-litre diesel is the ideal choice for this type of family-oriented vehicle because it delivers effortless all-round performance and remarkable fuel efficiency. A seven-speed DSG transmission is now available across the range, and when coupled to the 2.0-litre diesel there is a further improvement in performance flexibility while fuel consumption is reduced by 16% to just 6.6L/100km in government testing. A DSG transmission combines the comfort of a conventional automatic with the efficiency of a manual gearbox.

In keeping with the current Volkswagen range, Tiguan delivers an impressive ride and handling package in all situations. The steering is light and direct in car parking manoeuvres, there is a firmer feel and rock-solid directional stability on the open road and this outstanding handling is always accompanied by a particularly well-insulated ride over broken or patched surfaces. Off the bitumen, Tiguan performed creditably, thanks to Volkswagen's 4MOTION all-wheel-drive system, ensuring power is directed to the wheels with the most grip. The gravel component of our test course also allowed evaluation of the ESC which ensured the Tiguan maintained excellent composure even on the loosest surfaces.

Drivers will be impressed by the high standard of presentation displayed in the dash, instrumentation and control layout, and they will also find a wide range of seating and steering adjustment that should cater to all shapes and sizes. Cabin convenience and practicality are the major reasons families turn to compact SUVs and Tiguan is among the best when it comes to things such as access, child-seat anchorage points and seat-folding combinations. Regrettably some of this convenience comes at the expense of a full-size spare wheel.



A full complement of occupant safety equipment is standard across the Tiguan range, including dual front and side airbags along with head-protecting curtain airbags front and rear. Anti lock braking, hill hold, electronic brake-pressure distribution and electronic stability control are also standard on all models, together with all the expected comfort accessories such as climate control, remote central locking and cruise control.

Build and finish quality is first-class, the galvanized body has a 12-year anti-corrosion warranty and, of course, there's an extensive range of dress-up options and accessories to suit all lifestyles.

The Tiguan's success was the third for Volkswagen in Australia's Best Car awards for 2010. In addition, the Skoda Superb won Best Large Car Under \$60,000, and the Audi A6 quattro won Best Large Car Over \$60,000, making five awards for the VW Group out of the 15 categories.

Polo GTI released.

The hot GTI version of the latest award-winning VW Polo is now available for sale in Australia.

The first 'really hot' VW Polo was the G40 Polo Coupé from 1986. It was the first car ever to be equipped with a mechanical 'G-lader', the VW-designed orbiting spiral supercharger that was also later fitted to the G60 Golf. The Polo G40 re-defined vehicle dynamic limits in this segment. Its 1.3-litre engine produced 83 kW and gave the Polo G40 a top speed of nearly 200 km/h. It was facelifted and made available to UK buyers in RHD from 1990-94, but needless to say the Polo G40 was never sold in Australia.

The first Polo GTI, a limited edition of just 3,000 cars, was based on the Mk3 (6N) Polo and was released (Left-hand drive only) in 1995. It had a 1.6-litre 16V engine that produced 88 kW. In 2000 a RHD facelifted Mk3 Polo GTI with an upgraded 92 kW 1.6-litre engine was released. It was available in the UK until 2002, but again this model was never sold in Australia.

However the next Polo GTI, the facelifted Mk4 Polo GTI of 2005, was not only finally part of the Australian range but it made its worldwide debut at the Sydney Motor Show – the first world Volkswagen model ever to debut in Australia. It had the faithful turbo 1.8-litre engine that had already been used in the Golf, Jetta and Passat. It produced 110 kW and

with the standard 5-speed manual, completed 0-100 km/h in 8.2 sec and topped 216 km/h. It sold in Australia from \$26,990. A Euro-only 'Polo Cup Edition' took the power further to 132 kW but this version was not sold in Australia.

Now the new Volkswagen Polo GTIs go on sale in Australia. The direct injection 132 kW 16-valve 'twin-charged' four-cylinder engine, with both a turbo and supercharger, reaches its maximum power at 6,200 rpm. Its maximum torque of 250 Nm is also impressive for an engine of this size.

Weighing 1,189 kg, the new Polo GTI accelerates to 100 km/h in 6.9 seconds, 1.3 seconds faster than the previous model. At the same time, it is Volkswagen's most fuel efficient and lowest emitting GTI ever. Its combined fuel consumption is just 6.1 L/100 km and CO2 emissions of just 142 g/km. By comparison, its direct predecessor with regard to power – equipped with a 110 kW 1.8-litre turbo engine - consumed 8.0 L/100 km. This means that the new car is 24 per cent more fuel efficient.

VW's 7-speed DSG comes as standard. The direct shift gearbox unifies the sports appeal and economy of a manual gearbox with the operating convenience of an automatic. As an alternative to the fully-automatic mode, the DSG may also be shifted manually – either by gearshift lever via the Tiptronic shift gate or via the standard shift paddle on the steering wheel.



The new Polo GTI stands out from the crowd with the two classic red trim stripes on its radiator grille. Like the larger Golf GTI it has honeycomb structured air intakes in a uniquely styled front apron. Also GTI-specific are the mudguard flares and the rear spoiler painted in body colour. Other exterior details of the Polo GTI include 17-inch alloy wheels in "Denver" design that offer a view of the red painted brake callipers, as well as a customised rear apron with a diffuser look in its lower section. Integrated on the left side are the chrome dual tailpipes of the exhaust system.

Inside the GTI has sport seats with their classic fabric covers in typical tartan pattern, which stylishly recall the first Golf GTIs of the 1970s. The roof liner, roof pillar trim, grab handles and sun visors are all styled in a sporty black; a glossy black surface treatment also decorates the panels of the centre console. They are coordinated with intentionally contrasting colour and material accents such as brushed chrome for the air vent surrounds and chrome accents for the round control knobs. Also completely styled in this brushed chrome look are the inside door handles, frames for the gear shift lever and

parking brake, the DSG gearshift gate and the three spokes of the leather sport steering wheel. Styled in classic red are the distinctive decorative seams on the gearshift boot, parking brake grip and steering wheel.

The Polo GTI also has pedal caps in aluminium look, electric window lifts in front (three-door) and rear (five-door), electric adjusting and heated door mirrors, air conditioning, remote control of central locking and front fog lights. The leather trimmed steering wheel is equipped with two DSG paddles, one on the left and one on the right.

The running gear is based on the fundamental layout of a MacPherson front suspension and semi-independent rear suspension combined with exceptionally dynamic tuning. New, stiffer dampers are linked to specially modified springs that lower the ride height by 15 millimetres. The effect: lower angles of body roll and a lower centre of gravity. Both have positive effects on the vehicle's dynamics through curves. Serving the same purpose are the low-profile tyres (215/40 R17) on alloy wheels in GTI-typical 5-hole "Denver" styling (7"x17), whose look the Polo shares with the Golf GTI.

When it comes to safety, the Polo GTI is fully equipped with generously dimensioned brakes and the standard ESP Stabilisation Programme. Networked with this are numerous other electronic modules such as the Anti-lock Braking System (ABS), Hill Start Assist, Anti-Slip Regulation (ASR), Engine Drag Torque Control (MSR) and Electronic Differential Lock (EDL).



Then there is, of course, a passive safety package with front airbags, front side and curtain airbags as well as seatbelt pretensioners in front – features that make this Volkswagen not only the best and most fuel efficient Polo GTI since the model series was begun, but also the safest.

The new VW Polo GTI is available for inspection at your local Volkswagen dealer.

Manufacturer's List Prices:

Polo GTI 3-door 7-speed DSG \$27,790*

Polo GTI 5-door 7-speed DSG \$28,990*

NOTE: * The prices indicated in this news story are the Manufacturer List Prices. For "drive-away" prices it is necessary to consult an authorised Volkswagen dealer. Additionally, prices, fees and charges are subject to change without notice.

New Eos revealed.

The 2011 Volkswagen Eos hardtop coupe cabriolet was officially unveiled at the 2010 Los Angeles Auto Show in November.

Set for release in mainland Europe in mid-January 2011 (with UK and US launches to follow in March, and Australia in the second half of 2011), the revised design brings the Eos range into line with the rest of the modern Volkswagen line-up.



A range of different engine options will be offered, depending on region. The US will receive a 147 kW 2.0-litre TSI petrol engine teamed with a six-speed DSG transmission. Europe will get a range of four, including three direct-injection turbocharged petrol engines (90 kW/200 Nm, 118 kW/240 Nm, 155 kW/280 Nm) and a 103 kW TDI diesel.

Volkswagen says the TDI – with its BlueMotion Technology, including start/stop and brake energy recovery – will consume just 4.8 litres/100km. Fuel consumption in the petrol models ranges from 6.2 L to 7.5 L/100 km. CO2 emissions across all models range from 125 to 174 g/km.

Inside, the addition of "cool leather" to the line-up – which is designed to reflect the sun's rays and absorb much less heat – demonstrates Volkswagen's commitment to comfortable top-down driving.

Speaking of which, the roof can now be opened and closed wirelessly by remote control, a function that happens in 25 seconds in either direction. With the roof folded, boot capacity is 205 litres, and swells to 380 litres when the roof is raised.

Keyless access and ignition is also new, with Volkswagen's "Press & Drive" button system replacing the traditional key slot.

Volkswagen Australia's Karl Gehling said the 2011 Volkswagen Eos would arrive in Australia in the second half of this year, but kept all other specifications and details under wraps. In Australia, the current Eos is available in 103TDI and 155TSI specifications, with prices ranging from \$46,990 to \$51,490.

New Jetta for Europe.

Volkswagen has revealed the European-spec version of its new Mk6 Jetta saloon in Germany.

The cosmetic differences over the US version of the car, launched earlier this year, are described by VW as

“subtle”. But the real changes are underneath, where European models get their own distinct engine line-up and a more sophisticated suspension system than the US-spec models.

While US Jettas make do with a simple torsion beam rear suspension set-up, European buyers get a four-link system similar to the one seen in the current Golf. The system differs from the one used in the outgoing Jetta too, with the car now sporting a wider rear rack and revised springs and dampers.

European buyers can choose from a range of VW's TSI and TDI engines. Petrol units include 77 kW 1.2 TSI and 90 kW 1.4 TSI options, with the top engine a 147 kW 2.0 TSI. Diesels are a 77 kW 1.6 TDI and a 2.0 TDI with either 103 kW or 125 kW. A range of manual and DSG gearboxes are also on offer.



Other changes to the European model include the adoption of an electro-mechanical steering system as standard.

While the Passat-inspired exterior changes are limited, inside European buyers will get higher-quality materials and trims. Three trim levels will be offered in the UK: S, SE and Sport. Standard kit will include six airbags and ESP.

The best-selling model in the UK is expected to be the entry-level diesel engine in S trim, accounting for more than a quarter of the Jetta's projected annual sales of 3,800 units from 2012.

This model will also wear the firm's Bluemotion Technology eco badge, meaning it will include stop-start and an energy recuperation system as standard. Economy for this model will be 4.1 L/100 km, while CO2 emissions are rated at 109 g/km. The cleanest petrol model will be the entry-level 1.2 TSI with 5.3 L and 123 g/km of CO2.

At the Mk6 Jetta's European launch in Munich last week, VW also showed a version equipped with a 3.6-litre V6 petrol engine with an “unspecified” power output, a six-speed DSG gearbox and the firm's 4Motion all-wheel drive system. This has potential to be the first ‘Jetta R’, following similar Golf, Scirocco, Passat and Touareg ‘R’ models.

VW's R&D chief, Ulrich Hackenberg, said that a Jetta R is being evaluated and its chances of production are secure if the customer demand is there. That should be a near certainty, given the popularity of V6 sports saloons in the US, the Jetta's key market and one where VW expects to significantly increase volume of the new car. The Golf R no longer uses the V6 engine, moving to a smaller but more

powerful turbo four, but the Passat R is still V6, as are several Audi ‘S’ models. The V6 would likely be more acceptable to Americans than a turbo four.

“If there are customers asking for it, we will do it,” he said. “It wouldn't be a problem for us. The Jetta's platform (being Golf-based) can take four-wheel drive, just as the Golf R has.”

Meanwhile the new Jetta will be built at VW's Puebla plant in Mexico, the current production base for the US-spec Jetta and VW's next New Beetle. UK sales will start in 2011's first quarter and prices are expected to start from around £17,000, similar to those of today's car. Australian sales will start later 2011 and will also be similar in price to the current Jettas.

Stop Press - 2010 VW's biggest ever sales year in Australia !

For years the Australian Volkswagen annual sales record stood at 31,419 vehicles, set way back in 1964 when Antarctica 1 promotion was at its height and VW's Melbourne factory was cranking out locally-manufactured 1200 Beetles, 1500 Type 3s and VW Kombis. The factory also produced complete cars and CKD kits for export, and that year Clayton's production output was actually 34,558 vehicles - of which 31,419 were sold and registered in Australia.

Unfortunately 1964 was to be VW's sales peak, and sales dropped to 18,200 in 1966 and 14,900 in 1968 when manufacturing ended. CKD assembly briefly boosted sales back up to 19,130 in 1971, but sales slipped to 15,700 by the time the factory was sold to Nissan in 1976. After that it was all downhill - 6,500 in 1977, 2,500 in 1979 and just 448 in 1981 when VW passenger car imports ended. From 1982 to 1989 the T3 transporter was the only new VW available.

VW's all-time low was in 1987, when the then-importers LNC Industries stopped importing VWs altogether. Just 48 Transporters were sold all year - one VW sold every 7.6 days over the entire country. Many of us remember those dark years when all the VW dealers closed, and we wondered if VW would ever return to Australia. Let alone if sales would ever approach those of the 1960s again.

Ateco took over the VW franchise and restarted local sales in 1989, selling 1,097 Transporters that year. TKM took over in 1990 and after a slump back to 418 VWs in 1992, Inchcape plc took over and built sales back to 3,600 by 1995, 6,900 by 1997 and 8,200 by 2000. VW Group Australia was created in 2001 and they continued the rebuild - 9,800 in 2002, 15,700 in 2005, up to 27,400 in 2007.

The last two years have gotten very close to VW's all-time 1964 record (31,419) - 29,875 in 2008 and 30,087 in 2009. But 1964 still reigned supreme.

UNTIL NOW! According to VFACTS sales figures released today, Volkswagen sold 38,016 vehicles in Australia in 2010, a new all-time record!

Congratulations to Volkswagen Group Australia on this achievement.



Day of the VW 2010. Yarra Glen racecourse, Melbourne. Sunday 21 November.

Taking plenty of time to travel down to Yarra Glen in Melbourne, I left home late Friday morning, staying overnight at the Holbrook Town Centre Motel. This year I took 'Gromit', our Type 3 Notch.



I set off early on Saturday for Marysville where I stayed overnight. This was the first long trip for Gromit and the car performed impeccably all the way.

Marysville was one of the hardest hit towns during the Victorian bushfires. Whilst many houses have been rebuilt, the main shopping and business strip is still a moonscape.

I was up early on Sunday morning and drove the relatively short distance from Marysville to Yarra Glen. This venue is much better located for visitors from NSW, being on the northern outskirts of Melbourne. The racecourse is a very attractive venue with plenty of room and abundant shade.

The show itself was up to the usual high standard of DOVW events. Organisers this year tried a new approach to trophy presentation. Winners were requested to drive their

cars to the trophy presentation. I don't recommend we do this at the Nationals.



Sydney VeeDubbers were fewer in number this year. Andrew Dodds brought down a Beetle, and George had his trade stall.

There were plenty of air-cooled classics, and also a large number of water-cooled VWs.



Show over, I headed back to Marysville, where I stayed overnight prior to travelling home on Monday.

Another enjoyable weekend.

Ken Davis

The Toy Department.

Most of the friction powered toy cars of the of the '60s and '70s you will find were either made in Hong Kong or China, but Budapest (Hungary) was also very much into VW model making as well. These included plastic and diecast model cars.

Thanks to language translating sites found on line today we able read most other languages.

15 years ago, if I said to you "*Lenkerekés Mikrobusz*", I would say I need to find someone who can speak Hungarian.

Thanks to the internet the translation on the Model box is easily done and reads "friction powered microbus"



These 1/25 scale models were made in the 1970s and later productions were made in 1991, and in the later consider the fact this is already 21 years ago.

These models were made in Hungary Budapest as the boxes display. Each box is also stamped *Cikkszam 10429 21 Januar 1991 Mikrobusz.*

Depending on condition, good condition of the box, or if they are original castings some of these have been known to sell for upward of \$100.

In this month's line up we have a dark blue, Green Poliez, yellow, red, Rally (with Tyres on roof), & White ambulance.

Hungary also had licence to run some Matchbox cars in the 70's and the pizza delivery low light bay window in yellow or blue are some one example which never made it to our shores.



Happy hunting!

Tony Bezzina
Kbezzina@bigpond.com





Christmas Lights Cruise. Saturday 18 Dec.

The Canberra Chapter ran its annual Christmas Lights Cruise on 18 December. This event has run for 3 years now, and presents its own unique challenges during execution. This year John Samin stepped up to run the event - thanks John.

The members gathered in Kingston beside Lake Burley Griffin and had a picnic dinner while discussing the year that was 2010. It was great to catch up with those who came along. We even had a couple arrive from Sydney (sorry I didn't write your names down...but you know who you were), thanks for dropping in and joining us for the trip. Dinner itself had its issues after the original plans were changed due to a closed venue - all good, we worked around that.

We had an array of cars for the trip - Golfs, a Jetta, Beetles, a Kombi, even a Beach Buggy and a Squareback. Leading off the cruise was John in his New Mini (more about that later). It is fast becoming tradition that some of the members decorate their VWs with Christmas lights for the night and this trip was no different, we had lights a-flashing and tinsel waving in the breeze, and drew some looks from the public.

When dusk came, we headed off to view the lighting displays, starting off in the local area around Kingston and



Barton, before heading off to Queanbeyan and Jerrabomberra. All reports showed there were some great lightshows put on by locals. A few technical hitches crept in during the night - lane changing in traffic, and then a car that wanted to rest occasionally, but life is like that. The night went well and I would like to thank everyone who came out, hopefully you enjoyed the night.



Of course, a big thanks to John S for running this years event. John has a great looking Beetle, and while doing a final check on the course only 2 hours before the cruise, the Beetle engine decided it would make awful noises and come to a stop. John had to make last minute arrangements to get his car home and then turn around to be out there for us at the event. John, I hope to catch up soon and see how you went with the poor car, but thanks for helping the Chapter with the event - muchly appreciated.

Bruce Walker





Club VeeDub - Canberra Chapter

Members' Captains Flat Cruise, Overnight Stay & AGM

When: Saturday, 26 February 2011

Depart at 2.30pm sharp from Russell carpark, usual location

Cost: \$70 per head

Includes: dinner, overnight accommodation in Captains Flat Hotel,
a ghostly talk by our host Greg & continental breakfast

Bookings Essential!

Accommodation (2 people per room) is limited and firm bookings must be made.

Club members who don't wish to stay for dinner or overnight can enquire with details.

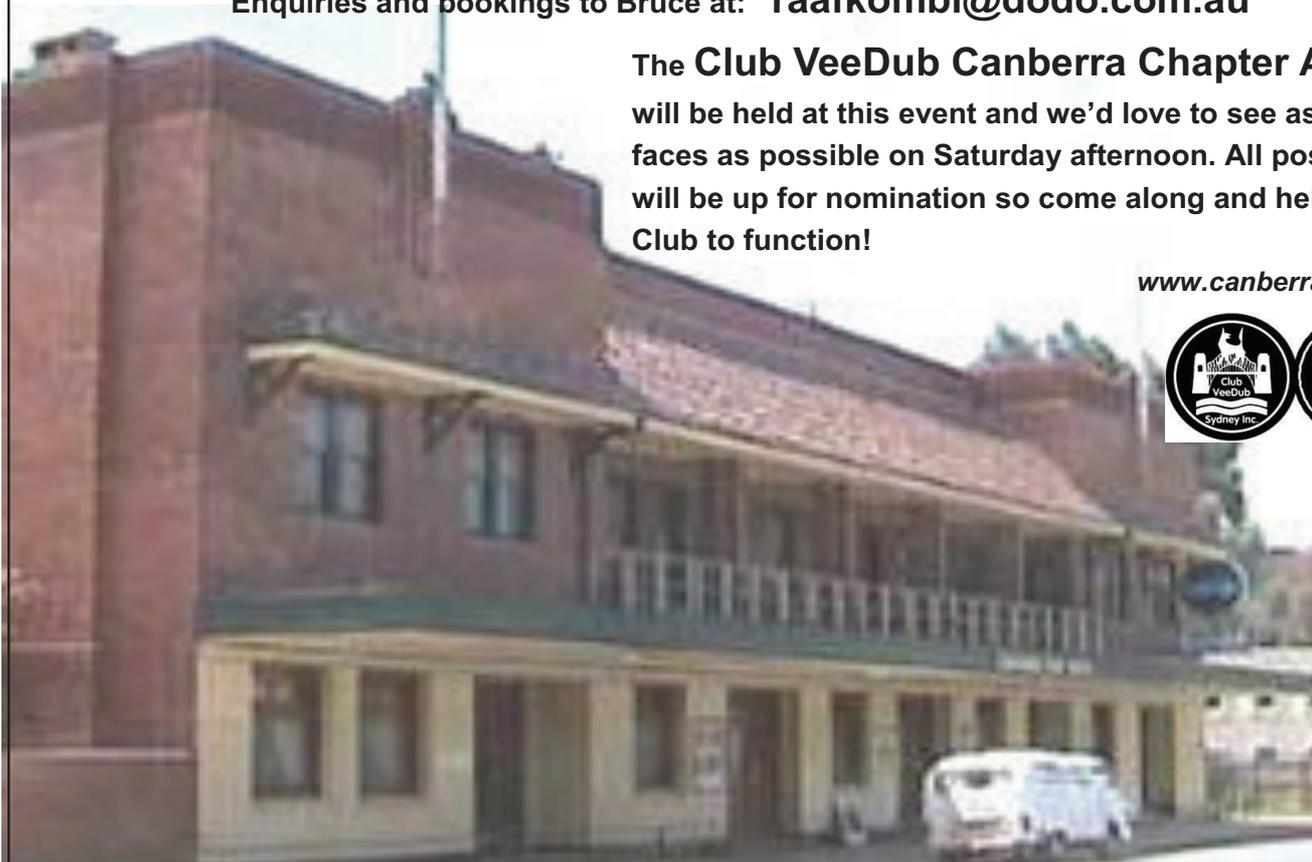
Minimum numbers must be met on the day & late withdrawals will hinder this,

so please check your calendar and make a firm booking.

Enquiries and bookings to Bruce at: raafkombi@dodo.com.au

The Club VeeDub Canberra Chapter AGM will be held at this event and we'd love to see as many faces as possible on Saturday afternoon. All positions will be up for nomination so come along and help your Club to function!

www.canberravw.com



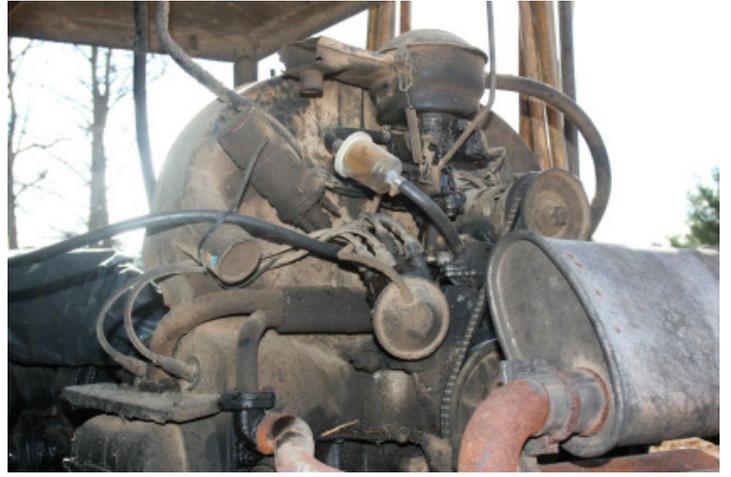
VW 1500 flat-four – a true work horse.

I was driving quietly along when I spotted a motor on the back of a very dirty truck. I recognised it as a VW make and followed the truck along for 5 mins before he turned off into a construction site. I followed and was promptly approached by a site manager asking my business.



“That’s a VW motor on the back of that truck and I was wondering if I could have a closer look and if you could spare a few moments to tell me what it is there for, because it looks like a working unit.” I said hoping for the best. “Wait, there’s another one!” I exclaimed.

Well, Geoff Myers is the Manager of Capital Landscape Contractors Pty Ltd and he was delighted to shed light on the motors.



Club VeeDub. Aus Liebe zum Automobilklub.

They have been used on the back of the company trucks for over 30 years and their main aim is to pump water or asphalt over a large area. Both are 1500s and both usually last for thousands of hours running time. They are run whilst the truck moves along in first gear and shoots water/asphalt over 10 metres across onto the road verges.



It turns out that CLC and I both use the same mechanic to keep our motors going and in top shape, Angelo and Tony Schiavello at A&R Automotive in Mitchell, Canberra.

On the side of the large tank each truck carries, is a petrol tank, VW bug of course!

The photos show the rest. The motor on the back of the green water carrying truck is shielded from the inevitable spray.



From a VW Bug nut (who else would follow a truck into a construction site!)

Mandy 'Griffin Bug' Conway

www.volkswagen.com



Approved Used Volkswagen. Always fresh.





The updated VW Transporter.

Volkswagen's Transporter and People Mover range celebrated 60 years of production in March last year (the first split-window T1 was made in March 1950). What better way to enjoy your diamond anniversary than with the release of an all-new model... Or is that mostly-new?

In other words, no, it's not the new VW 'T6'. It's still the T5, although it's been thoroughly upgraded in a number of areas. Simply speaking the new Volkswagen Transporter is a very thorough half-body revision, with almost all the changes made forward of the 'B' pillar.

The rework makes a lot of sense from a cost perspective, and has helped Volkswagen pass on big savings to its customers. It's also certain to come as good news to the wallets of existing customers wanting to transfer expensive custom-made body modules from their existing Transporter to the new model with the cargo bay remaining mostly unchanged.

But why go for this new model at all I hear you ask? Surely a freshly chiselled front-end isn't enough reason to raid the piggy bank. Perhaps not. But in restyling the Transporter, and Caravelle/Multivan people mover range for 2010, Volkswagen have also made a raft of changes beneath the skin that are well worth considering, especially if safety, running costs and cabin ergonomics feature high on your white van wish list.



Among the improvements, new Transporter and People Mover models now feature: a 3.2 tonne admissible total weight; new infotainment programme; new climate

control systems; antenna(s) integrated in exterior wing mirrors; gear shift indicator; new headlamps and tail-lights; new front mudguards, grille and bonnet; new fog lamps with integrated cornering light function (optional); new wet clutch seven-speed DSG transmission (optional); new-generation 4MOTION all-wheel drive (optional); regulated power steering pump; new-generation ESP; new front brakes with 17-inch alloy wheels; Hill Start Assist; new exterior mirrors; new steering wheel; new dash panel inserts; new fabrics; and new colours.

Joining the Caddy and Crafter models, Volkswagen's entire Commercial Vehicle and People Mover Range now offers Electronic Stabilisation Program (ESP) as standard. The newly revised ESP system on Transporter, Multivan and Caravelle now incorporates Hill Start Assist, Active Rollover Protection, Ready Alert Brake (prefill), Fading Brake Support, Hydraulic Brake Assist and a Brake Disc Wiper within the one program.



"The Volkswagen brand has always stood for excellent safety, but we have now made a clear statement with safety standards across the board," says Volkswagen Australia's Director of Commercial Vehicles, Mr Phil Clark.

"With the introduction of standard ESP across the entire range, every People Mover and Commercial Vehicle now represents an even more sensible safety choice. The Electronic Stabilisation Program plays a vital role in reducing accidents and therefore saving lives."

The system, among the best in the world for commercial vehicle applications, self adjusts according to load conditions and is joined by other electronic safety features including: Anti-lock Braking System (ABS); Anti-Slip Regulation (ASR); Engine drag torque control (MSR); Electronic Differential lock (EDS); seatbelt buckling warning in the instrument cluster and new front dual-piston caliper brakes (on 132kW TDI models).

Inside the revised cabin, high levels of safety continue with dual front, side head/thorax and (optional) full-length curtain airbags available. An integrated cornering/fog lamp, reversing camera (on models fitted with a top-hinged tailgate and RNS 510 satellite navigation only) and radar-based blind spot recognition system (integrated in the vehicle's wing mirrors) are also available as optional equipment.

Ready to tackle the likes of Toyota's HiAce and Hyundai's iLoad head-on, Volkswagen have sharpened the pricing of its new Transporter van series to now begin at a low \$36,490*. Petrol models have been discontinued.

Instead, the Volkswagen Transporter range is now offered with a choice of three 2.0-litre turbo-diesel units delivering 75 kW, 103 kW and 132 kW outputs. Power delivery has been improved with more torque offered earlier in the rev range for greater flexibility and negligible turbo lag. Fuel economy has also seen a significant improvement, bettering the superseded model by as much as 16 per cent.

Of course fuel consumption figures will vary depending on configuration, transmission type and load carried, but to give you an idea of just how impressive the results are, Volkswagen's top-shelf 132 kW TDI engine now uses just 7.8 L/100 km in the ADR combined-cycle test, a seven per cent improvement over the current 2.5-litre unit.

In addition to the trio of diesel engines and transmissions, the new Volkswagen Transporter is also available with three different roof heights, three wheelbase offerings, and a choice of top-hinged tailgate or barn doors – or as a dual-cab tray-body. The versatile offerings equate to a total of 42 model combinations.

Internal cargo area on Transporter models now ranges from 5.8 to 9.3 cubic metres.

Volkswagen has been the world leader in people movers since the first Microbus in 1951, and the latest model continues this leadership, at an affordable price. In making the new van range appeal to passenger and commercial customers alike, the 2010 Volkswagen Multivan and Caravelle now provide genuine competition to such market mainstays as the Toyota Tarago, Hyundai iMax or even Toyota HiAce Commuter bus.

The new Volkswagen Multivan offers a spacious and flexible interior for up to seven passengers. The seats are removable and interchangeable row-by-row meaning the three-seat bench can be moved to the second-row allowing a five-seat capacity and a larger cargo area.



The Multivan is distinguished by unique headlamps and colour-coded bumpers, comes standard with the new seven-speed DSG transmission and is also available with an optional chrome pack, 17- or 18-inch alloy wheels and Volkswagen's RNS510 satellite navigation system. A long list of accessories are also available.

The Caravelle, now powered exclusively by the economic 103 kW 2.0-litre TDI engine, is now priced from just \$49,990* and offers comfortable seating for between five and nine occupants, dual-air conditioning with overhead ventilation outlets, rear window retractable mesh sun blinds, overhead lighting and the added safety of three-point inertia



reel seatbelts in all seating positions. Caravelle also offers a two tonne braked towing capacity.

Driving the Caravelle, or indeed any of the new Volkswagen van range, is a no more difficult task than managing a large family wagon. Light steering aids the van's surprisingly manoeuvrable handling characteristics while the punchy diesel engines and strong brakes make keeping with fast-paced traffic a breeze – even when heavily loaded (some of our test vehicles were fitted with up to 560 kg of ballast).

Torque delivery is ever-ready with both the single- and twin-turbocharged units providing loads of low down pulling power, as much as 400 Nm on the 132 kW TDI unit. Five- and six-speed manual models offer a precise and blissfully light gearshift/clutch combination with an instrument cluster-mounted display telling you the exact moment to shift up or down cogs for optimal fuel economy.

Volkswagen's new wet clutch seven-speed DSG is another impressive optional addition to the already well equipped range with the quick thinking transmission making almost imperceptible changes once on the run. The unit is certain to prove popular among commercial and passenger clientele alike with Volkswagen's General Manager of Service, Mr Phil Murray, explaining how the tough new TQ500 transmission can handle up to 600Nm of torque and almost double the amount of power currently handled.

Large mirrors and a commanding driving position mean visibility is excellent all-round while the ergonomic cabin sees all controls and switch gear fall readily to hand – with the possible exception of the rarely used ESP and Harazd Light switches.

The ride is very well settled and impressively quiet while the driver's seat is comfortable and fittingly supportive offering adjustment in all the usual directions and captain's chair-style armrests. The steering wheel is also adjustable for tilt and reach.

With lower operating costs, better fuel economy and superior safety than the previous model, the new 2010 Volkswagen Transporter and People Mover range now represents a reasonably priced and realistic alternative to the cruder, less appealing and lesser spec'ed Japanese and Korean rivals.

Volkswagen hopes the new generation of vans and people movers — and their sharper pricing — will see sales push well beyond the current annual figure of 2500 units, and once paired with Amarok utility models later this year, will represent the widest range of VW commercial vehicles ever offered on the Australian market.

Attila Kiraly's Capricorn Caper.

Off-Road Magazine, 1974

Attila Kiraly is a dedicated, 42-year-old professional photographer with his heart set on producing the first really comprehensive pictorial 'journal' on the wonders of Central Australia's desert areas. A married man of Hungarian descent, and a former automotive engineer, he's already proven his tenacity by venturing into these desert areas on several occasions in nothing more than a humble Volkswagen. His previous two trips took him from Cooper Creek to the edges of the Simpson Desert in a hunt for unusual photographic material. But his latest adventure — designed to raise funds towards the completion of the book and to gather even more unusual material — was a true off-road adventure! From West Australia to Queensland, in a direct line across the Tropic of Capricorn.

My mind was made up - to attract sponsorship for my trip and my book would need more than just a trip to the desert. I realised it would take something really unusual to attract attention. Then I hit on the solution - a triple-record attempt. A solo, two-desert crossing in a two-wheel-drive vehicle - right along the Tropic of Capricorn, from one side of Australia to the other!

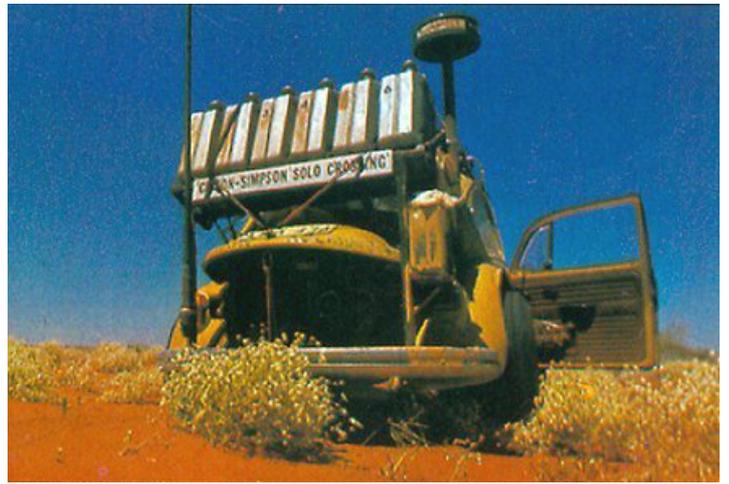
The first problem was to settle on the choice of a vehicle, something which really proved to be no problem. A Volkswagen fan from way back, I settled for the most powerful in the range, the 1600 Superbug.

It was then the hang-ups began. How was I to equip this vehicle so as to keep the weight down, maintain its reliability yet set it up to handle the terrain ahead of it? My previous desert forays had provided me with a wealth of information on the problems to be encountered, and so I set about settling these one-by-one.

The first was to strengthen the front-end, and to modify the suspension so that it would be permanently adjustable. This would allow me to build-in a 'weak point' which would collapse on a sudden impact, yet would be easily repairable. This would prevent any major front-end damage.

Then came the problem of carrying extra water and fuel. This I overcame by fitting special racks in every available space. Coil springs were fitted around the shock absorbers to give added strength and the front suspension was raised three inches. Then came the smaller, but no less important bits-and-pieces.

A 1400 kg (thrust) winch; 90 metres of 9.5 mm steel cable and 30 metres of 12 mm cable; crash bar; driving lights; auxiliary gauges; an electric fuel pump; skid pan for transmission and engine; a special 'pre' air-cleaner; a



tool-kit including saw, spade and axe; a specially designed sand-anchor; a 25-watt Racal transceiver; Halda tripmaster; compass and chronometer; extra ropes, wires and several fibreglass repair kits; maps and aerial photographs; a rifle and a shotgun; binoculars; special food containers and entertainment - a shortwave radio/cassette combination. The last -but not the least important items to be packed - were my cameras, two Canons, eleven lenses and 100 rolls of Agfacolor film.

Without these last items my trip would have been wasted.

But my biggest problem was the choice of wheels and tyres. I tried various types including dual wheels on either side at the rear, but without success. Nothing seemed to work.

Then I hit on the solution — Gates special off-road tyres. I bought six of them - two 14-inch XT Renegades, two 15-inch XT Renegades and two 15-inch XT Dune Commands, super-size balloons that I fitted to the rear of the car as soon as I got off the highway.

Say what you will - without them, no matter how well the car had been equipped, I would never have completed the trip!

The day to leave Canberra rolled round and I set out, looking all the world like some weird moon-vehicle. Surprisingly though, the car attracted almost no attention at all on the three-day trip to Perth. I was disappointed, and wondered whether it was all worthwhile. Even the sign across the back - 'Gibson-Simpson Solo Crossing' failed to create any interest.



Then I reached Perth — and it's all true. The West Australian people are warm and friendly! Within hours of my arrival I was on TV's This Day Tonight program, interviewed for radio and for the newspapers. People waved, and shouted in the streets, and at one city intersection a policeman on point duty stopped all traffic and waved me through, to the shouts and waves of encouragement from the people on the footpaths.

Further north the hospitality and interest was the same. It was almost too good to forsake for the harsh solitude of the desert.

After several more days, and the excitement of the so-called 'Great Northern Highway as I drove up towards Newman in the Hamersleys, I reached the Jiggalong Mission, 500 km inland from the Indian Ocean on the Tropic of Capricorn. Here it was 'turn right to Queensland'.

This was the last point of civilisation for about 2,000 km, and it was here I heard the truth about the little spots marked on the maps as 'wells'. They were there all right, but more than 90 percent of them were undrinkable. The condition of the 'road', the Canning Stock Route, was also pretty bad. At least I had the Gunbarrel Highway to look forward to - it was last graded in 1960, only fourteen years ago!

But the time to leave had come — and for the first time in weeks I felt calm. Many times during the preparation period I had cursed myself for even thinking about making the trip. I had doubted my reasoning, doubted my ability, and worst of all spent many restless nights plagued by nightmares about the things that could happen to me.

One particularly bad one — and one that I'll never forget - depicted me pinned under the Bug on the side of a sand dune. The blazing sun was searing my eyes, my face had blistered and the radio microphone was just out of reach, preventing me from summoning help. My throat was dry and hoarse, I was sweating with fear - *then I woke up and found I had my electric blanket on high!* So much for Canberra's cold nights.

My first afternoon 'off the beaten track' took me east to Tallawana Creek. Full of confidence I plunged headlong into the shallow yet murky water. The Beetle surged forward unperturbed by the obstacle, until it reached the Eastern bank. Here the combination of mud, water and a very steep bank proved too much.

I had no option but to get out, head for the top of the bank and secure the wire rope to a handy tree stump. The car was winched out, slowly but surely. The whole operation was completed in less than an hour and I was underway again heading east into the late afternoon.

That night, after a relatively uneventful day, I made my first camp in the notorious Gibson Desert, at 121 deg 36 min East, right on the line of the Tropic of Capricorn.

Although I had planned to sleep in the car, safely out of reach of snakes and other desert beasties, the car was packed so tightly with extra fuel and water that I was forced out under the stars. I was surrounded by huge spinifex bushes, the home of the desert Mulga snake, a friendly yet deadly 1.8-metre long plaything which is *not* a recommended companion so far from help. In the summer they will leave you alone, but in winter (such as it was at the time) they will seek warmth wherever they can find it - even if it happens to be an occupied sleeping bag.

Still, when one becomes as worldly and as wide travelled as I (and modest too), one uses all the old tricks he can think of. In this instance it was the old *Indian rope trick*. Selecting a suitable rope, I set it out on the ground around my bed. The snakes - so I'd been told - would approach the rope but would not cross it. And it's true.

On the third night in the desert I was bogged on the top of a steep sand dune just as darkness fell. Not having the



energy or inclination to dig myself out at that stage, I lay down on the sand to sleep - remembering to lay the rope out around my sleeping bag. When I woke next morning it was obvious I had been visited during the night. On the smooth sand outside my rope 'wall' was a criss-cross of tracks, the smooth single line left only by snakes!

Being bogged also gave me a chance to try out my sand anchor as there were no trees or anchorage points for the winch rope anywhere in sight.

First I drove two 1.5-metre long steel pegs into the ground, angled slightly away from the car. To the tops of these I fastened several lengths of light rope, which were in turn tied to small tent pegs. These were driven into the sand beyond the main pegs to hold the top of the anchor rods.

Normally - with only the 1.5-metre pegs — the anchor would give way as the point of stress reached a certain angle,



As I hit the ground the bonnet sprang open and whang! The top came off the right-hand front suspension strut sending nuts, washers and springs sailing gracefully into the sand.

There was only one thing to do, and that was to look for them. I scoured the sand on hands and knees until I found everything but one all-important nut. Then after much cursing and praying I found it, by using my compass. Clever?

Then came the problem of refitting the suspension unit, a tricky task even in the best-equipped workshops. But eventually, don't ask me how, I had it all back together. I felt so proud I drove off into the desert feeling like a new man. Then, 130 km further on, I realised I had left my jack in the sand, and back I went.

My greatest problem out there was me!

I plodded on - coming across an occasional store of petrol, leaving

but with the little anchor pegs holding the top it is incredible just how much weight can be winched forward.

The sand anchor proved its worth on four other occasions along the Gunbarrel Highway. The 'highway' provided some of my most exciting moments. Little things, like finding a good stretch and picking up a little speed and time, only to come over the top of a dune to find a 4-metre high tree growing in the middle of the 'road'.

Patches of the highway were impassable, even to four-wheel-drive vehicles. The highway was so bad in places I decided to take shortcuts, but within a few kilometres the huge drifts of sand (up to 30 metres high in places) soon put me in place and sent me back to the relative safety of the highway.

Termite nests, as hard as concrete and almost half as tall as the VW, also provided their share of excitement. Hidden by the deep red sand and the tall spinifex bushes they would catch you unawares, sending the car sailing through the air before crashing to the ground several yards further on.

It was these airborne tactics - thanks to the termite nests - that eventually separated my exhaust system from the engine. From then on, in I was strictly 'straight through', and this creates other problems.

There I was in the middle of nowhere, stopped to take pictures of some desert wildflowers. Unnoticed, a leak from the hot exhaust set fire to the spinifex beneath the motor, which in turn burst into flames.

Despite my complicated planning procedures there was one thing I hadn't packed — a fire extinguisher!

Heavy-fisted handfuls of sand soon smothered the fire, which fortunately had not affected the engine or electrics at all — and even more fortunately, hadn't spread through the dry, spindly spinifex.

Some time later the dreaded termites struck again, this time sending the car sailing through the air after hitting the nest at 50 km/h - in second gear!

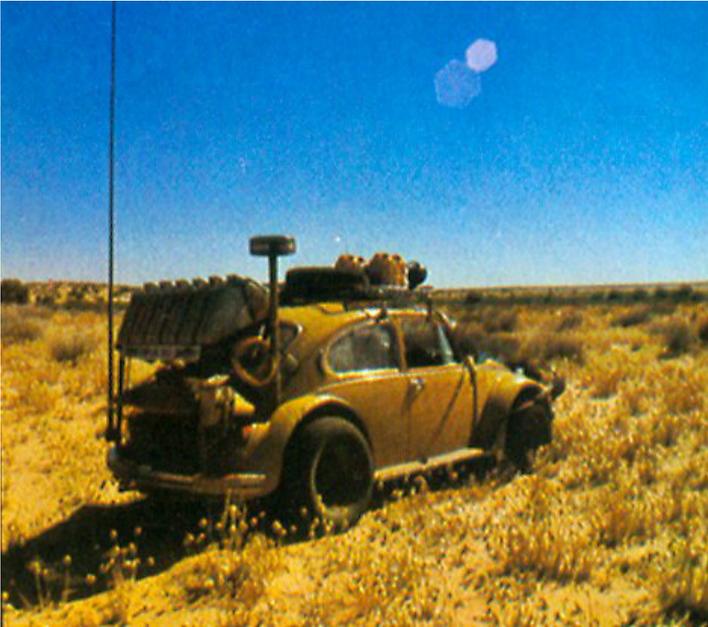
money for the little I took to top up my supplies and advising the Flying Doctor Service of the supply dump number and the quantity of fuel I had used.

And here I must say a word of praise and thanks to the Flying Doctor Service. Their cheerful morning calls were great company for me, and part of the trip I looked forward to each day. They kept track of my whereabouts and kept me up to date on what was going on. My 12-channel transceiver worked really well, and at one stage I was speaking clearly to Darby - more than 950 air-kilometres away.

I finally arrived in Alice Springs - my car a shattered remnant of the one in which I left Canberra. It had crossed 1,950 km of the Gibson Desert without a single major problem and had averaged 25 litres per 100 km. I had left Jiggalong Mission with 275 litres of fuel and had picked up as much again along the way.

My water supply was exhausted — I had carried only seventy litres and had found none that was drinkable along the way. Most of it wasn't even fit to wash in.





Towards the end of the trip I had even begun saving my urine as an emergency measure. But I had made it, unwashed for nine days, sweltering in temperatures that had gone as high as 44 deg. Celsius — and not smelling quite like a rose as I rolled into Alice.

The VW had taken a tremendous beating and the only things that had made the crossing without a single problem were the Gates tyres, running at 6 psi on the back and 8 psi on the front. They had performed magnificently!

But to heck with the car. I parked and headed for the longest shower ever. It took a full 30 minutes before the water ran clean off my body! Until then it was red from the dust of the Gibson.

It was three days before I was ready to move again. Three days of welding, rebuilding and cleaning before I set off into the Simpson Desert.

After the first dozen kilometres I was tired, and disappointed. The Simpson is nowhere near as pretty, picturesque or as exciting as the Gibson. Its terrain is plain and monotonous — just one sand dune after another, after another, after another.

Once you've seen one, you've seen them all! Believe me, out there the saying is for real. The Simpson crossing was a monotonous nightmare of one bumpy, Spinifex-covered mile after another.

I averaged less than 12 km/h in this terrain, but finally reached the Hay river, the end of the really heavy desert, in just three days. But I had a full three days ahead of me before I could find anything that even slightly resembled a road. And it was because of this knowledge that I shuddered when the engine became very noisy and lost power.

A quick check showed that the number three cylinder had packed up, the valves burnt beyond use.

But what could I do? There were no workshops to call into, so I just drove on, 14 hours a day, for five days until I reached the first signs of civilisation - Mount Whelan, north of Carlos Station.

From here I set off, still on three cylinders, through Birdsville, Betoota, Blackall, Emerald and on to Rockhampton.

I had done it - the first-ever, solo, transcontinental crossing of Australia in a two-wheel-drive vehicle!

By the time I reached Canberra I had been away six weeks, covering 13,700 km – 2,800 of them in desolate desert country. It's amazing what you can do in a Volkswagen.

And it's at this point I must thank all those young people who helped me in Perth, Alice Springs and Brisbane, particularly to the two young men in Brisbane who spent all night helping me patch the engine up enough to get me back to Canberra.

My experiences with the police were limited, and all but one were pleasant. In most states they took little notice of me, never questioned my 'wudies' or my load. In Perth they were friendly and helpful but in NSW they booked me!

Only a few km from home, one particularly militant officer stopped me and proceeded to write out a list of everything that was 'out of order'.

"But officer," I said, "I've just come across the desert." "Well you're not in the desert now!"

Attila Kiraly



Freedom and independence.

What does mobility mean to you? For these Volkswagen drivers and their families it is about doing everyday things that others take for granted.

When Wendy Parker shifts behind the wheel of her Volkswagen Polo, the word 'mobility' gains real meaning. Wendy has been disabled for almost 26 years, and her Polo has been adapted to suit her specific needs. "Being able to drive a car has given me freedom and independence," says this retail sales administrator at Volkswagen of South Africa. The Polo is her third modified vehicle.

Wendy assists people with disabilities, and those responsible for transporting them, in acquiring modified Volkswagen vehicles.

"From installing hand controls to wheelchair hoists, most modifications can be made locally by authorised suppliers. It all depends on customers' specific needs and wants. Fully modified Volkswagen vehicles can also be imported from our plant in Germany. We advise customers about their options, give them guidance on how to apply for rebates from government, and assist them in getting the process started."

Says Wendy: "The message is clear. If you are disabled or a family member of a person with disabilities, don't despair. You can be mobile and there are people who can assist in this regard."

Kobus Marais, Jackie van Zyl and Johan Vermaak would agree. "Driving is the one great pleasure in Thalen's life. When she sees me, she doesn't show the sign for 'daddy', but for 'driving'. However, driving also helps prevent her from getting epileptic occurrences," says Kobus Marais.

The 22-year-old Thalen is deaf and has multiple disabilities including severe mental and physical disabilities and a slight sight impairment.

Thalen used to be transported on a mattress in the back of the family's double cab pickup. It provided enough space so that she didn't feel claustrophobic and also accommodated her caregivers. However, as she became older, Kobus and his wife, Lynette felt that there just had to be a more effective and humane way of transporting her.

Kobus started looking for a vehicle that would not only meet Thalen's requirements, but also their needs as a family (Thalen has an 18-year-old brother). He found a solution in the Volkswagen Caravelle.

This family from Worcester received their Caravelle earlier this year. "Thalen can now sit in her wheelchair while in the vehicle. The Caravelle already had tie-down hooks so that the wheelchair can be securely attached to the floor. She can also sit on the back seat with a safety belt. In fact, as a family we are very pleased with the safety features in the Caravelle. It also has enough height and space so that Thalen feels comfortable at all times. If need be, she can even lie down. What's more, the middle row of seats can be removed or turned around, adding to the Caravelle's versatility. The sliding doors on both sides have also made our lives easier," says Kobus, a spokesperson on finance and matters pertaining to people with disabilities in the National Assembly.

"The Caravelle not only offers good value for money, but it also has ample storage space and excellent features that suit our needs. It drives like a dream, but most importantly, it adds value to our family's life."

On the night of 1 May 2003 the lives of Jackie and her husband, Kobus van Zyl changed forever. Burglars entered their home, tormented them at gunpoint for two hours and then shot Kobus in the head. He was left blind, completely paralysed and severely brain damaged. Jackie decided that she would care for him at home.

"In 2004 I bought a Volkswagen 2.5 TDI Caravelle and had it modified to carry a wheelchair. However, the Caravelle was too high to transfer Kobus, who weighs 85kg, and his wheelchair into the vehicle. Also, the Caravelle had too much 'roll' in the back. So, because Kobus' muscles are in constant spasm, he felt every bump in the road," says Jackie, a fleet manager in Johannesburg.

When she saw a photo of a modified Volkswagen Caddy in 2006, Jackie knew she had found an answer and the Caddy arrived from Germany in December last year.



The modified Volkswagen Caddy has made a real difference in Kobus van Zyl's life

"The vehicle's suspension, which is already lower than similar vehicles, can be dropped even further. In addition, it is so spacious that Kobus' caregiver can even sit next to him. It also boasts a lap belt and harness, and Kobus' wheelchair can be attached to the floor, ensuring his safety at all times. It just had to be a Volkswagen. I have a passion for the 'people's car' and would not let my dearly beloved be transported in anything but a Volkswagen."

Jackie mentions that they are still slowly getting the courage to venture out. "There are also not many places we can go. However, the Caddy has made it easier if we do go out."



Kobus van Zyl is assisted into the back of his modified Volkswagen Caddy. His wife Jackie says the Caddy makes life much easier when they go out

Johan and Hettie Vermaak adopted Tosca when she was just five months old. She has cerebral palsy and is severely mentally disabled. Tosca, now 20, has never been able to sit or walk on her own. She is also 95 percent blind.

“After Tosca underwent major surgery to her legs in 2000, she became totally bedridden. When she has to go anywhere, we have to transport her from our house to our vehicle on a moveable bed. Transferring her into our previous vehicle, however, became increasingly difficult due to the height difference between the bed and the vehicle. The existing safety mechanisms could also not be used and the lack of space became a big issue,” explains Johan, a compliance manager at Sasol in Secunda.

They realised that they needed a new vehicle, and the Volkswagen 1.9 TDI

Transporter fitted the bill. Having owned two Kombis before, Johan has a lot of faith in the Volkswagen brand and the reliability it offers. He describes some of their Transporter’s features: “A special high density cell mattress has been installed in the back of the vehicle for Tosca. And there is still ample space for Hettie to move around her and take care of her needs. Transferring Tosca into the vehicle is also much easier. The Transporter is a 100 percent improvement on our previous vehicle. It also provides a safer ride for Tosca.”

In March the family headed to Hartenbos in the Western Cape for a holiday.

“This was our first long-distance trip in the Transporter and it was an absolute pleasure for the whole family, including our other daughter, Carina (11). The Transporter has made it possible for us to enjoy things together as a family because it is easier to take Tosca with us. I have to compliment Volkswagen: when the wheels start turning, Tosca is in her element.”

Netanja van der Westhuizen

Hettie and Johan Vermaak are able to travel with their daughter Tosca, who has cerebral palsy and is totally bedridden. Johan says their modified Volkswagen 1.9 TDI Transporter has made it possible to enjoy holidays together as a family

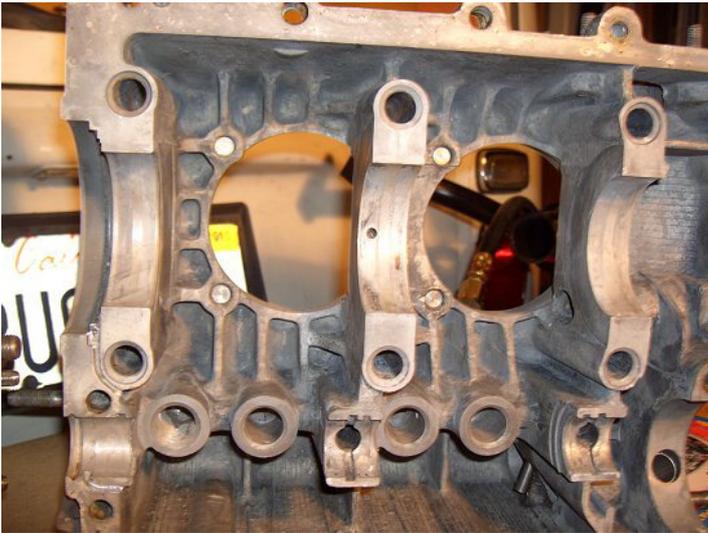


VW align-checking.

What is the correct procedure for checking alignment of shaft bores in a crankcase?

There's more than one way to do this and the method I use isn't very precise.

After checking that each of the re-machined bores is a true circle, I dismantle the crankcase and measure the depth of each half-bore using a plunger-mike that reads to tenths (i.e., .0001"). Because of the amount of 'crush' inherent in the design, you can have the bores asymmetric by up to three thou or so and still have a usable crankcase, assuming they are all the same. You'll see this kind of asymmetry even in new cases. But what you can't live with is to have the depth of one of the bores radically different from the others.



The problems I'm looking for usually show up on used crankcases that have been improperly align-bored but it's worth your time to check even a new case.

On re-manufactured cases, you want to focus your attention of the #2 main-bearing web and bore. If the web has been severely pounded its re-machined bore will usually be asymmetric, so much so the case often isn't usable.

In an ideal world all of the bores would be perfectly identical and symmetrical. That is seldom true. Tolerance is about seven tenths (i.e., .0007") for bore diameter so they should all fall within a thou of each other. I measure each bore at three or four points and record the measurements. The crankcase is torqued to spec with all of the fasteners in the plain of the crankshaft installed. Extremes of temperature should be avoided and if the case has just been machined it would be wise to put off any measurements until it has cooled off.

The half-depth is compared to the average of those measurements. After you've measured and recorded all eight half-depths a couple of times, any asymmetry should be obvious. If the asymmetry is consistent, it may be ignored so long as it's under three-thou or so. Anything more, in either case-half, will lead to problems with the mesh of the distributor driver-gear. And of course, any single bore which is not in the same plain as the others is grounds for rejecting the case.

You should already have checked the run-out of your crank. Tolerance for run-out is about the same (i.e., .0007") but you have to take into account the diameter and allowed

out-of-roundness of the journals on the vee-blocks at the time you check for run-out on the journal between the vee-blocks. See the Bentley manual for the spec, which I can't recall . . . but it's about a thousandth of an inch (.0010")

These problems are seldom a worry if you start with a good crank and case. As I said in an earlier message, Gene Berg's cranks are the best I've seen, and any align-bore done by Larry Pauter's shop (Pauter Machine Company) was always dead-on. But many one-time rebuilders have to work with what they have, using whatever machining services are locally available. It's important to note here that I am not doing anything unique or unusual, nor am I looking for some exotic, one-in-a-million fit. All I'm doing is trying to ensure the components going into the engines I build meet Volkswagen's published specifications. Assembling the parts is an entirely different subject. But as sure as God made little green apples, if you start with parts that are out of spec, there's no way you'll ever come up with a reliable engine.

Bob Hoover

VW lower tinware.

The function of the splash shields (i.e., lower tin-ware which forms the exhaust plenum for the cooling system) is exactly the opposite of cooling, although there's a footnote to that as well.

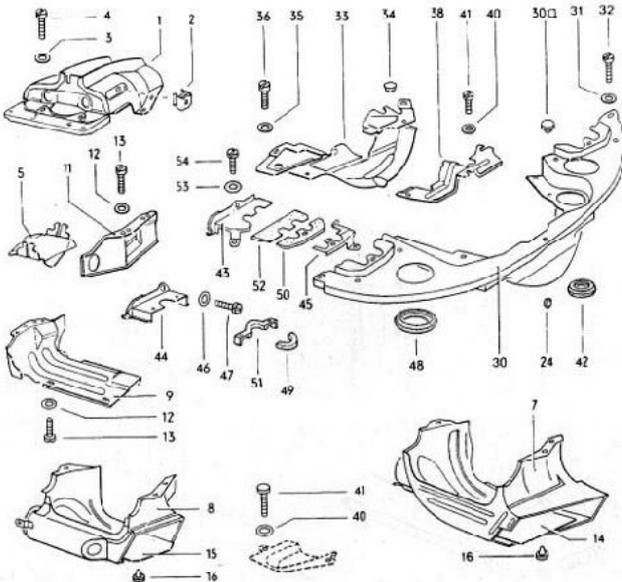
Here's the situation: You are running at speed. You encounter rain, or a puddle, or you ford a creek (common stuff in Baja; no bridges!). Want to imagine what happens to your cast iron cylinders when they get an eyeful of water?

Situation 2. You're running at speed, the air under the vehicle is at higher than ambient pressure. Beneath the cylinders the cooling air encounters higher exit pressure at cylinders 1 & 3, reducing cooling air flow. The result is that the portion of the cylinder at the 1 o'clock to about the 3 o'clock position (for #1 cyl; 9 to 11 for #3, in each case relative to an observer looking into the cylinder from the valves) is running hotter than the portion of the cylinder from about 4 to 6 (i.e., 8 to 6), since that lower portion is being super-cooled by the blast of air provided by the vehicle's forward motion.

Situation 3 is as described in my sermon on push-rod tubes; they are part of your cooling system. But they are also part of your temperature control system, in that they help the oil heat faster thus achieving a stable operating temperature more quickly.

When the engine temperature is stable the engine performs more efficiently and with less wear. The splash shields form a plenum chamber for the cooling air exhaust, allowing the cylinders to enjoy a uniform airflow regardless of vehicle speed. Plus their name sort of gives it away; liquid water can cause sudden contraction of the cast iron jugs, resulting in oil leaks around the lower spigot and compression leaks at the heads. Bad things happen to a hot air-cooled engine when it gets doused with water. The splash shields form a baffle, and so long as the blower is blowing, very little water spray ever contacts the cylinders... and no liquid water at all... unless you're really trying to win.

We learned all this the hard way, stripping our baja's to the bone. Less weight, more acceleration. We eventually saw



that Volkswagen engineers had already been there, done that. In the end, we re-designed our skid pans to perform the baffling/shielding function and thus ended a host of problems that had plagued us since our attempts to 'improve' on the original design.

If you really want to improve your engine, look at the Porsche, Corvair or the late 2000cc Type 4. Then work backwards, retrofitting to your bug or bus features found on those engines such as better lower shrouding (i.e., Kool Tin), shaft seals (i.e., Sand Seals), hydraulic lifters, full-flow oil filtration, electronic ignition, an external oil cooler (Dog-house Cooler) and so on. It's really pretty easy to be a VW guru when Volkswagen, General Motors and Porsche have already paid the engineering bill.

Bob Hoover

Loose barrels.

"I am in the middle of building a 1776cc with 90.5mm barrels. I heard from a friend that the barrels are only supposed to move 0.5mm max around inside the case. Mine however move around at least 1mm. Will this cause any problems? What could I do besides have the case machined to accept bigger barrels and make an 1835?"

You may have a problem. 92mm jugs are made from the same castings as 90.5mm cylinders . . . their skirt and head diameters are the same, only the bore diameter is different. That means your spigot bores are already opened up for 92's . . . and may have been opened up too far.

The spigot hole for cast-iron cylinders in a magnesium alloy crankcase must be kept fairly tight due to the difference in their coefficient of expansion. The normal allowance is about a thousandth of an inch (0.001") of play for each inch of bore, rounded up, to a maximum of about one and a half thousandth (0.0015"). Since the nominal diameter of the spigot-skirt of a 90.5mm cylinder is 96.15mm, the nominal spigot-bore diameter works out about 96.25mm. That allows 0.1mm clearance. But those are 'nominal' figures. There is considerable variation between the various manufacturers and

even within them, with one batch of jugs being a thou up or down from the last batch. Whoever opened up your crankcase should have miked your jugs and set their tools accordingly.

Having spigot-holes that are too tight results in hard starting, scuffed pistons and in the worst case, a thrown rod. When the spigot-holes are too loose the cylinders shuffle on the case making it impossible to maintain proper tension on the cylinder-head studs. As they loosen up you lose compression, start losing a lot of oil from the spigot-bores and generally end up with a doggy, drippy, unreliable oil-pumper.

Some lo-buck rebuilders of big-bore engines start with a used crankcase, open up the spigot bores to an enormous 97.2mm or thereabouts, slather thick layers of blue RTV on the jugs, slap the engine together and cross their fingers. In most cases the thing survives the warranty period but not much longer.

Since your message did not cite specific dimensions I suggest you start there. Blueprint what you've got and figure out if its usable. You can push the figures a bit, but any clearance more than 0.2mm or thereabouts is going to produce the problems mentioned above. The bigger the gap, the bigger the problems and the sooner you'll see them.

A properly built Volkswagen engine is capable of delivering twenty years of reliable service. It's worth doing the job right.



Revision Notes: This topic has generated a constant stream of mail, most arguing for greater radial clearance, citing the fact that engines for drag racing often use 0.005" or more of clearance per inch of bore (five times the stock clearance) and win lots of prizes.

Which happens to be a completely different subject.

Go find a stock crankcase & cylinder. Measure them. You will find the radial allowance is between 0.1mm and 0.25mm. If you measure a lot of them you'll find that 0.15mm of radial clearance is a fair average.

Over the years I've noticed the dimensional tolerance on Brazilian crankcases and replacement cylinders is quite a bit more than it was on German cases & jugs. But that's of little significance when opening up a case to accept larger cylinders since I always machine the case to match whatever set of jugs I'm using.

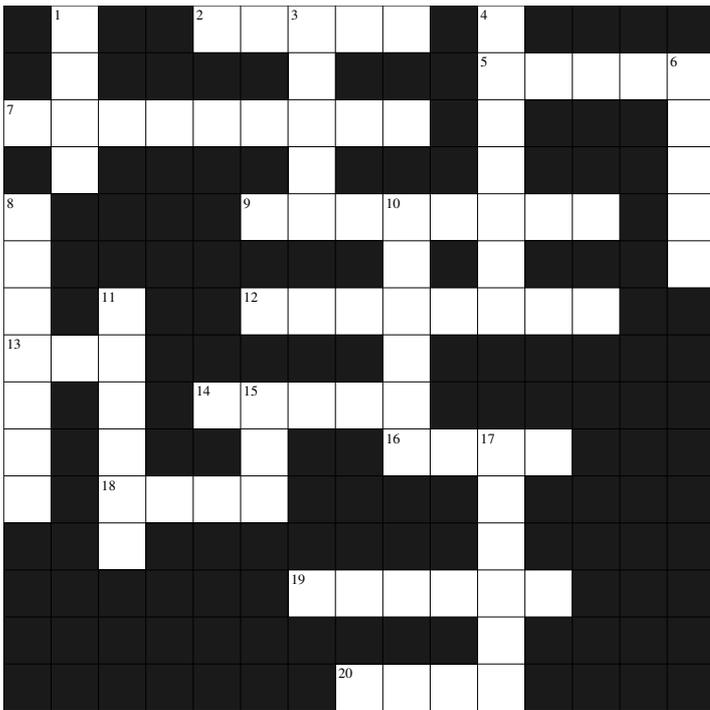
You are the Mechanic-in-Charge, not me. You may build your engine any way you wish. I build mine to last.

Bob Hoover

Club Veedub Crossword.

Across:

3. The G2. This little VW van can easily be modified for wheelchair access
5. In March 2010, the VW Transporter turned this many years of age
7. The Car Awards put together by News Ltd, publishers of the Daily Telegraph
9. The Car Awards put together by the NRMA, the RACV and RACQ
12. The Canberra suburb where the Xmas Lights cruise kicked off
13. The fastest version of the Polo, just released in Australia
14. The VW model that is basically a Golf with a boot
16. They are organising the Australia Day Motorfest
18. The VW Summer Run starts from Uncle ... ?
19. A Volkswagen was the first solo car to drive along the ...? of Capricorn
20. The multi-award winning Volkswagen model for 2010



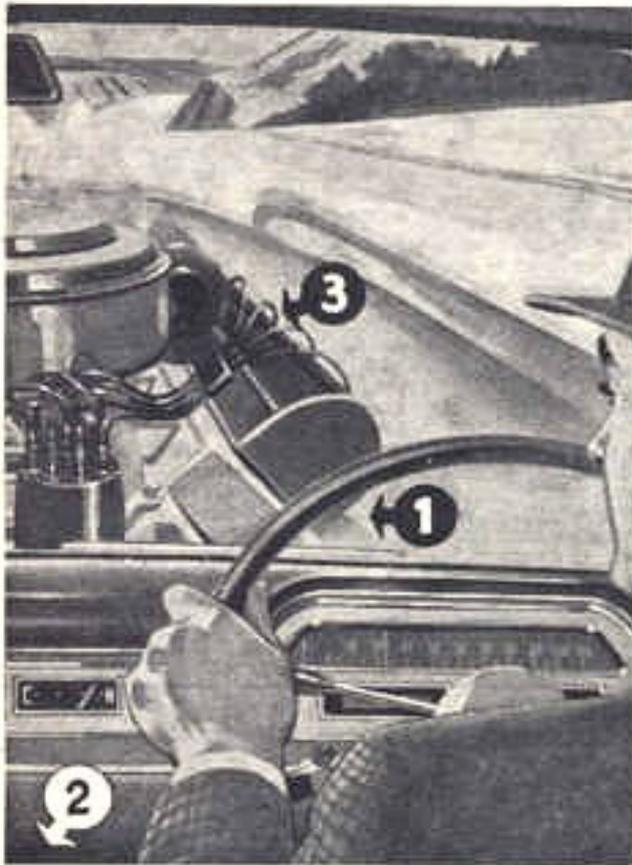
Down

1. The Canberra Chapter is running an AGM trip to Captains ...?
3. The Car Award put together by Fairfax, publishers of the Sydney Morning Herald
4. VW engines can be used for pumping water and ?
6. The location for the Melbourne VW Show was ... Glen ?
8. A European country that once made some interesting friction-powered model VWs
10. Volkswagen's small SUV model, an award-winner in 2010
11. A 1970s adventurer in a yellow Superbug was Attla ...?
15. Volkswagen's Coupe Cabriolet, due for an upgrade this year
17. The country where the updated Jetta will be built

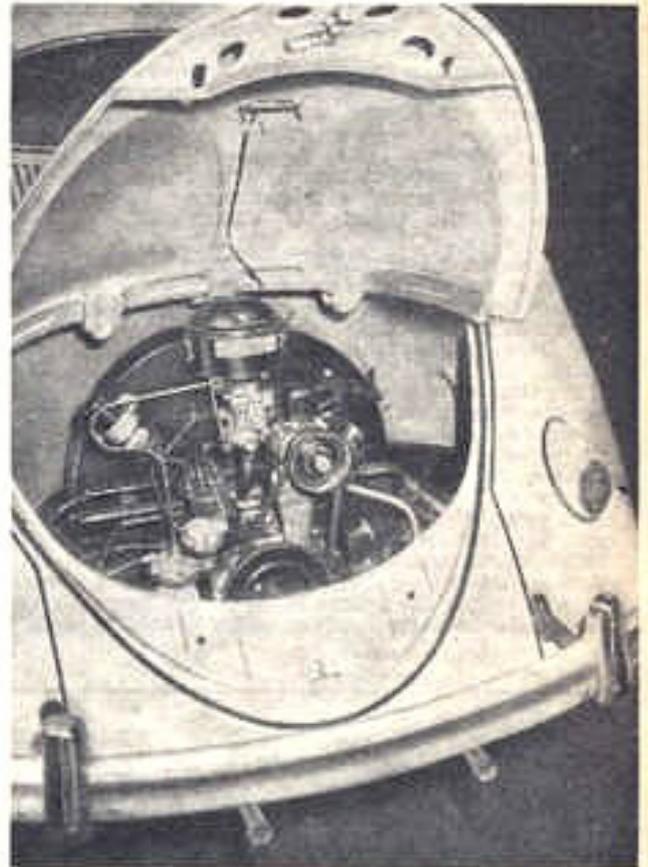
Last month's crossword.



HOW VOLKSWAGEN AIR-COOLING SAVES YOU MONEY (BIG MONEY) ON REPAIRS



Water-cooled engines can overheat. Even a mild case of overheating can cost you plenty on repairs. (1) Valves can be burnt, needing a re grind sooner; (2) Oil can be thinned, damaging bearings; (3) Spark plug life can be shortened. And radiators are prone to destructive rust.



Compare with Volkswagen. Entirely air-cooled — can't overheat — no repairs. Volkswagen's powerful rear engine is air-cooled. The four long-ribbed, horizontally opposed cylinders are cooled by a constant flow of air — can't overheat, can't freeze. Engine temperature is always correct.

Choose the car that's engineered to save you money on expensive repair bills — choose Volkswagen.

Air-cooling is more expensive to incorporate into a car than conventional cooling systems. Yet Volkswagen includes it to give Volkswagen owners the best. Neither tropical heat nor arctic cold do the engine any harm. Under the toughest conditions it will jump to action on the turn of the starter. Crawling in dense city traffic, going uphill or down — Volkswagen engines are kept at the proper temperature, automatically controlled by a thermostat which opens, or throttles, the

passage of air-flow, according to prevailing conditions. It is largely due to the superiority of Volkswagen air-cooling that so many Volkswagen owners throughout the world have already been driving 150,000 miles with the same engine.

There are many more reasons why you should buy Volkswagen. Discover them today! Test drive Volkswagen at your local distributors. Price: only £971, including sales tax.



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Klaack Motors	(02) 9724 5901
Kombi Krazy	0416 566 245
Kombi Rescue	0400 356 057
Korsche VW Recyclers	(02) 4325 7911
Les Barlin Automotive	(02) 6552 3190
MacKellar Service Centre	(02) 9939 2467

Mick Motors	Qld (07) 3266 8133
Mobile Model Cars & Toys	(02) 9543 5364
Moulding Repairs & Polishing	(02) 9838 1175
Motexion Bulkheads	1300 563 333
New Line Automotive	(02) 9651 1411
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	Qld (07) 4922 0111
Nulon Products Australia	1800 679 922
Penrose Motors Smash Repairs	(02) 6385 3063
Production Automotive	(02) 4731 6660
Q8 Oils	1800 786 457
Quikstrip Central Coast	0450 308 454
Raw Auto Werks	0401 554 049
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	1300 139 006
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	0431 842 569
Subaru Gears	0419 243 275
The VW King @ Dr Mosha	(02) 9534 1077
Turner Driveshafts & Steering	(02) 9905 0574
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	Vic (03) 9729 9281
Volkspower	Vic (03) 9808 6777
Volkswagen Spectacular	0427 695 203
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	Qld (07) 3806 1240
WPVW Trim Shop	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524
Wurth Australia	1300 657 765



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