

Zeitschrift



Jeff's Beetle gets a special guest driver.

January 2012

IN THIS ISSUE:

Golf Cabriolet perspective
Christmas Lights Cruise
Baron Von Oertzen
VW in India

The Toy Department
Lily's Impossipuzzle
Best Car Awards 2011
Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



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Registrar:	Iven Laufer	(02) 6254 1142

Please have respect for the committee members and their families
and only phone at reasonable hours.

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
Parramatta NSW 2124		Grassmere NSW 2570

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: 24 years.

Volkswagen Group Australia	H&M Ferman
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Canberra VW Centre	VWMA
Classic Vee Dub	Westside Mufflers
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Custom Off Road	

VW Pizza and Pasta Restaurant Night

Let's start off 2012 with a Pizza and Pasta night at Monte Carlo's Pizzeria at Riverwood. Great Italian food, best pizzas in southern Sydney.

Bring Your Own Grog.

Don't forget to wear your best Hawaiian shirt!



Saturday 21 January

From 7:00pm



**Monte Carlo Pizzeria
208 Belmore Rd
Riverwood**

**(parking in the rear - enter laneway
off Cairns St)**

Ring Dave Birchall on **9534-4825** to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close off for booking is Wednesday 18th Jan.



VW Watercooled Summer Cruise 2012



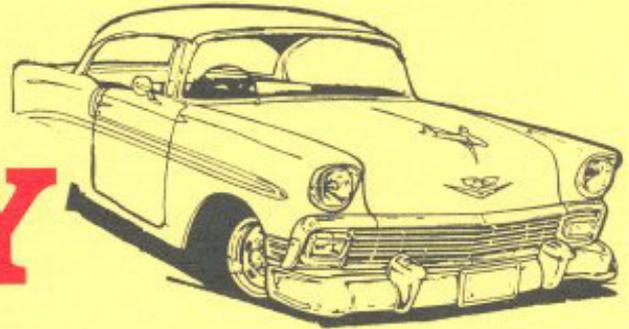
Sunday 22nd January 2012

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am, departing at 10:30am and finishing at Stanwell Park at 12:30pm. If you're not up for a cruise head straight to Stanwell Park and meet us under the Club VW Marquee.

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

Contact Aaron Hawker - 0413 003 998

ANNUAL
SYDNEY
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SWAP



SUNDAY
19th FEBRUARY
2012
FROM 6AM

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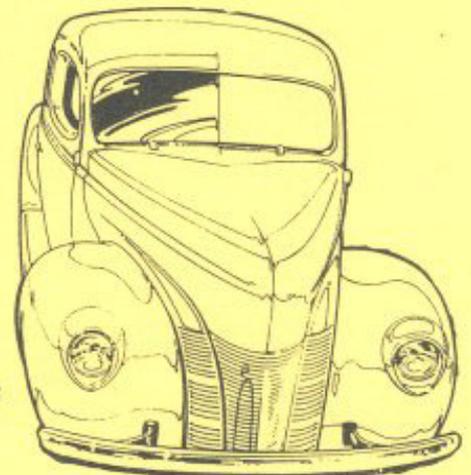
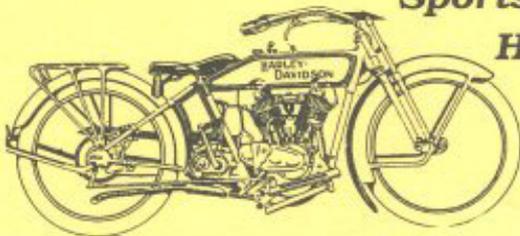
Hot Rods & Customs

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Information:

Ph 0410 44 SWAP
7927

Email enquiries@vvcaa.com.au
Website www.vvcaa.com.au

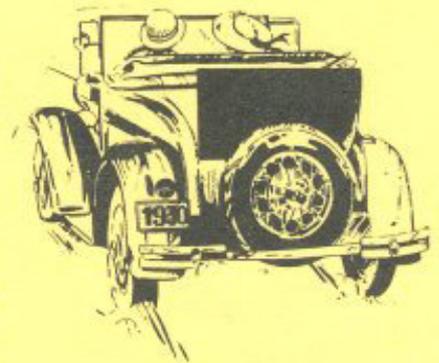


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EUROAUTOMOTIVE



THIRLMERE FESTIVAL OF STEAM

Sunday 4th March 2012

The 2012 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

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

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

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

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



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2012 at Thirlmere, NSW, on **Sunday 4th March 2012**.

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

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

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

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



Keiran Ryan, Events Manager

www.thirlmerefestivalofsteam.com.au

Von dem Herrn Präsident.

Well, I hope you all had a great Christmas and New Year. It looks like 2012 is going to be the Year Of The VW as local VW sales continue to rise to record levels.

I hope everyone enjoyed our Xmas meeting at the Greyhound Club in December. There were lots of presents and Christine did a fantastic job with the Santa raffle. Thanks also to Shirley for the fantastic food, and Gwen with the drinks vouchers. It was a great way to end a busy 2011.

2012 is going to also be a great year for VW events, no mucking about with two great things to do in January. First up is the VW Pizza and Pasta Night, 21st January at Monte Carlo's Pizzeria at Riverwood, then the very next day the VW Water-cooled (and Air-cooled) Summer Cruise 22nd January. See the flyers for these events on page 3 and 4.

The Mercedes Benz Club is organizing a German Car Show Day on Sunday 19th February, at the Canada Bay Club in Five Dock. We'll have more info on this one next month.

On 25th February Sydney will be hosting the inaugural VW Drag Racing at WSID (Western Sydney International Dragway). This is part of the drag racing series run by VWMA (Volkswagen Magazine Australia). Craig Hughes the editor of VWMA has pulled off a major win for the VW racing fraternity when he secured this venue. We need as many people to support this event as possible so that it can continue. The last time that we had VW drag racing at WSID was in 2004 as part of the VW Nationals; we have tried in the past to do this again but we were unsuccessful in securing the venue at a reasonable cost.

You may think that your car isn't quick enough to compete at the drags; well, you're wrong! The event is run in bracket racing format, so you get a few practice runs to confirm your best time. Then you 'dial in' (nominate) your time and start racing.

All competitors get a few runs in the heats of the bracket race. Bracket racing is like a handicap race, you nominate a time that is close to what you have been running in practice. If you're slower than your opponent you get to take off first with the difference being the time that you and your opponent have nominated. So all being equal, both competitors should arrive at the finish line at the same time, but there are a few things that can vary how well each car runs. You could wheel spin too much on takeoff; the car could bog on takeoff; you might leave the line too early or too late (which in most cases will give the win to your competitor); the other driver could also miss a gear or the car could breakdown. So you don't need a fast car, you and the car just need to be consistent.

On the 4th of March is the Thirlmere Festival of Steam 2012. I've yet to attend this event but after speaking members who attended this event in the past they have said that it's a great day out. Meet at Uncle Leo's servo at the Liverpool Crossroads at 7:15am for the 7:30 cruise to Thirlmere.

The 2012 VW Nationals is fast approaching. We will again be running the Supersprint at Wakefield Park on Saturday the 26th May, and the Show N Shine at Fairfield Showground on Sunday 27th May.

Later in the year is the biannual VW Spectacular at Valla Beach, I can't wait for that one.

I got an interesting email recently to tell me about a new book, a hard cover biography of Josef Ganz. He was a German/Hungarian Jew who worked as a car designer for Zundapp and DKW in the late 1920s. In the early 1930s he designed and built some very early 'people's car' prototypes, but being a Jew he was unpopular with the Nazis when they came to power in 1933. He was arrested by the Gestapo and had to flee to Switzerland in 1934. Some of his designs inspired Porsche when he later worked on the NSU and KdF projects that eventually led to the Volkswagen. Ganz spent the war in Switzerland, then moved to France in 1949 to build a new small car but could not compete with VW by then. He emigrated to Australia in 1951 and worked for Holden until his retirement in the early 1960s. He died here in 1967. If you are interested in a copy, go to www.rvpp.com/books/6 Copies are \$US29.90 plus postage.

Anyway enough from me, I hope to see you at an event soon,

Steve Carter



Kanberra Kapitelreport.

Happy 2012 to all, I can't believe that we are already in the New Year...time goes so quickly. I hope everyone had a great festive season and I'm sure that we are all itching to get back to work (!).

In December we had our Christmas Lights cruise, there should be a report elsewhere in the magazine. As this magazine goes to print, we will have taken some club cars to Summernats for display, and will report accordingly. In February we will have an event coupled with our local AGM, more details to come in the magazine and on email. If you do not receive emails detailing club meetings and events, have you lodged a current address with the club? In March we will have the Wheels carshow, and the years events will continue from there.

We've had some interest in new membership over the break and we look forward to catching up with as many of you as we can in the coming months.

Happy Dubbing!

Bruce Walker



Klub Kalender. January 2012.

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:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7.00 pm. Ring Dave Birchall on 9534-4825 to confirm your booking and numbers – leave a message if no answer. Name and no of people attending! Closeoff for booking Wed 18th Jan. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt!

Sunday 22nd:- VW Summer Cruise 2012. Meet at Uncle Leo's Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am and finishes at Stanwell Park at 12:30pm. Or meet at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the beach close by. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome – air and water-cooled. Phone Aaron on 0413 003998.

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

February.

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

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

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

Sunday 19th:- Sydney Super Swapmeet at Hawkesbury Showground, Racecourse Rd Richmond, from 6am. \$20 one-man swap sites, additional adult \$5. Lookers \$5. Free Parking. Weekend passes and Saturday setup available for large sites. Car parts and collectables, veteran and vintage cars, customs, classics, street machines. Phone 0410 447927 for more info.

Sunday 19th:- The first annual Sydney German Show n Shine, in the car park of Canada Bay Club, 4 William St, Five Dock. All German vehicles welcome – Volkswagen, Audi, BMW, Mercedes etc. There is no entry fee, and the club has excellent facilities for morning tea and lunch. Organised by the Mercedes Benz Club of NSW. Contact Vince Thompson (MBC Prez) on 0411 773 440 for more information.

Saturday 25th:- Sydney VW Drag Racing at WSID, Eastern Creek. Day/Night 1/4 mile VW drag racing. VW Bracket Racing, stock to Pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, food and drink. Presented by VWMA (www.vwma.net.au). More information next month.

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

March.

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

Sunday 4th:- Thirlmere Festival of Steam 2012 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. A great family day out! 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 1pm.

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

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

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

April.

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

Saturday 7th:- Rodstock Twilight Cruise. Meet at the Crossroads Hotel, Casula, at 3:30pm. Cruise departs 4pm sharp to the venue, Hubertus Country Club at Luddenham. Entrants \$10 per car, public entry \$2 per person. All makes welcome, especially VWs. Raffles, trophies, lots of kids'



stuff. Trade stands welcome. A great family club run. Enquiries to 0408 462086 or 0407 228137.

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

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

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

May.

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

Sunday 6th:- Newcastle VW Pitstop Cruise. Meet at the Wallsend Shoppig Centre car park 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 more info.

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

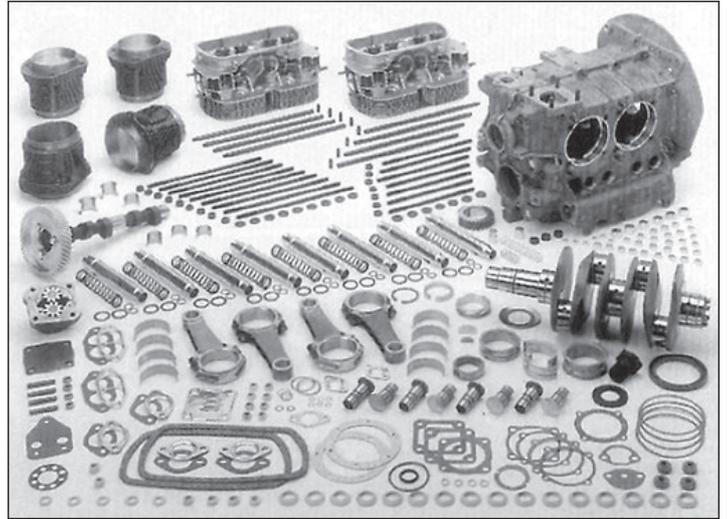
Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 26st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 27th:- VW NATIONALS 2012 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, engine blow, great food and drink, VW fun all day.

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

Marktplatz.



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

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

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

New Ads.

For Sale:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (standard and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get original NOS parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For Sale:- 1972 original Karmann California 1600cc Super Beetle, registered NSW, looks and runs GREAT...LADY BUG is her name. Asking Price is \$16,900. Phone Trisha on (02) 66743368 (bh), 045 9110810 (ah) or (Mobile) 0459110810 or email madsurfing@hotmail.com

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in Mortdale, St George area Sydney. \$1500. Call Richard on 0409 469 331.

For Sale:- 1 complete set 70's model Kombi seats, 2 Bucket 2 rear seats \$750.00. 1 70's Kombi Middle Seat \$250.00. 1 x 2.0-litre motor \$750.00 Contact Caro on 0427311047.

2nd Month Ads.

Wanted:- New or Used 6 Volt Headlight Relay, of any of the Genuine Accessory Brands i.e. VW part 311-941-581c or Bosch part 0 332 204 001 or Hella Kipprelais 91/46-3-6V bis 100W Please phone Mark 0402 556 228.

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Dr. Moshe

Tel: 9534 1077

A.H: 9596 1817

All Bug & Mechanical Repairs
New & Second Hand Spare Parts



Unit 1, 143 - 155 Bonds Road, Riverwood NSW 2210

For Sale:- 1974 VW Safari (Type 181/Thing) softtop. 1600 engine in reasonable condition. Was driven to storage. Body is fantastic but needs some work underneath before it can be registered. Has rust in the front end, which can easily be replaced by the right person. I have come to my senses and recognise that I have way too many projects so this one has to go. All parts are available from the Thing Shop in the USA. Softtop is in pretty good condition. Great car for summer fun. Contact Steve on 0416 182399 \$12,500 ono Stored at Brookvale, Sydney.

For Sale:- number plate: "OLD BUG". Asking \$2000 or near offer. Black lettering on a wheat background. Contact: Garry Webster 0412 333111. email: info@fariosafari.com

For Sale:- 1995 Golf VR6. Increasingly rare and unique, this '95 model year Golf VR6 presents in stunningly well preserved condition. The word 'immaculate' is overused, but this car is as close as you'll find. Completely unmodified, the car still has its full complement of original exhaust and silencer pieces, underbody splash guards and importantly, textured Euro bumpers, arch flares and 15" BBS alloy wheels, not to mention the original Hella smoked tail lights and correct badging that complete the factory look. The interior is also fresh as a daisy, with the original Isola cloth. The only additions the 'old school' Fischer C Box, which holds CDs for the Sony MP3/Auxiliary front input stereo. The original Volkswagen Radio/Cassette is in a box and will be supplied. Externally, a European front lip has been fitted, but the Australian spec 'duck bill' will be included. On acquiring this car, the first thing I did was replenish all factory suspension bearings and bushes, including the front control arm bushes which were uprated to R32 items, improving steering feel with no appreciable increase in road surface vibration. The struts were then replaced with Bilstein B6 - for drivers who prefer a sports suspension but are not particularly interested in lowering the body. These are 'lifetime' units and can be serviced. The car has never been lowered and is free from annoying buzzes and rattles. The ABS, electronic diff lock

Trades and services directory.



Camden GTI Performance are proud to present a special offer to all Club VeeDub Sydney members



FREE Diagnostic Computer Scan
5 minute Physical Diagnosis

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We supply **OEM and genuine German parts**. Our specialist trained VW and AUDI technicians can fit any part. Using factory VCDS **diagnostic** software, we can **repair, modify and service** your German vehicle.

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*Using mineral oil, German filters,
30 point safety check and VCDS Scan*

Contact us on: (02) 4627 3072 or 0423051737

Or call in at: **Unit 20/6 Badgally Road,**

Campbelltown, NSW, 2560 (Just off Blaxland Road)

We also stock a massive range of late model VW/Audi new and used parts in our parts centre!

(traction control), power window regulators, heating and air conditioning all work properly. The A/C system was recently replenished with a new compressor and filter dryer. I'd like to sell the car to someone who appreciates its originality and will preserve it. Registered until June 2012. The car comes with full books, service history (with Mobil 1 oil) and receipt file from new. Price is negotiable, but if you're looking for an average example, look elsewhere. This is something unique. No trades. Asking price \$9,999. Contact Reef Gaha on Phone (Business Hours) 0414385239; Phone (After Hours) 0414385239 or Phone (Mobile) 0414385239 or email reefg@graffiti.net.

For Sale:- Ben Durie's VW Workshop Garage Sale. Due to the sad passing of Ben, his workshop, including all stock and equipment, is being cleared out. New and used parts, body panels, motor bits (heads, mufflers, heater boxes, cranks etc) and workshop equipment. Saturday 10th of December, 9am til 3pm. Phone Kerrin on 0407256328 or Heath 0418613267 @ 2 Park street Teralba, Newcastle.

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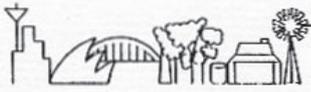
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VW's record 2011.

Volkswagen has set a new all-time Australian sales record in 2011, in figures just released by the Federal Chamber of Automotive Industries.

VW sold 44,740 vehicles in Australia in 2011, a 17.7% increase over the 38,016 sold in 2010, which was VW's previous best-ever result in Australia.

VW outsold both Subaru and Honda in 2011, moving up to 8th place overall on the Australian market. This is the first time VW has outsold Subaru since 1976, and Honda since 1973.

Overall sales were:

1. Toyota - 181,624
2. Holden - 126,095
3. Ford - 91,243
4. Mazda - 88,333
5. Hyundai - 87,008
6. Nissan - 67,926
7. Mitsubishi - 61,108
- 8. Volkswagen - 44,740**
9. Subaru - 34,011
10. Honda - 30,107



The VW Golf had its best year ever in Australia, selling 18,383 in 2011 and finishing the 11th best-selling model on the Australian market. This is the fifth-best ever one-model one year total in VW's Australian history, behind only the VW 1200 Beetle in 1963 (20,125); 1962 (21,273); 1964 (22,293) and the record, 1960 (24,388).

The top selling models in 2011 were:

1. Mazda3 – 41,429
2. Holden Commodore – 40,617
3. Toyota HiLux – 36,124
4. Toyota Corolla – 36,087
5. Holden Cruze – 33,784
6. Hyundai i30 – 28,869
7. Nissan Navara – 21,675
8. Toyota Camry – 19,169
9. Ford Falcon – 18,741
10. Mitsubishi Lancer – 18,717
- 11. Volkswagen Golf – 18,383**

More details on individual model sales will appear in a future issue of Zeitschrift, once we access the FCAI data.

2011 Car Awards.

The new year brings the annual Australian Car awards. From only having one major award – Wheels' Car of the Year – today every major motoring organisation has their own. Some are category awards; some are best overall; and some are both. There is usually little agreement over the results, except for the Golf in 2009 and the Polo in 2010 clean sweeping the awards. VW couldn't make it a hat-trick in 2011, but here are the results so far.

CarsGuide COTY

A single award, given to the best new car of the year in the opinion of a panel of News Ltd motoring journalists. There are no category awards; just best overall. The first award was given in 1997. Volkswagen has won twice – the Golf in 2009, and the Polo in 2010. The Scirocco R was the only new VW in the short-list of 10 finalists this year, but was eliminated for being “too extreme.”



“The Scirocco is the hottest new coupe on the road, even if it has arrived very late in Australia because of fears it would steal sales from Volkswagen's Golf GTI,” said the CarGuide report. “It's a Golf under the skin but gets lots of go-faster gear including a 188 kW engine to ensure it can deliver on the styling promises.”

Paul Gover says: “The good looking coupe has only just arrived in Australia and rivals the Evoque for style, but perhaps the Euro-focussed suspension will be too extreme. It also has to provide worthwhile gains over the GTI.”

(The journalists are apparently not aware that the Scirocco R is actually replacing the 2-door Golf R in Australia, not the Golf GTI - Ed.)

This year's overall winner was the Kia Rio.

Drive COTY

A series of category awards and an overall winner, as judged by a panel of Fairfax journalists. Volkswagen has won the overall award twice; the Golf in 2009 and the Polo in 2010, as well as numerous category results in recent years.

This year Volkswagen won two more category awards. The Drive Best City Car for 2011 was won by the Polo 77TSI, and the Drive Best Convertible for 2011 was won by the Golf Cabriolet.

“A little Volkswagen with big car credentials has defended its title as king of the urban runabouts, said the Drive report. “The Polo 77TSI took Best City Car honours against newer opposition in the form of the spacious Kia Rio



Si and Toyota's quirky Yaris YRS. Neither contender could match the carryover champ - also the overall Drive Car of the Year last year - on driving dynamics, refinement or all-round fun factor. The judges' decision was unanimous: the fifth-generation Polo's 1.2-litre turbo engine delivers unrivalled performance and refinement for a car priced from \$19,850.

"It's a bizarre experience to get into something the size of a post box and find that it really goes," said two times Bathurst winner John Bowe.

As for the Golf Cabriolet - "A stylish four-seat convertible - one of the cheapest money can buy - has pipped a potent Porsche to win Best Convertible at this year's Drive Car of the Year awards," said the Drive report. "The Porsche Boxster, reigning champ for two years, was unseated by the Volkswagen Golf Cabriolet, which, at \$36,990, is some \$70,000 cheaper than the Porsche. The third finalist was also German: the revised Mercedes-Benz SLK200 (priced from \$82,900).



With price and performance dominating the judges' discussion, on balance it was the VW drop-top with a massive value advantage - and an engine shared with Drive's 2009 Car of the Year - that snatched the most slender of majorities (six to the Porsche's five) from Drive's expert panel.

"The price for a convertible is fantastic," said one DCOTY judge. "It's a soft-top Golf and, happily, it feels just like it."

The overall winner was the Mercedes Benz C250 CDI.

Best Cars Awards

The Best Car Awards have multiple category winners, as decided by state motoring organisations the NRMA, RACV, RACQ, RAC and the AA. There is no 'overall' winner. Volkswagen has won category awards numerous times in recent years.

This year Volkswagen won five awards. The Polo 66TDI won Best Light Car over \$20,000; the Golf 90TSI won Best Small Car Under \$35,000; the Jetta 118TSI won Best Medium Car Under \$50,000; the Tiguan 103TDI won Best SUV Under \$40,000, and the Touareg V6 TDI won Best Luxury SUV Over \$60,000.

Full details of the Best Car Awards are in the Best Cars Magazine, now on sale in newsagents. The Volkswagen award details can be found later in this issue of Zeitschrift.

The Wheels Car of the Year award is due next month. It is still the most prestigious of the Australian awards (despite being won by the Leyland P76, Holden Camira, Mitsubishi Nimbus and Ford Telstar over the years). VW has won that award four times - the Passat (1974), Golf (1976, 2009) and Polo (2010).

Amarok SingleCab in Germany.

Following the introduction of the double-cab Amarok utility, the second variant is now entering the German market: the Volkswagen Amarok with a single cabin. The Amarok SingleCab represents the classic "workhorse" among utility vehicles.



The Amarok SingleCab features a load bed that has been extended to 2,205 millimetres with the same vehicle length and wheelbase as compared with the four-door double cab Amarok. The load bed, which is 65 cm longer than that of the double cab, can easily accommodate two Euro pallets crosswise, one behind the other, leaving another 60 cm of bed length available. With an unchanged loading width of 1.22 metres between the wheel housings, the Volkswagen Amarok SingleCab features a loading area of 3.57 m². Large and bulky goods can also be transported securely thanks to the six fastening rings that come as standard.

Single cab utes are considered to be the classic "workhorse" for the tough conditions in industry, construction and agriculture. The size of the load bed is what counts in these endeavours. Yet the engineers from Volkswagen Commercial Vehicles also worked hard to ensure that the vehicle occupants have enough room. For this reason, the single cab is longer than the competitors' models so that valuable items can be easily stowed behind both seats, with plenty of room left over to find the optimal seat position.

The Volkswagen Amarok SingleCab is powered by the well-known high-torque 2.0-litre TDI engine with 90 kW and as bi-turbo with 120 kW. For the power transmission, customers have the option of rear wheel drive or selectable four-wheel drive 4MOTION with reduction gearing – both in connection with a six-speed manual gearbox.

Fuel consumption in the Amarok SingleCab is low: in the 90 kW version with rear wheel drive, for example, the SingleCab records a mere 7.2 litres per 100 kilometres, which is equal to a CO₂ output of 189 g/km.

In addition to electronic differential locks, a mechanical differential lock is also optionally available on the rear axle for both drive versions. The heavy duty suspension enables a maximum load rating of up to 1.248 tonnes. Safety continues to remain at a high level. This includes the ESP system as standard, as well as front airbags for driver and front passenger as well as head/thorax airbags.

In addition to the base model with a black front bumper, a style pack is also available for the single cab with a front bumper painted to match the colour of the vehicle, 18 or 19-inch alloy wheels as well as an extensive range of other optional equipment, including a navigation system.

The Volkswagen Amarok SingleCab is now available in Germany and will be in Australia during 2012.

Passat Alltrack.

Volkswagen is extending the Passat model range with a new version: the Passat Alltrack.

This new version is offered in a station wagon configuration, and it closes the gap between the conventional Passat Wagon and SUVs such as the Tiguan. Volkswagen's rationale suggests many car drivers who use their car as a towing vehicle for light trailers or in light off-road situations will seek a versatile, sporty and roomy passenger car that has rugged qualities. Volkswagen developed the Passat Alltrack for this clientele. In comparison with the familiar Passat wagon, the new model is defined by new bumpers in SUV style – with wheel well and side sill flares. Its greater off-road ramp angle, approach angle, departure angle and higher ground clearance all make the Passat Alltrack an excellent SUV alternative for driving on unpaved tracks.

At 4,771 mm, the Passat Alltrack is exactly the same length as the Passat wagon, and despite flared wheel arch protection the vehicle's width also remains the same at 1,820 mm. The suspension is raised to increase ground clearance from 135 to 165 mm, which also improves the ramp



breakaway angle (significant when crossing the crest of a hill) from 9.5 to 12.8 degrees. Ruggedly styled front and rear bumpers increase the approach angle from 13.5 to 16 degrees, and the departure angle from 11.9 to 13.6 degrees.

Two turbocharged direct injection petrol engines (TSI) with 118 kW and 155 kW and two turbo-diesels (TDI) – also with direct injection – with 103 kW and 125 kW are available in the Passat Alltrack. The two most powerful Alltrack versions, the 125 kW TDI and the 155 kW TSI, have standard 4MOTION all-wheel drive and a dual clutch transmission (DSG). For the Passat Alltrack with a 103 kW TDI, Volkswagen will offer all-wheel drive as an option. Just how efficiently the engines of the Passat Alltrack operate together with the 4MOTION all-wheel drive system is illustrated by the two TDI engines: the 103 kW version has a low “combined cycle” fuel consumption of 5.7 litres/100 km (equivalent to 150 g/km CO₂), while fuel consumption for the 125 kW version is 5.8 L/100 km (152 g/km CO₂).

The Volkswagen Passat Alltrack debuted in Japan at the Tokyo Motor Show. The European market launch begins in early 2012. Volkswagen Group Australia has confirmed the VW Passat Alltrack will come to Australia in the second half of 2012.

New Volkswagen CC.

When the Passat CC made its debut four years ago, it became Volkswagen's first four-door coupé (unless you count the VW 411/412 as a coupe?) To date, over 260,000 people around the globe have chosen the Passat with the low stylish lines. They are car drivers who enjoy the charm of a coupé but also value space for at least 4 people with 4 doors. Now, Volkswagen is presenting a technically and visually updated version of the popular business vehicle. And it has dropped the ‘Passat’ name.



With new front and rear styling, the new improved ‘Volkswagen CC’ makes an even bolder move towards the automotive luxury class. Its extended range of standard features has become more exclusive as well; they now include new bi-xenon headlights, static cornering lights and a new LED tail light design. Also standard: fatigue detection, RCD 310 radio-CD system, stainless steel door sill plates and safety head restraints with additional longitudinal adjustment (front seats).

New assistance systems are making their way into the CC as well. They include optional technologies such as Side



Assist Plus with integrated Lane Assist (warns of vehicles in blind spots and assists driver in avoiding an accident by steering intervention), Dynamic Light Assist (automatic main beam control) that is new in the Volkswagen CC and a camera-based traffic sign detection system. Meanwhile, comfort is optimised by the 'climate seat' with integrated massage function.

The Volkswagen CC will be powered by innovative petrol and diesel direct-injection engines; all of the diesels (TDI) are equipped with a Stop/Start system and battery regeneration mode (for recovering braking energy) as standard. All petrol engines also have battery regeneration functionality. The TDI engines produce 103 kW and 125 kW. The petrol engines of the European CC versions develop a sporty 118 kW, 155 kW and 220 kW. In the USA, the Volkswagen will launch with petrol engines that output 147 kW (TSI) and 206 kW (FSI). All engines go to work with efficiency. A prime example is the 103 kW TDI. Together with a manual six-speed gearbox, its combined fuel consumption is just 4.7 L/100 km (125 g/km CO₂).

The new Volkswagen CC was revealed to the public in a world premiere at the Los Angeles Motor Show in US. Volkswagen will first offer the new CC in Germany in February 2012. An Australian release is anticipated during the second half of 2012. Stay tuned for confirmation of local specifications and prices.

Ogier signs with VW.

French rally driver Sébastien Ogier has been signed as the first official Volkswagen driver for the FIA World Rally Championship (WRC). The 27-year-old Frenchman and his co-driver Julien Ingrassia (31) are joining the Volkswagen Motorsport squad effective immediately. Ogier, who finished the 2011 WRC in third place, will be instrumental in helping to shape the development of the Polo R WRC for Volkswagen's 2013 entry in the World Rally Championship.

"Volkswagen is the number one in Europe and will soon be number one in the world," said an exuberant Sébastien Ogier on his arrival in Hanover. "I'm sure that they're going to compete with the goal of clinching the WRC title. And I'm happy to be part of this from the outset." And co-driver Julien Ingrassia stresses with self-confidence, "We're looking forward to a team with a fighting spirit and the determination to win. Anything's possible!"

"I am very happy about Sébastien Ogier and Julien Ingrassia joining us," says Dr Ulrich Hackenberg, Volkswagen Development boss. "Both of them are important pieces of the

puzzle on our way towards building a successful team in the World Rally Championship. It is also a mark of confidence for our team if such a strong pairing opts for a new team in the WRC that is still in the process of being developed." Motorsport Director Kris Nissen adds, "We are proud that such a successful and quick duo as Sébastien Ogier and his co-driver Julien Ingrassia have decided to join Volkswagen. The aim of putting a competitive Polo R WRC on the road for them as quickly as possible will additionally drive our team. We look forward to working with them and are hoping for many victories and titles in the future."



Also involved in the contractual negotiations was rally legend Carlos Sainz, who is instrumental in the successful implementation of the WRC 2013 project as an expert adviser to the Volkswagen team. "For me, Sébastien is one of the world's three best drivers," praises the two-time World Rally Champion (1990, 1992) and 2010 Dakar winner. The Frenchman, who was Junior WRC Champion in 2008 and third in the 2011 WRC, is considered one of the world's best drivers. Many experts view the rally racer, who is also a licenced ski instructor, as the upcoming World Champion. In the past season, he won five rallies for Citroen, thus winning the same number of events as the subsequent world champion Sébastien Loeb. In 2010, in Portugal, he mounted the top of the podium for the first time and has been successful at seven WRC rounds so far.

Cross Coupe Concept SUV.

Volkswagen recently unveiled its interpretation of an SUV coupe at the 2011 Tokyo Motor Show late last year. Called the Volkswagen Cross Coupe Concept, the four-seat SUV showcases an all-wheel drive layout powered by a plug-in hybrid powertrain.

Not only is this the company's first response to the idea of a four-door SUV coupe – initially kicked off by the BMW X6 – it's also the first vehicle to be built on Volkswagen Group's new modular transverse matrix (MQB) platform. This platform will underpin various new vehicles under the Group's umbrella in the future, including the upcoming Volkswagen Golf and Audi A3.

Measuring 4345 mm in length, the Cross Coupe is actually shorter than a Volkswagen Tiguan. Width and height

measurements of 1868 mm and 1523 mm fall in between the Tiguan and the popular Golf hatchback. The wheelbase is 52 mm longer than the Golf and 26 mm longer than the Tiguan though, which tells us a bit about its swooping and somewhat stretched out coupe cabin design.

Unlike other urban SUVs that are set up for tarmac driving just as much as they are for hitting the beaten track, the Volkswagen Cross Coupe Concept offers good approach and departure angles, 24.2 and 32.5 degrees, respectively. This is thanks to that long wheelbase that provides plenty of room for the vehicles' makeup to fall in between the front and rear wheels.

The Cross Coupe Concept is powered by a TSI engine of undisclosed capacity and two electric motors. One electric motor is placed at the front and produces 40 kW of power and 180 Nm of torque, while the other is placed at the back and produces 85 kW and 270 Nm. Combined power for the combustion and electric motors is rated at 195 kW. As one would expect, this allows the concept to swiftly shift from 0-100 km/h in seven seconds. A full electric driving mode provides a range of around 40 km.

Volkswagen's Group design director Walter de'Silva told Automotive News Europe the brand was aiming to expand its SUV range with crossovers of different sizes and designs to appeal to a broad audience.

"Crossover demand is expanding from mature markets to emerging markets and we have to cover this growing appetite with a multilateral expansion in the offer of our brands," de'Silva said.



Europe's crossover/small SUV segment was the fastest-growing category in the first half of 2011 – accounting for more than 110,000 sales – and is dominated by the Nissan-based Dacia Duster, built by Renault in Romania.

The new sub-compact crossover would sit beneath Volkswagen's two existing SUVs – the compact Tiguan and the mid-sized luxury Touareg – although de'Silva gave no indication of when it was likely to reach production.

The Volkswagen Cross Coupe concept previews some of the design elements that might feature on the upcoming small SUV. Volkswagen has confirmed the Cross Coupe's dramatic front-end styling – with its wide grille and integrated xenon/LED headlights – will become the new face of its future SUVs.

While de'Silva says the next Tiguan – due approximately 2013/2014 – will retain more traditional

proportions seen on the current-generation car, he said Volkswagen would consider the concept's high-riding hatchback design for the upcoming sub-compact model.

New Cabrio Beetle.

Volkswagen is readying the new 2012 Beetle Cabriolet – and the convertible Bug will stick with a Golf-style cloth roof, spy photos suggest.

Scoop photographers caught the new Cabrio on test in southern Europe, with only the mildest of disguise around the headlamps to hide what's new. It seems to adopt some of the look of the 2005 Ragster concept.



Expect to see the new Beetle Cabriolet released in the European summer 2012, although first Australian deliveries won't commence until sometime after that; the sedan is planned for late 2012 so the Cabrio may not land down under until early 2013, if at all.

The previous cabrio proved successful in Europe, accounting for half of all New Beetle there in 2009 and 2010. Australians however only purchased a few hundred a year, with local buyers much preferring the more modern Eos hideaway hard top. And with the cloth-roof Golf Cabrio recently going on sale again, it will be interesting to see if the Beetle Cabrio will make any impact.

At least we can expect the 2012 Cabrio Bug to make advances in dynamics, technology and quality, considering that the previous model New Beetle was based on the Mk4 Golf from 1998.

All the engines for the European Beetle are turbocharged four-cylinders from the VW Golf range – 1.2, 1.4 and 2.0 TSI petrols, and 1.6 and 2.0 TDI diesels. Australian specs have not yet been decided, but the range will probably include both petrol and diesel engines.

US Electric VW coming.

Volkswagen of America is getting set to unveil an all-new electric concept car at the upcoming 2012 North American International Auto Show next month. The company will also debut the production version of the Volkswagen Jetta hybrid for the US market.



According to reports, Volkswagen wants to show it is serious about introducing battery-based eco-friendly technologies.

Specific details on the electric concept car are unknown at this stage, including body styling and powertrain layout. However reports suggest the concept won't be based on any existing model in the company's line-up. Rumour has it styling will be inspired by the upcoming new Beetle.

Production of the vehicle is unlikely with Volkswagen calling it a "pure concept". Like many other concepts though, elements of its design and, more importantly, technical make-up could provide inspiration for an upcoming all-electric model in the future.

On a more practical level, Volkswagen will also unveil the new Jetta hybrid at the Detroit show, showcasing a 1.4-litre turbocharged four-cylinder engine and an electric motor. The car is scheduled to hit the US market in November 2012.

The US Volkswagen Jetta hybrid is pitched as a direct rival to the Toyota Prius, with Volkswagen of America hoping to take some of the sales away from the popular Japanese model. The Jetta is already the biggest-selling model in VW's American lineup; unusually, the Americans far prefer the bootied Jetta over the Golf hatch.

Audi designer heading to VW.

Audi's head of design, Stefan Sielaff, is leaving the company to head up Volkswagen's Potsdam, German design centre from February.

Having joined Audi back in 1990 as an interior designer, Sielaff has previously led Volkswagen's Munich



design studio. He also worked for Mercedes-Benz for three years.

He is best known for the current Audi look, particularly the incorporation of LED lights that have become almost standard across the industry.

He has had a major hand in designing the Audi A1, A6, A7 and A8 as well as the Audi e-tron Spyder and the A2 e-tron concepts.

We won't see his design ideas turn into Volkswagen production cars for at least a few years yet, as we see out the last of Thomas Ingenlath's (his predecessor) work before he leaves Volkswagen.

Audi will fill Sielaff's position with Wolfgang Egger, who is currently Audi's head of group design.

Audi catching Mercedes.

Volkswagen-owned Audi is creeping up on Mercedes-Benz, and is likely to overtake the famous three-point star to become the world's second-largest luxury vehicle manufacturer, behind only BMW, by the end of 2011.

This would be the first time Audi has ever overtaken Mercedes-Benz in terms of world yearly sales, if it does indeed succeed by the end of 2011. With Audi currently ahead 1,193,110 sales to 1,136,525 at the end of November, it's certainly looking that way.



Mercedes-Benz has enjoyed its best first 11 months in history, with sales up by seven per cent. However Audi has seen even stronger increases, up 18 per cent year-to-date.

Out in the lead of premium brands sits BMW, a company that has made 1,252,205 sales so far this year, and is pitched to break its sales record of 1,276,793 (set in 2007) by the end of the year.

BMW Group sales, which include subsidiary brands MINI and Rolls-Royce, have totalled 1,510,862 sales so far this year. The group looking to surpass its record sales target of 1.6 million, a goal the company sees as "well within reach". The Volkswagen Group as a whole, which includes VW, Audi, Skoda, SEAT, Bugatti, Lamborghini, Bentley, Scania and MAN, is well over 7 million and should finish in front of Toyota for 2011 – and behind only GM.

Understandably, Mercedes-Benz is not happy with Audi taking over second spot, even though the Daimler-owned company is seeing substantial increases in its sales. Daimler CEO Dieter Zetsche has expressed that its goal is to be number one in profitability and overall sales in the premium segment.

The Toy Department.

Welcome to 2012! I hope that Santa was good to you, or should I say were you good for Santa?!

To start the year off there are some new Matchbox Kombis available on the pegs down at the shops.



The dark blue over light blue horse trainer version has started to filter down under from the US and Europe. For some reason we are always last in the pecking order.

Also the World Camping Tours Kombi in orange, which is part of a 5 pack series.



On line or in some select toyshops you may be lucky to score the Nickelodeon Kombi, also from a 5 back series.

This brings us now to the series B (1971 and later) Matchbox Kombis. There are 10 in total including the two tone blue/white that was part of the limited edition model that was specially packed with its own Matchbox box – fantastic!

Other manufacturers in the 1/66 scale that I am aware of, who produced a high front blinker T2 Kombi were Siku made in Germany; Mandarin of Singapore; Majorette of France; Tomica of China; Zylmex of Hong Kong; Metrosul of Portugal, and Schuco made in Germany (as illustrated below from the left).

Perhaps one day Matchbox may release a high blinker Microbus/camper or panel van?

Tony Bezzina
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Canberra Christmas Lights Cruise.

On 17 December the Canberrans had our annual Christmas Lights Cruise, an interesting event that combines the festive season and our love of VWs. This year the event was run by Aaron and Simon, and while the format was the same as past years it is always good to get a different



perspective on lighting and to see what displays are on offer in the area.

The members started with a picnic dinner in a local park in Kingston, and then with the sun setting we embarked on a tour of a few suburbs, checking out the lighting displays and stopping where we could to see first hand. The cars wound through a few southern suburbs, finishing in Jerrabomberra, where we farewelled everyone for the holidays.

Of particular note was a stop we made at a house in Forrest, showing a lighting display that had apparently been recorded by the Guinness Book for the largest display of lights for 2011 (I'm not sure of the actual wording of the award). I am glad I was not paying their power bill.

Our attendance was good, with around 11 cars in attendance across both water and air cooled varieties (including a Skoda, which is a VW).

Thanks to Aaron and Simon for running the event this year, and to all attendees who made it an excellent way to finish the year that was 2011.

Bruce



Impossipuzzle.

On the 25th of December, or as we call it Christmas Day, my Aunty Emma bought my Dad a puzzle called IMPOSSIPUZZLE.



It's a 100-piece jigsaw puzzle that will be 38cm by 26cm when it's finished. The picture was nothing but lots of green and white split window KOMBIS on a bright orange background.



The box said, "Camper Van is one of a unique collection of jigsaw puzzles where special attention has been devoted to the challenging detail of the image." I think it was made in China.

Two days later (the 27th) we decided to put it together. First I separated the edge pieces from the middle pieces, which I could tell by the straight edges. Then we sorted the middle pieces into 2 piles – 'big head' and 'big arms' shapes. This made it easy to find the next bit.

Sometimes it took a bit of time to find the right piece but we eventually found the right pieces. It took us around 1 hour from start to finish. It would have been quicker but the CRICKET on TV kept sidetracking my Dad! He was watching Australia beat India.

When we finally finished putting the puzzle together, we took lots of photos of it.



When Dad was finished taking the photos he said to me "you're going to have to write me an article about this". So I did, and this is it.

All the pictures are shots that we took making it, and the finished project.

A few days later Dad and I met Mum at Burwood shopping centre and we got a nice white picture frame. Dad brought his tape measure to be sure we got the right size. When we got home he glued the puzzle to a sheet of board, then framed it. It looks great!

By Lily.

Baron von Oertzen.

Klaus-Detlof von Oertzen (1894–1991) was involved in the motor industry for most of his long life and is sometimes referred to as the 'Father of Volkswagen of South Africa'. Because he was instrumental here in the 1950s, he can also be described as the 'Father of Volkswagen in Australia.'



K. D. von Oertzen was born in 1894 in Inowrazlav in the former German province of Posen (but now in modern-day Poland), descended from one of the oldest families in Northern Germany. When he was twenty years old he saw action as an officer on the western front during the First World War. In 1915 he applied to join the flying corps, where he remained to the end of the war. He was wounded three times and was the recipient of high decorations.

His first postwar job gave an indication, though not a very clear one, of what was later to become his life's work. K. D. von Oertzen went to the Phoenix tyre factory in Harburg and in 1919 was appointed manager of their Dresden subsidiary. There he also studied political economy at the technical college. Phoenix then gave him the managership of its Leipzig and Chemnitz subsidiaries, subsequently appointed him sales director for central Germany and finally in 1926 recalled him to the administration in Harburg.

The following year he joined the Chemnitz-based Wanderer automobile company, which had been making solid, dependable four and six-cylinder cars since 1911. He became a full member of the Wanderer-Werke's Board of Managers. By 1931 the economy was in depression and the Dresdner Bank sold Wanderer's motorcycle business. Baron von Oertzen met with J. S. Rasmussen, Fritz Frank and Dr. R. Bruhn and founded the Auto Union by amalgamating



W A N D E R E R
SECHSZYLINDER MIT SCHWINGACHSE 
DER GROSSE VERKAUFSERFOLG 
Selten hat ein neuer Kraftwagentyp vom ersten Tag seines Erscheinens an so großes Aufsehen erregt, so einmütige Bewunderung gefunden wie die WANDERER-Sechszylinder mit Schwingachse. Tausende von Wagen wurden in wenigen Monaten im Inland und Ausland zum Verkehr zugelassen und zeugen durch ihre einzigartigen Fahreigenschaften, ihre Zuverlässigkeit und vorbildliche Schönheit für die unbestrittene Überlegenheit bester deutscher Wertarbeit!
A U T O U N I O N A - G

Wanderer with three other motor manufacturers from Germany's Saxony region – mid-market Audi, luxury Horch and mass-market DKW. The new company's four-ringed emblem, which von Oertzen first suggested, can still be seen in the modern Audi logo.

Baron von Oertzen became sales director and chairman of the board of directors of Auto Union. The big Horch limousines were successful, while DKW was the world's largest motorbike maker and their two-stroke cars were also very popular in the pre-war years. Audi experimented with new front-drive designs, while Wanderer made stylish 6-cylinder sedans and convertibles with the distinctive Wanderer 'shield' grille.

The famous Austrian engineer Dr Ferdinand Porsche was already contracted to Wanderer as a designer. Von Oertzen wanted a showpiece project that would bring fame to his new firm, and he met with Dr Porsche to discuss designing a possible Auto Union racing car to comply under the new 750 kg rules. Porsche already had a subsidiary called Hochleistungs Motor GmbH (High Efficiency Engines Ltd.), and his engineering team led by Karl Rabe (chassis) and Josef Kales (engine) had already designed a V-16-powered 'P-Wagen'. But the Porsche Bureau did not have the funds to build the car or compete in Grand Prix racing, and neither did Auto Union.

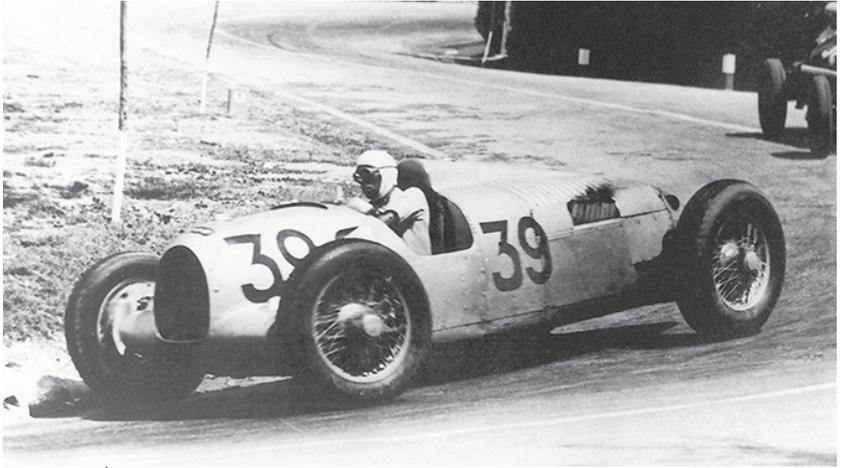
But with Adolf Hitler becoming the new Chancellor of Germany in 1933 there was a new opportunity for funding. Hitler wanted to use racing as a way to promote his propaganda that German technology was superior. Hitler had already announced that he was funding the famous Mercedes company to the tune of 500,000 Reichmarks a year to take on and defeat the then-dominant Bugatti, Alfa Romeo and Maserati grand prix teams. Mercedes was the most famous and glamorous German auto maker and Hitler's personal favourite, but Porsche believed his Auto Union P-Wagen would be just as competitive as Mercedes. Auto Union had already signed up famous German racing driver Hans Stuck Sr, and a promising young motor cyclist named Bernd

Rosemeyer. Von Oertzen realized they needed to meet with Hitler.

Stuck had met Hitler before he became Chancellor, so he accepted an invitation from Baron von Oertzen to join him and Porsche in approaching the Chancellor. In a meeting in the old Reich Chancellery in Berlin, Von Oertzen introduced Hitler to Porsche, and the two Austrians immediately hit it off. Porsche argued that for the glory of Germany, it would be better for two companies to develop the project. Hitler was convinced and agreed that the money should be shared between Mercedes and Auto Union, each receiving 250,000 Reichmarks a year.

This highly annoyed Mercedes, who had already developed their Mercedes-Benz W25, but it resulted in the two German companies dominating motor racing until the war. It was thanks to Baron von Oertzen that not only did the legendary rear-engined V16 and V12 Auto Union race cars come to fruition, but that Porsche and Hitler first met one another and became acquainted. Hitler soon took on Porsche's 'people's car' project, which eventually led to the birth of the Volkswagen (KdF-Wagen) in 1938.

But by 1935 Baron von Oertzen had become uneasy in pre-war Germany, and decided to relocate to South Africa. In November he and his wife Baroness Irene went to Paris to open the Motor Show for Auto Union, and without returning to Germany, travelled straight to South Africa. From 1936 he established the DKW import business for Africa, Asia and Australia, bringing mass produced German cars into these areas for the first time. In 1937 he arranged for the Auto Union Grand Prix racing cars to be brought out to South Africa for promotional purposes. They competed in Cape Town and East London.



The Baron and Baroness travelled in 1938 via India to Australia, where they stayed for two years, setting up a shop to sell and service the DKW saloon. Oertzen's Australian partner of the time was Lionel Spencer, a Melbourne-based businessman who ran a Rover agency called Regent Motors. With Von Oertzen's help, the small two-stroke DKWs were introduced to Australia and sold through Regent Motors.

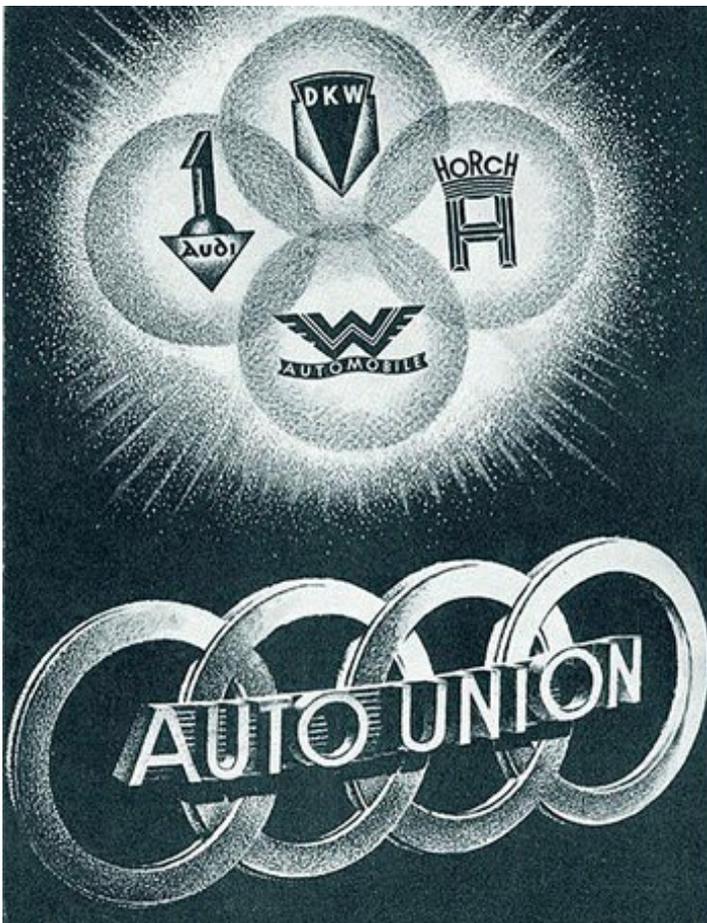
Before the outbreak of war the car was selling at the rate of 2,000 a year in Australia and New Zealand. But as the war clouds gathered business was declining, and the couple arrived in Batavia (now Jakarta) in the Dutch East Indies. In May 1940 Hitler invaded Holland, and the Baron and Baroness were interned separately in prison camps by the Dutch authorities. He was later transferred to India as the Japanese approached Singapore, while she was transferred to China.

The Baroness managed to get a job working for the Canadian Consulate General in China, and during her years in China she began her studies in Chinese culture and language. It was during this period that her passion for Chinese art developed. The Baroness had a special fondness for jade carvings, and the von Oertzen collection includes a distinguished group of jade pieces from as ancient as the Neolithic times to the early 20th century.

The Baroness, through her contacts in the consulate, managed to transfer her husband to China, and was finally reunited with him after six years of separation. Just as the Baron established himself in Shanghai as Managing Director of the China Diesel Motors Corporation, the civil war broke out between the Communists and the Nationalists and the couple found themselves once again embroiled in war. They eventually had to leave and returned to South Africa in 1948.

At first he devoted himself to building up the organization for Hanomag tractors and for Bussing lorries, until in 1950 he began looking after the Volkswagenwerk's interests in South Africa, at first on an independent basis. He was instrumental in the early stages of negotiations to bring Volkswagen to South Africa, and was present at the historic signing in July 1951 of the agreement between SAMAD Ltd (South African Motor Assemblers and Distributors) and the Volkswagenwerk to assemble Volkswagens in SAMAD's Uitenhage factory. Canny businessman that he was, he was able to secure the first VW import permits by brokering the export of South African wine.

The first Kombi in South Africa, a gift to a German malaria researcher who had to traverse southern and central Africa, landed in Cape Town in December 1952. Soon





afterwards, a second Kombi, fitted out as a hunting vehicle/camper for Baron von Oertzen, arrived in Port Elizabeth. The owners tested both vehicles to their limits across the most inhospitable terrain. In 1955, the company began assembling and distributing the Type 2 (or Transporter).

In 1956, Ben Pon, the Dutch Volkswagen dealer who could be regarded as the original architect of the Kombi, visited South Africa as guest of von Oertzen. Being keen hunters, the men conducted several expeditions in von Oertzen's Jagdwagen Kombi. This vehicle still exists and can be seen today in the new modern VWSA museum called the AutoPavilion, next to the factory entrance in Uitenhage.

The Baron became the chairman of SAMAD Ltd in 1957, when Volkswagenwerk bought a controlling interest in the company. To keep up with ever increasing demand, a R1-million expansion programme for the factory was also announced, which would increase production capacity from 42 to 75 cars per day.

In 1952 Von Oertzen had been appointed the Volkswagenwerk's Managing Director of the Export Division for Africa, Asia and Australia. On a business trip to Australia he re-established contact with his pre-war Melbourne associate, Lionel Spencer. Since the Baron now worked for the Volkswagenwerk, he described the new export VW to Spencer. Both men were aware that Australian soldiers had faced the Kübelwagen in the North Africa campaign and had been impressed with the toughness and reliability of the little German vehicle. Spencer expressed interest in a civilian version of the VW for sale in Australia, so Von Oertzen invited him to Wolfsburg to inspect the factory.

Spencer visited Wolfsburg as a guest of the Baron, toured the growing works and had a thorough test of the Volkswagen. Spencer was impressed with the little car, and expressed his desire to sell the Volkswagen in Australia. Thanks to the Baron's connections, Spencer was able to secure the Australian import and distribution rights for the Volkswagen, through his Melbourne company Regent Motors (Holdings) Pty Ltd.

Spencer returned to Australia, and was able to import and display his first two Volkswagen sedans (both of them in black) at his Regent Motors showroom in South Melbourne in October 1953. By the end of the year, around 30 demonstration vehicles had arrived.

At the time the Menzies federal government offered substantial tax incentives for locally built cars. The Baron drew on his experiences in South Africa and advised Spencer that he should import German-built CKD ('Completely Knocked Down') kits and contract

a local works to assemble them. This would substantially reduce the retail sales price of the car. Spencer agreed and the first German CKD packs arrived in Melbourne at the beginning of 1954.

The Baron investigated several possible Melbourne manufacturing works that could assemble and finish the German kits. He chose Martin and King Pty Ltd of Westall, Victoria, a railway carriage manufacturer and car body works, owned by well-known railway company Clyde Industries. They made the stainless steel rail cars for the Melbourne train system, as well as assembling British cars for local sale. The Baron recognised their suitability and a contract between Regent Motors, Martin and King and Clyde Industries was duly signed.

In June 1954 Martin and King began assembly of the first VW CKD packs under contract to Regent Motors. Their new workshops were in an industrial estate adjoining the rail spur at Westall (Clayton) in southeast Melbourne. Martin and King soon discovered that unlike the UK-built Riley and Wolseley bodies they were familiar with (which needed considerable extra modification work and hand fabrication to assemble), the Volkswagen CKD kits were the most precise fit they had ever seen and fitted together perfectly. Volkswagens were assembled and completed at the rate of 5 cars per day.

In 1955 Von Oertzen and Lionel Spencer formed a new company, Volkswagen (Australia) Pty Ltd, to oversee all Australian operations. Subdivisions called Volkswagen Distributors Pty Ltd, and Volkswagen Acceptance Corporation, were also founded. The Baron became a member of the Australian Board of Directors, just as he was for South Africa.

For the rest of the 1950s the Baron divided his time between South Africa and Australia. The Baron was responsible for the decision to include Australian-made components in the locally-assembled VW from 1956 onwards, to lower the VW's tax penalty further. In 1957 the boss of the Volkswagenwerk, Heinz Nordhoff, visited Australia and Von Oertzen and Spencer showed him the Martin and King works. This was instrumental in the Volkswagenwerk agreeing to create a new company, Volkswagen (Australasia) Pty Ltd, with £10 million of



Baron von Oertzen and all the employees of our Australian subsidiary have good reason to look cheerful: the VWA's first Volkswagen has just left the assembly line

German capital. Nordhoff would be the board Chairman, but the Baron would be a board member, together with Lionel Spencer and William Locke (LNC Industries, Sydney). The Martin and King factory was purchased outright, and just like the developments in South Africa, a major expansion program was begun to fully manufacture the VW locally.

By 1959 the Clayton factory had been enlarged ten times over and the first Australian-stamped, fully locally manufactured Volkswagens (over 70% locally made) were being made. The Baron returned to Clayton for the official ceremonies, celebrating the now Australian VW and the hundreds of new Australian workers who built them. 'Volkswagen builds a future in Australia – and a future for you,' the banners said.

By this time the Baron was 67 years of age, but he returned to Melbourne once more in 1961 for another official ceremony when the 100,000th Australian-made Volkswagen came off the Clayton line. To mark the occasion, VW Australasia had located the oldest VW in Australia, a 1946 model imported in 1951 by the Hanael family of Horsham, Victoria. The Baron, together with Victorian premier Sir Henry Bolte, presented the flower-laden brand new 100,000th VW to Mr and Mrs Hanael, in exchange for their 1946 VW.



The Baron retired to South Africa soon afterwards, and while he and his wife regularly travelled to Europe they were not involved in Australia after that. Volkswagen Australasia became fully German owned in 1964, with Heinz Nordhoff still as Chairman but with Australians as board members.

The Baron enjoyed seeing Volkswagen of South Africa go from strength to strength in the 1960s and 1970s; 288,300 Beetles were made in Uitenhage before it finally ended in 1979. The new Golf was made in South Africa from May 1978, selling 30,000 in just 14 months and giving VWSA market leadership. The 100,000th South African Golf was made in 1981, when over 250 million Rand were invested in expansion and improvement. The Golf 2 appeared in 1984, but the original Golf was so popular that the South Africans kept making it – it was now the 'Citi' Golf. Over half a million have now been made. The Baron also saw South Africa make the Golf Pickup, the T3 'Volksiebus' and the Fox, a South African Jetta.

Perhaps Australia suffered by not having the Baron's experienced hand to guide the local Volkswagen factory after 1961. Sadly our story was much different from South Africa's. Sales peaked in 1964, then slumped by half in three years. The Australian management team was sacked, local manufacturing ended and \$50 million investment was written off. German CKD assembly recommended, alongside contract work for Nissan/Datsun. Sales steadied in the early 1970s, thanks to the new Passat and Golf, but the tiny turnover could not fix various supply and assembly problems. The once mighty VW factory was sold to Nissan in 1976, all Australia VW assembly ended and we only saw expensive, fully imported German models. All VW car imports ended in 1981, and it took until 1990 before imports resumed.

The Baron died in 1991 at the grand age of 97. Sadly he didn't quite live to see the end of apartheid and a great new expansion of the South African factory. Today the Uitenhage factory is one of only three VW factories outside Europe (along with Mexico and Brazil) to export Volkswagens back to Europe, and around the world. Australia now imports Volkswagens from South Africa; the Mk5 Golf, and both the previous and current Polo models come from the Rainbow Nation. In fact Uitenhage has the contract to supply all the RHD Polos for the entire world. A taste of how things could have been for Australia if our history had been different.

Baron von Oertzen is one who has contributed immensely to raising the Volkswagen from its original provincial status as a homebody, to that of man of the world whose problems can only be solved by men with wide experience of the world.

His wife, the Baroness von Oertzen, in her later years divided her time between their homes in Johannesburg and Switzerland. She continued to collect Chinese art, particularly jade carvings and silk paintings, speaking and writing fluent Chinese. She was a guest of honour at the opening of the AutoPavilion



Volkswagen Museum in Uitenhage, South Africa, in 2004. Here she is pictured above with the then MD of VW South Africa, Hans Christian Maerzner.

The Baroness died in Johannesburg in April 2007, after a long illness. She is survived by their son Detlof Von Oertzen.

Phil Matthews

Best Car Awards 2011.

Best Light Cars Over \$20,000

Volkswagen Polo - 66TDI Comfortline

It's two in a row for the Volkswagen Polo 66TDI Comfortline.

A perennial winner over the years in various classes of Australia's Best Cars Awards, the Polo makes a name for itself again with back to back wins, a feat that's proven difficult for many car makers.



It's not surprising really, as the Polo 66TDI punches above its weight in many of the important Australia's Best Cars criteria, and would give many cars in the next class up, the Small Cars Under \$35,000, a serious run for their money. The Volkswagen Polo has redefined the class with the German car maker adding a touch of class and luxury to a sector of the market not traditionally known for above average levels of quality and refinement.

Many pundits scratch their heads and wonder how Volkswagen can do it for a vehicle with an asking price of just \$22,350. From the moment you hear the reassuring thud when you close the door and sit behind the wheel, the detailed finish on the dash and surrounding surface areas impress, and first impressions are important in such a competitive class. Features like the audio system come from the Golf and Passat range- reinforcing the quality feel.

The sense of strength that comes from a solidly constructed small car continues through in areas that you can't see, like safety and importantly the Polo scores a five-star ANCAP safety rating courtesy of six airbags, electronic stability control, and anti-lock brakes.

Powering the Polo 66TDI Comfortline is a 1.6-litre turbocharged diesel engine with an output of 66 kW and more importantly, 230 Nm of engine torque produced from low engine revolutions. Accelerate hard up a hill and the 1.6 litre turbo diesel engine spins up sweetly and it's definitely no slouch – it feels as quick as anything on offer in this class. The Polo has grown in size over the years but the extra bulk hasn't hurt the Polo in terms of performance. The class winning Polo's diesel engine is matched to a slick shifting five-speed manual transmission, and for an additional \$2,500 there's an excellent seven-speed automatic DSG available.

Dynamically the Polo also punches above its weight. It has a nicely sorted chassis that gives the Polo the ability to handle just about any scenario. Twisting sections of road, the Polo is nimble and fleet footed, linear, well weighted, direct

steering and taut springs ensures the Polo handles as well as anything in the Small Car Class.

Australian roads, with their myriad of road surfaces testing the boundaries of suspension design, don't worry or upset the Polo, and you will find the ride quality is as supple as a car twice its price.

Clever interior packaging makes the most of the Polo's compact size, with above average leg room and head room for passengers and a wide opening rear hatch providing a solid score for space.

Perhaps the ultimate accolade for this two time winner is that despite being the baby of the Volkswagen range the Polo 66TDI Comfortline feels just like its bigger brother, the Golf.

Finalists:

Volkswagen Polo 66 TDI

Ford Fiesta Zetec

Audi A1 TFSI Ambition

Best Small Cars Under \$35,000

Volkswagen Golf 90 TSI Trendline

How do you knock off an icon? That is what the makers of the other 35 cars in the competition must be thinking after the Golf continues to win in the Australia's Best Cars Awards. To get to the pointy end of the field of cars that start at \$17,000 through to those that just skim below the \$35,000 ceiling in the small cars under \$35,000 group, (which is one of the largest ABC categories), a vehicle manufacturer has to start with an attractive price and it needs to be scribed in a very sharp pencil. In this respect, the top three that got to the final judging were, as you would expect, pretty close in the "value for money" stakes.



So what did give the Volkswagen Golf the win again this year? It was its solid results in the "design and function" and "on the road" areas that cemented its unassailable lead. The Golf design features gave it top marks for its safety and environment and it is a comfortable car to live in and with, which is reflected in its almost perfect scores for the comfort and ergonomics areas. The class leading starts with the seats and although firm on first contact, over the drive program they were very supportive and remained comfortable and not too soft for the whole test process. Besides being comfortable to sit in, the Golf was easy to use as all the switches were within easy reach and clearly seen and those often used items like the audio are on the same level as gauges so they are easy to focus on and at the same height as the middle of the steering wheel, so easy to reach.

Volkswagen is on a roll as evidenced by the amount of categories they have won in the last couple of years. One of the secrets to their success has been the handling characteristics they have been able to dial into all of their range. The Golf is the best example of that recipe as its handling and ride package was matched only in this category by the sports version of the Ford Focus, with the Golf and Focus achieving identical on road scores. The Golf had an evenly weighted steering on all surfaces and bends but the Blue motion of the Golf wasn't quite the same with a different wheel package.

The jewel in the crown is the 1.4 litre 4 cylinder inline direct injection turbo petrol with the 7 speed DSG. Volkswagen have done a very good job of matching it to the engine's power delivery, with crisp shifts all the way through the gears. Its performance shares top billing with the Mazda3 diesel and the Mitsubishi Aspire as the best in the class. However the Golf's DSG suffered from a lack of smoothness in engagement just off idle as you take off, but it was a minor failing.

So it's Gold to the Golf in 2011.

Finalists:

Volkswagen Golf 90 TSI

Ford Focus Sport

Hyundai i30 SX

Best Medium Cars Under \$50,000

Volkswagen, Jetta 118TSI

Volkswagen's mid-size sedan, the Jetta, isn't any newcomer to Australia's Best Cars annual final test week. It's been a finalist a number of years and a two time class winner. Since last year's win, Volkswagen has released the new sixth generation model.

Bigger, cheaper and better equipped than its predecessor, new Jetta defied challenge from the similarly priced, sleek new Hyundai i40 Tourer and Kia's stylish and very well-equipped, but higher priced Optima.

No longer sharing body panels with its technically related stablemate, the Golf, new Jetta is taller, 190mm longer and lighter. Extra rear legroom is liberated by its 55mm longer wheelbase. Jetta rated well for space thanks in part to its cavernous boot, though judges ranked Optima and i40 slightly better.

Standard features on the popular mid-field Comfortline version evaluated by ABC rated above average, while its safety credentials are reassuringly high. All models feature six airbags including front and rear curtains and electronic stability control. The i40 eclipses the Jetta though, with its nine standard airbags including side (thorax) airbags for the outer rear positions and a driver's knee bag.

Bluetooth connectivity with audio streaming, auxiliary input socket and media device interface with USB connection are standard on Jetta. Satellite navigation will cost Comfortline buyers an extra \$3000.

Jetta's fit and finish was praiseworthy, but the 3 year/unlimited kilometre warranty is little better than the industry average and significantly less generous than the two Korean adversaries.

Buyers of the new Jetta still have the option of petrol or turbo-diesel powerplants. While the current generation model line-up is simpler, those desirous of diesel now get less choice with the 2.0-litre 103TDI engine being the only remaining option, given the demise of the 77TDI and 125



TDI diesels. All petrol models feature the 118TSI twin-charger direct injection engine, excepting the top-shelf Highline with its 147TSI engine.

Combining small displacement with forced induction from a supercharger and a turbo, the 1.4-litre 118TSI proves a surprisingly sprightly performer. The diesel offers plentiful torque through the low and middle rev range for excellent driveability. Judges rewarded both with equally high performance scores. Both are frugal fuel users with the diesel the more economical.

The DSG gearboxes (six-speed for the diesel and seven-speed for the petrol) offer slick timely shifts. Operation at manoeuvring speeds can be a little jerky though.

As the on-road scores attest, Jetta offered more sophisticated and polished dynamics, steering and ride than the Koreans. Good grip, steering with a consistent accurate feel, plus responsive handling ensure driver appeal. Suspension tune has a European tautness that's composed and generally comfortable over a mix of local road conditions including second class gravel roads and corrugations.

Inside Jetta offers comfortable supportive seating, although like many cars, the centre rear position feels too hard and narrow. Well laid out controls and Comfortline's standard rain-sensing wipers and front and rear park sensors contribute to sound ergonomics.

With well-above average scores in most areas, the new Jetta once again convinced ABC judges it deserved the best medium car under \$50,000 title.

Finalists

Volkswagen Jetta 118 TSI Comfortline

Kia Optima Platinum

Hyundai i40 Tourer Active

Best SUV Under \$40,000

Volkswagen Tiguan 103TDI

Last year's winner, the Volkswagen Tiguan has just received a mid-life refresh and price reduction, which builds on an already solid foundation and further strengthening its hold on the Australia's Best Cars crown. It is the Tiguan's strong all round ability that keeps it ahead of the pack.

Despite still being one of the more expensive vehicles in what is the largest and most hotly contested ABC category, the 103TDI Tiguan's quality engineering, comfort and all-round ability, both on and off the bitumen, far outweigh the premium purchase price.

The 103TDI is a well proven 2.0 litre turbo-diesel engine that can be found in a variety of strong performing

vehicles across the Volkswagen, Audi and Skoda family. Teamed with a seven-speed DSG transmission, which combines the convenience of a conventional automatic with the efficiency of a manual transmission, the Tiguan delivers a pleasing blend of performance and fuel economy. The diesel engine's strong mid-range pulling power with a handy 320 Nm of torque on tap from 1750 rpm to 2,500 rpm, provides excellent flexibility for effortless everyday driving. Fuel consumption according to the official ADR test cycle is a low 6.2 L/100 km, while the Euro 5 compliant engine features a particulate filter to ensure clean burning and low emissions. It is also one of the better cars in the class for smoothness and quietness. Much of the credit for this can be attributed to the refined suspension that delivers a well-insulated, comfortable ride, together with class leading handling.



For the more adventurous that like to head off the bitumen occasionally, Tiguan will get you further than most of its peers, but it is still only a compact size SUV so serious rock crawling is out of the question. Volkswagen's electronically controlled 4Motion system is a sophisticated and well proven all-wheel-drive system. Regrettably, Tiguan only carries a space-saver spare wheel.

Tiguan has a solidly constructed feel and achieves an excellent five-star ANCAP safety score, while the high standard of fit, finish and trim material quality gives the interior a top class appearance. Although the Tiguan is quite a compact size SUV, the practical cabin layout makes good use of the space available, with plenty of versatility in seating and load combinations. It is an easy vehicle to step in and out of, the seating was judged to be class leading for comfort and all the controls fall easily to hand. Space in the rear, for two adults is much better than it might appear but seating three across the back is a squeeze. The rear seats adjust fore and aft, as well as recline, and because they are mounted high off the floor you sit up comfortably with bent knees, plenty of foot room and a good view out of the vehicle. The luggage compartment, however, is smaller than most of its rivals and does not hold much luggage, but when not in use the rear seats do fold flat and lock down to provide a respectable carrying capacity.

Finalists

Volkswagen Tiguan 103 TDI

Kia Sportage SLi

Mitsubishi ASX AWD

Best Luxury SUVs Over \$60,000

Volkswagen Touareg V6 TDI

This series-two Volkswagen Touareg is indeed all new and bristling with technology. It's larger than the previous model with improved occupant and load space thanks to an additional 50mm in the wheelbase; it boasts class leading body structure yet weighs up to 90kg less, and the upgraded engines mated to the new 8-speed automatic transmission deliver even better performance while offering up to 20 percent reduction in fuel consumption.

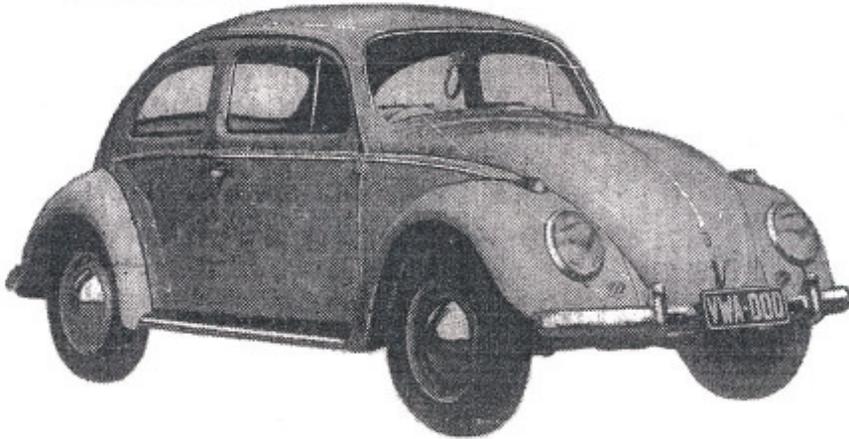
From the moment you slip behind the wheel there is a high quality look and soft touch feel to the Touareg interior and a particularly smart dash presentation. This plush cabin will comfortably seat five adults while drivers get comfort seats with 12way electric adjustment and electro pneumatic side bolsters. That additional wheelbase length translates directly into extra legroom. Versatility has also been improved with the introduction of a rear seat that can slide backward or forward by 160mm to give additional rear cabin or boot space, and the rear squab can also be reclined in three stages. A comprehensive range of features, like touch-screen technology, in addition to the impressive fundamental design makes the Touareg a class leader in both comfort and ergonomics.



All models of the Touareg come with a comprehensive safety package that includes nine airbags, ABS braking with off road function, ESC with active rollover function, hill hold starting assist and hill decent control. Power comes from a 3.0 litre turbo diesel engine delivering 180kW and an impressive 550Nm of torque from around 2,000rpm. BlueMotion technologies, which include faster engine and gearbox warm up, engine stop-start and regenerative braking result in a significant reduction in fuel consumption and emissions. The new diesel returned a remarkable 7.4L/100km. This figure has of course been assisted by the ultra modern and outstanding in operation, 8-speed auto which not only allows the engine to operate more responsively across the range but more efficiently thanks to reduced friction and overdrive ratios on seventh and eighth. Overall gearing has now reduced engine speed by 34 percent. Touareg's All Wheel Drive setup called 4MOTION, has a Torsen limited slip differential suitable for maximum grades of 31-degrees and a simple to use two position rotary switch, which tunes ABS, ESC, hill decent and auto shift points for off road driving. For those more adventurous the \$5,000 optional 4XMOTION has a five position off road function with a more rugged transfer case including reduction gearing, centre and rear electric differential lock with up to 100 percent locking and

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maximum gradability of 45 degrees. The Touareg is well set up in ride quality and handling for long distance touring, although not quite matching the BMW X5's dynamics.

Like most in this category Touareg offers a long list of options like air suspension \$5,900, satellite navigation \$4,900, panoramic electric sunroof \$3,000, or the comfort package with 4-zone climate control \$4,500, which can instantly jack the price up. Interesting safety options include Area View \$2,500 which provides four camera images on the central touch screen and the \$4,500 driver assistance package with Adaptive Cruise Control.

Finalists

Volkswagen Touareg V6 TDI

BMW X5 xdrive 30d

Range Rover Sport TDV6

**He already had
the key.**

At Christmas time there are no shortages of seasonal miracles. Most of them seem to involve animals - the cuter

and funnier the better. Just today I read about a baby seal who sought shelter in a New Zealand woman's house and curled up on the lounge. Earlier in the week, it was the four deer that were saved from drowning by boaters in Alaska. Well, here's a car story in the same vein.

It's about a VW Beetle. A red, 1963 Volkswagen convertible to be specific. Earlier in the month, the car was listed on eBay and the seller, Eric, contacted website Bring A Trailer hoping to get a little wider publicity for his strikingly original car. Eric was offering the car with a treasure trove of documentation, including the original registration for its California 'yellow on black plates.'

So who should happen to see the pictures of the car? None other than the son of the original owner, Jim, who was with his dad when they drove it home from the dealership almost 50 years ago. When he saw the license plate, those six randomly assigned alphanumeric lit up his memory and, well, then he saw his dad's signature on a photo of the registration...

Let's cut to the chase: Jim is the proud new owner of the Bug.

But that's not all. It seems that Jim had saved one of the keys to his dad's old VW, and sure enough, when he showed up at Eric's house to look at the car, it unlocked the driver's door. As if that's not enough to make you believe in karma, destiny, and

Fahrvergnügen, Jim bought the car on his son's 15th birthday. So dad will teach son to drive in the same car that grandpa taught him in.

Take that, cute and furry animals.

David Carter





people mover. My first impressions were that the car was well built, everything seemed to open and close with a solid feel. The brakes are felt very touchy (although the Multivan was much the same when I first jumped in it), not a problem at all, just something to become accustomed to. The steering feels strange, it's very light and almost feels like it lacks some feedback. Same again when it comes to the clutch, it feels amazingly light compared to the VR6, still it has a very nice pickup and is very pleasant to drive with. I'm used to blipping the throttle on downshifts, this is much harder in the MkVI as it just doesn't want to "blip". Having never driven a turbo car I don't know if that's just the norm or what.

Golf Cabriolet - A drivers perspective.

I think I have read every article about this car from all over the globe and have been waiting (not so) patiently for six months. The new Golf Cabriolet is now loose on our soil and I am very pleased to say I managed to snaffle one of the first ones available! I'm rolling in a Night Blue, 118TSI Twin Charged, Manual cabriolet with Black Leather and the RNS510 (although I did install this last one myself).

Before I start, much thanks has to go to Gerald Slaven in Canberra who have been looking after me for months leading up to the official launch and then were willing to let go of one of their launch stock. Kudos.

After a drive from Sydney to Canberra to pick up the car I was greeted with a "check oil" light in the Multivan. Not something I would expect on a car which had barely topped 12 months old. Again major Kudos to Gerald Slaven who fit me into their service centre and checked to make sure everything was OK. Turns out it was a dodgy sensor, and something to be booked in when I got back home. But just great service from those guys, I can't speak highly enough about them.

To help set the scene, I am coming from a 1996 Mk3 Golf VR6 as a daily driver, and 2010 Multivan as a family



A few weeks on and I'm still loving every moment of it (as are the kids who beg to put the roof down at every opportunity.) I have grown used to the light feel of the clutch and steering and the fantastic brakes! It really is a joy to drive. I can't believe just how quiet it is. With the roof up you have to check the rev counter to make sure it's on, even under acceleration it's quiet. The multifunction screen has an "optimal gear" showing in the top right corner and I'm still getting caught driving in 4th with it telling me to be in 6th, it's so quiet you just don't notice.



Acceleration... I don't know that it's quite up to my VR6 off the mark, it's off putting since it does it so damn quietly compared to the roar the VR6 produces. All I know is that it seems to get up there *very* quickly. I giggle quietly to myself wondering what a stage 1 tune will feel like (GTI power is very achievable with a simple ECU tune). Handling is very good, it feels very grounded and seems to go where you point it. Twisties, fast corners, straight lines. I did test drive a GTI as it was a toss up between the Cab and the GTI before purchasing this and have to say that the is just an amazing piece of engineering and delivers amazing power out of the box.

I was a little concerned with buying a 2 door car since I have kids, since this car is mostly just for me, two doors isn't an issue most of the time. Getting kids in and out of the back seats is *VERY* easy with the top down and easy enough when it's in place. I don't know that I would want it as my full

Club VeeDub. Aus Liebe zum Automobilklub.



time car if they were in it every day, but as a once/twice a week child car (we use the van the most of the time) it's more than acceptable. (although far less acceptable when it's raining).

Speaking of which, Rain sucks... It's rained a hell of a lot since I got it which means I haven't been able to enjoy it as much as I would have liked. That said the roof has been down at just about every opportunity. I'd like to think I will keep that up and not turn it into your normal coupe. So far so good

:-) On the upside it's had a trial by fire... erm... rain. No leaks have shown up and I haven't had any unusual issues with water, although there is one tip. It seems the roof repels water, which is good. What it also means is that water on the roof *REALLY* wants to roll off... the slightest movement and it collects and runs... When it's raining lightly (or has been overnight and there is water sitting on the roof) I am in the habit of opening the door then closing it again and waiting for the resulting torrent of water to roll down and off. I found out the hard way that this water is usually very cold and likes to run straight down your back as you climb in at 6am.

In summary, Volkswagen have delivered a modern day classic, it's whisper quiet with the roof up and almost as quiet with it down. It handles well and has more than enough get up and go to keep a smile on your face. At this price point it's just about the cheapest convertible on the market too! Somehow I don't think VW are going to have any trouble getting these to walk themselves out the door.

Aaron Hawker.



Golf Cabriolet. It's time to get topless.



VW in India.

It is six in the morning, and the heavy tropical air still has a hint of coolness. It's expected to reach 40 degrees later in the day in Pune, India. Mahendra Sonawane (28), only has a few minutes for the daily Puja, a Hindu ritual that means 'worship' in Sanskrit, celebrated each morning. Then Mahendra, a powerful man with a radiant smile fit for Bollywood, pulls on his work shirt and hurries down the staircase of the weather-beaten block of flats where he lives.



In a single room filled with folding beds in the 45 square metre apartment, Mahendra leaves his petite wife, their one-year-old son and his two sisters. Outside, a mattress that completely fills the narrow balcony, is where his parents sleep. Since the young engineer has started working at the new Volkswagen plant in Pune, he plans to move to a bigger apartment – "with the whole family," he says. At least until his sisters are married and move to their new husbands' homes.

The initiation of marriages is a matter for the parents. It has always been this way. Mahendra has an Engineering degree and a BA in Linguistics. Even so he and his beautiful wife Surekha also have an arranged marriage. India places great importance on tradition and family. These are constant values that are cornerstones of Indian society.

The Volkswagen work bus waits at the collection point. The family's moped is only used for shopping. Petrol is expensive and owning their own Polo is a dream for the future. The new Volkswagen plant is located in the industrial park near the town of Chakan, 30 kilometres from the centre of Pune. Journey time is around one hour.

The Waking City

Colonial edifices juxtaposed with new buildings set the scene in the waking city. Progress in the traffic is slow, the roads jammed with black and yellow auto rickshaws and heavily laden ox carts. When a garland-bedecked holy cow stands in the road, all movement on the road halts.

Then the landscape becomes hilly. Banyan trees wave long aerial roots. The bus passes temples by the wayside, and women in glowing saris. We pass modern office 'palaces' and production plants. Pune has a burgeoning economy and boasts corporate residents such as IT groups Wipro and Infosys as well as Indian automobile manufacturers Tata and Bajaj, which also produce vehicles here. IBM, EDS, General

Motors and Fiat have branch operations here, as do 250 German companies and cooperative ventures, such as Pierburg and Demag, Siemens and Bosch.

New Plant, New Beginnings

The Volkswagen plant was opened in Chakan outside of Pune at the beginning of April 2009. With total costs amounting to EUR 580 million, the Volkswagen plant in Pune is the largest single investment to date by a German company in India. The complete plant covering 230 hectares comprises the press shop, body shop, paint shop and assembly plant; only the engines still come from Salzgitter in Europe.

The area is set to benefit from Volkswagen's presence. The proportion of local suppliers is expected to reach 75%, and these will also become established on the work site. The plant has been building Skoda's small car, the Fabia, since May, and a specially developed version of the Volkswagen Polo followed from January 2010, in each case solely for the important Indian market. Maximum annual production capacity amounts to 110 000 vehicles, and the workforce comprised 2,500 employees by 2010.

The Red Cross in Pune was given a T5 Volkswagen bus to be used as a fully equipped ambulance, and Volkswagen has also committed support to the local school.

Pride of Place

Avinash Gosavi (40) strides through his realm in white overalls. Everything is bright and looks clinically clean at Volkswagen in Pune, particularly in the paint shop. Avinash is responsible for its maintenance. "After 12 years at Tata, I was lured here not by the money but by the state-of-the-art technology," he admits candidly. To enter the facility you first step into an air shower portal, where your shoes are brushed from underneath, an airlock cleans your clothing, and positive air pressure keeps the dust outside.

With short production paths, laser technology in the body shop and its own electricity substation – the new Pune/Chakan factory is one of the most modern plants in the Volkswagen Group. This is thanks to the hard work of head of planning Dr Thomas Dahlem, production manager Holger Nestler, head of personnel Dr Reinhard Penzek and the 50 or



so other German colleagues involved in the site's development.

As evening draws closer at Avinash's home in the centre of Pune, his wife is ready with dinner for their son Atharra (11). Avinash is rarely home before 8pm. Darkness comes quickly; everywhere in the streets and alleyways small stands offer something to eat. Cooking is done over an open flame in large cast-iron pots. Noisily and busily the urban masses ready themselves for the hot, humid night.

Indians love VWs.

Indians took to Volkswagens very quickly. A little over 18 months from the start of serious production at its brand new plant at Chakan, Volkswagen India rolled out its 100,000th car. Volkswagen makes the VW Polo and Vento, as well as the Skoda Fabia at the plant.



Speaking on the occasion, Dr John Chacko, President and Managing Director, Volkswagen India Pvt Ltd, said this was an important milestone that marked the completion of the first phase of development for the company. The next phase will see plans for feasibility for new projects being put into place, he added.

During 2010, VW India sold 53,341 units on the market. The number in just the first six months of 2011 stood at 55,257 units. "We have 115 direct suppliers on board, including 66 in Maharashtra and 61 new suppliers have been developed to export components," Dr Chacko said, adding that the localisation levels in its cars had increased from 40 per cent when it started, to around 70 per cent now.

VW also plans to strengthen its dealer network to over 160 dealers and push to gain a higher market share than the present 5 per cent. "Worldwide our normal market share is 10 per cent, and I don't see any reason why it should not be the same here," he remarked.

With total utilisation of the installed capacity of 130,000 units at Chakan imminent, Dr Chacko said it would be logical to think about capacity expansion, and also building a power train plant (drivetrains are imported from Germany). "There are certain hindrances to taking the next step," he said, referring to amendment in the Maharashtra Value Added Tax Act (MVAT) that came in March 2011.



"We consider that the commitment (by the government) is not being kept," he said, explaining that this caused an unstable environment and the company would adopt a wait-and-see approach.

Boomtown Status

Pune's status as a boomtown is based not only on the favourable connection with Mumbai, lying 130 kilometres northwest, but also to the town's nine universities, 100 colleges and 500,000 students. There is no shortage of well-qualified people.

Even after completing 10 years of elementary school and two years of supplementary school you are by no means immediately guaranteed a job on the line at Volkswagen. After passing the basic skills test of screwing in bolts and clipping on cables against the clock, further training modules await.

Team leaders are sent to the parent plant in Pamplona, Spain, and engineers like Mahendra also receive advanced training. Training courses, a modern environment, and the accompanying social status: all promote the happiness of its employees.

Facts about India:

- Today, India is the largest democracy in the world, the sixth largest country by size and the second largest by population with around 1.2 billion people.
- India is the second fastest growing economy in the world, but since India has the second largest population, its per capita income is small, making India a low-income economy.
- India is a 34,000-year-old country with a rich legend and history. It has heavily influenced humanity's advancement, in higher education, medicine, and mathematics.
- The world's first university was established in Takshila, India in 700 BC where over 10,500 students from all over the world studied more than 60 subjects.
- The earliest school of medicine known to mankind is Ayurveda, consolidated by the father of medicine, Charaka, 2,500 years ago.
- The number system was invented by India. Aryabhatta was the scientist who invented the digit zero. Algebra, Trigonometry and Calculus are all studies which originated in India.
- India was one of the richest countries on earth until the time of British rule in the early 17th century.

Valve stem seals.

Back when I was a kid in Modesto, California there was a delightful young lady who caused me to learn a lot about auto mechanics. One day she lurched into Hendy's Auto Shop in her 1937 Ford Tudor, said it was running like shit and pleaded for anyone who could fix it, pronto. The car immediately vanished under a dog-pile of hot-rodders oozing testosterone. Half an hour later the car was still there. It would idle okay but began bucking and wheezing whenever the throttle was touched. The hot-rodders had vanished; they couldn't help.

I strolled over as she was latching the hood (it folded up from either side), nudged her aside, pulled the air cleaner, played the choke & throttle together to get the revs up to about 2500 rpm, then mashed my hand over the throat of the carb; of course this sucks your hand onto the carb and leaves a circle mark on your palm.

Didn't help. So I did it again. The third time I gave it the Po' Boy some Carb Clean, it cleared whatever had been blocking the high-speed circuit, settled down and ran like a top. I put the air cleaner back on, latched the hood and strolled away, the epitome of Mr. Cool, right down to my blue suede shoes.

Actually, it was pure dumb luck. The hot-rodders were convinced she had a problem with her ignition and gave the car a quick tune-up while I watched. By the time they were done it was pretty obvious the problem had to do with a lack of fuel at high speed, which everyone assumed was due to a bad fuel pump or a dirty carb and since neither could be repaired pronto, they gave up.

Truth is, I didn't know what marvelous things occurred when you revved an engine then shut off the air with your hand. But over at the VW dealership where I worked I'd seen one of the mechanics do it for a beetle with the same symptoms and it seemed worth a shot.

Your engine is an air pump, right? (Auto Shop 101. Which happens to be wrong but there it is.) Rev the engine, it's gotta suck some air. Close the throttle, the engine can pull a pretty good vacuum before it slows down. If you can somehow extend that suction to above the throttle plate — to include the entire carburettor - it will occasionally clear a clogged jet or bleeder port. To accomplish that, simply clap your hand over the inlet to the carb.

The suction is the result of the pistons descending in their cylinders with the intake valve open during what is called, oddly enough, the Intake Cycle. (For your Pop Quiz, during which cycle does the piston descend with the intake valve CLOSED?). The amount of suction is always greatest when the throttle is closed or nearly so, which occurs at idle or whenever you suddenly lift your foot from the accelerator.

We tend to think of the suction occurring only in the intake manifold; that its only role in life is to suck some fuel out of the carb. We tend to forget that the vacuum is present everywhere in the system, from the top of the carb right through to the top of the piston down inside the cylinder.

It's the presence of that vacuum that causes oil to be drawn into the combustion chamber. If your rings and valve guides are in good shape the amount of oil drawn into the chamber is small but there's always some; if your rings or valve guides are worn - and if the guides are not fitted with seals - the suction can pull a copious amount of oil into the

cylinder. That's what causes you to blow white smoke out the tail pipe, fail your smog test and stink up the neighbourhood.

Rings or guides? We tend to say 'valves' instead of guides but in fact, the valve's stem is steel whereas the guide is putty-soft aluminium-phosphor-bronze. After thirty thousand miles we can expect the valve's stem to be a little bit worn but most of the wear appears in the softer guides. (See my article 'Wiggle-Wiggle.' Or the factory service manual. The 'wiggle' test is a standard procedure for all OHV engines.)

With air-cooled Volkswagens it's important to make the distinction between valve guide wear and piston ring wear because the guides wear-out about four times faster than the rings. Fail your smog test because of elevated hydrocarbon readings but still show about 125 on a compression test? You've got worn valve guides, pal (Oil is a hydrocarbon too.)

Since the valves don't show much wear, a lot of folks reuse them. Bad, bad idea. You can regrind & reuse the intake valves - mebbe once. But you should always replace the exhaust valves. That's because the exhaust-valve 'wear' you really have to worry about has to do with metallurgy, not the dimensions. After thirty to fifty thousand miles of use your exhaust valves are liable to suffer metal fatigue and snap off just behind the head. Saving a few bucks by reusing the exhaust valves can cost you the price of a new engine. Some bargain, eh?

Veedubs don't have a very good lubrication system. All the oil to the right-hand side of the engine gets there via that tiny little channel behind the #2 cam bearing. Everyone who has rebuilt more than a few Veedubs has seen the galling on the underside of the rocker-arm shaft, inside the rocker arms themselves, and the wear marks on the washers & rocker-shaft towers. After a few dozen engines you learn to reverse the rocker shaft and swap it from left to right in an effort to equal out the wear. But about the third time you have a hair pin snap, you figure there's gotta be a better way and you start fooling with the lubrication system. Most guys raise the pressure by stretching the spring. That helped a little. But if you modified those war-surplus Wisconsin jugs to fit your 36hp engine, with your home-made dual-carb manifold and three pound flywheel, soz you could keep up with the Model A's all the other kids were running, you quickly discovered that more power meant more heat and more heat made the lack of adequate lubrication even worse.

(Work with me here. I'm talking 1956.)

Turns out, there's a whole buncha things you can do to get more juice up to your rockers. And juicy rockers don't gall. Nor does the hair-pin snap. And all that extra juice out in the valve gallery picks up a shit-load of extra heat and that means your dinky 7mm valves stop wearing at such a furious rate (Early valves had 7mm stems.)

So you do all that stuff. And end up with a reliable little screamer that will flat eat a Speedster and life is good. Except for that huge cloud of white smoke that seems to follow wherever you go.

The basic VW engine design dates from the early 1930s. Unfortunately, it stayed that way for the next fifty years :-). But not in the hands of American hot-rodders. From the mid-1950s there has been a steady flow of race-proven modifications applied to the VW engine. The most effective modifications are surprisingly simple and while they are common knowledge to all competent engine builders, the odds are you've probably never heard of them. They've never

appeared in any of the magazines that I know of, probably because there's nothing to sell - the mods are made when you build the engine. Nor were they applied to street machines because the lack of effective valve stem seals guaranteed you'd flunk your smog check.

That was then. Nowadays effective valve stem seals are commonly available. They don't happen to fit stock Type I valve guides but I can show you a couple of ways around that.

If the engine is running, there's a vacuum in the intake manifold. Wide open throttle, the vacuum isn't very much, slow idle it's a bunch but the key point is that it's always there. And when you got a vacuum on one end of your valve guides and atmospheric pressure on the other, there's going to be some amount of flow between them. The only way to prevent that flow from carrying oil vapour from the valve gallery into the combustion chamber is to install a seal on the valve stem.

Volkswagen began using valve stem seals starting with, I think, the 1964 model year (i.e., engines produced after August of 1963). That's those little black donuts you find stuck to the screen when you do an oil change. That's right; those nifty 'seals' get baked as hard as a bride's biscuits, break, and end up in the sump. Which is sorta sad because if you did have good seals on your valve stems you wouldn't use so much oil and you'd probably have no trouble passing your smog. (The engine in my 1965 Bus measured 71ppm HC out of an allowed 670ppm. Yeah, I know - it's so old it's exempt. I have it checked now and then just to show off :-)

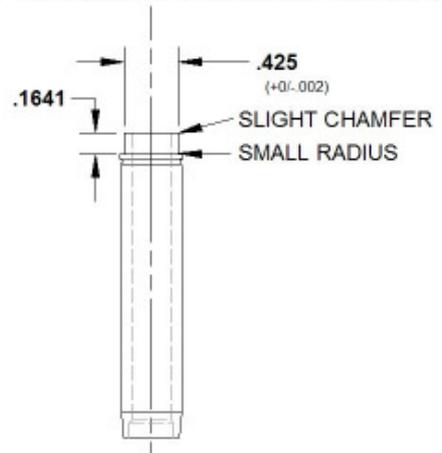
I've got good valve stem seals on all of my air cooled VW engines. You gotta do it yourself but I figure it's worth the effort, especially since I do a few others things as well.

If you order valve guides for an air cooled VW from five different sources, you're liable to get five different sizes. If you've ordered STD the body of the valve guide should be about 12mm in diameter, have an overall length of 61mm and a bore just a tad over 8mm. But all of their other dimensions are liable to vary from one manufacturer to another. For instance, valve guides come in standard plus two over-sizes, the largest having an OD of 13.25mm. STD guides, with OD of about 12mm, you can make out of half-inch diameter bar stock but second-over-size, some outfits use 14mm, some use 15mm, others use 9/16"... you never know what you're going to get. Which is no sweat, since they'll still fit. What's different is the maximum OD of the rim around the top of the guide. And that becomes significant if you want to use valve stem seals, because the seal plugs on to the top the valve guide.

A good (i.e., modern) valve stem seal sockets down onto the guide with a fit so tight you have to drive them on and need a special pry-bar to get them off. (Actually, they never come off once they're driven on. When the guide becomes worn you throw the seal away when you remove the old guide.) The problem here is that since VW never used a good valve stem seal on its air cooled engines, there isn't any spec for the height & diameter of the rim on the upper end of the Type I valve guide. If the guide is made from 9/16" stock (not uncommon for the larger over-size), that's what you get for the top-end of the guide; ditto if it's made from half-inch stock.

Whatcha gotta do is measure the guides then find a valve stem seal that will fit that particular diameter. At least, that's the theory :-) What you'll probably end up doing is using VW Rabbit/Golf guides for your intake valves... and

AIR-COOLED VW VALVE GUIDE MODIFIED TO ACCEPT RABBIT STEM SEAL



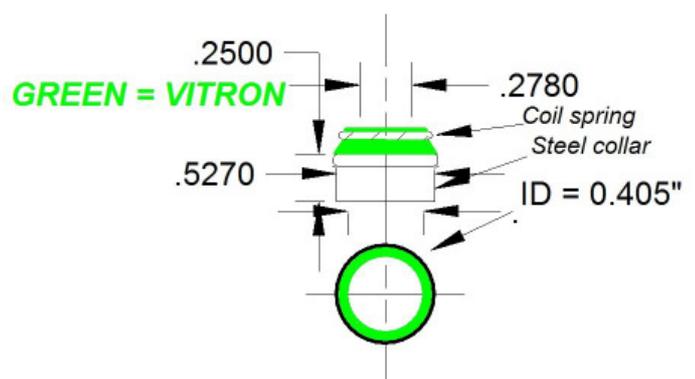
VW Rabbit/Golf valve stem seals. Which ain't a very good idea, even though lotsa folks do it that way. (They say it gives them better flow.) Rabbit guides are about an inch shorter than Type I guides. That leaves a lot of the valve stem exposed and that can cause the valve stem to collect crud and stick open. Not a major problem for a car engine although it's a pain in the ass since you have to pull the head to clean things up. About the worst thing that can happen is to use the shorter Rabbit guides for both intake & exhaust. Don't work. The Rabbit guides are shorter because the engine is water-cooled. Air-cooled, you need the longer Type I guide to provide the required heat-transfer surface. Use the shorter Rabbit guide, the exhaust valve eats it in a matter of miles. Classic shade-tree repair, though - it guarantees you'll break down just far enough away so as to become someone else's problem :-)

I don't use VW Rabbit guides. But I do use Rabbit seals. And Toyota seals, some of the time.

What I do is buy a batch of valve guides. If they're fat, which is usually the case with oversize guides, I machine the top of the guide to accept the Toyota valve stem seal, which needs an OD of at least 13.3mm for a good fit. The Toyota seal is fairly long - about 7.5mm - so I may need to grind off some of the skirt.

Most STD valve guides are made from 13mm (.512) or half-inch stock, depending on what country they come from. You can fatten up a 13mm guide to accept a Toyota seal by knurling the upper lip of the guide but in most cases you'll get

VW VALVE STEM SEAL (Rabbit, Jetta, etc)
026 109 675 (VW part no)
A8070-12755 (Megaparts Part Number)





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those issues but the mods are impractical for street use without effective valve stem seals. So for me, yes it's worth it.

Can You Do It? Of course you can! Real engine-builders have been doing it that way since the early sixties. Just because you haven't seen it the magazines doesn't mean you won't find it at the finish line. You'll have to find someone with a lathe to modify the new guides and you'll need some tools & a simple wooden fixture to hold the head while drilling out the old guides, but that's what mechanics do. And YOU are the Mechanic-in-Charge.

Bob Hoover

a better fit if you turn down the upper lip to about 10.8mm. That will allow it to accept the Rabbit seal.

How do you machine it? In a lathe. One of those little hobby-lathes will do. In fact, if you got kids around the shop modifying valve guides using a baby lathe is one way to introduce them to the arts of Tubal Cain.

The Cost of it All? Durt cheap. Figure about a buck each for the seals, one to three bucks for the guides. Shop around. A couple of years ago I bought a batch of 100 Type I valve guides from a VW engine rebuilder who was going out of business. Two bits each. J.C. Whitney occasionally offers VW engine parts on sale; I've bought guides from them for as little as a buck each.

Ordered via the Internet I think I paid eighty-eight cents for Rabbit seals and two thirty-five for Type I valve guides. For comparison, a local VW dealer wanted over seven dollars for the seal and nearly twenty bucks for a single valve guide. Then again, they don't sell too many parts for those shiny new Jettas and Passats.

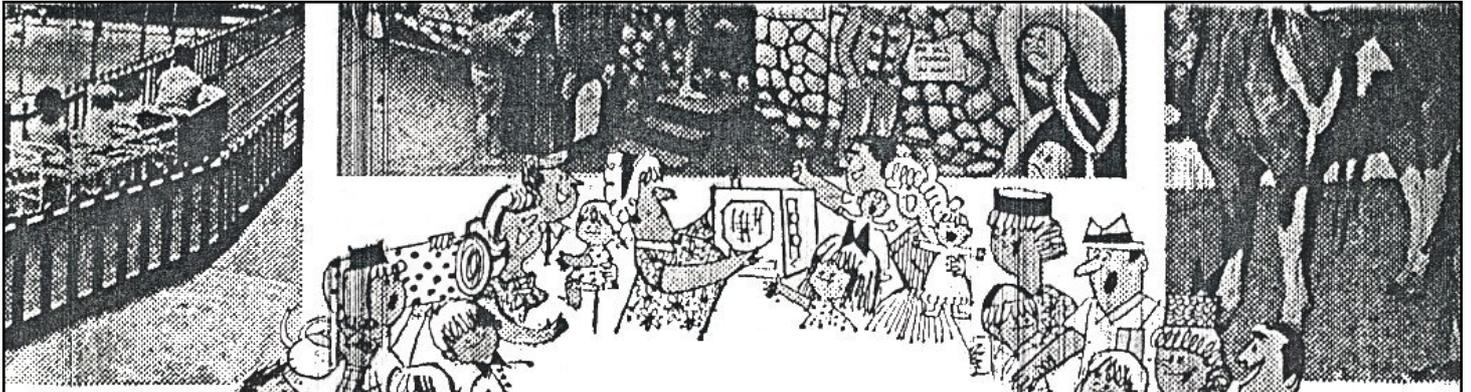
Are Valve Stem Seals Worth the Trouble? That's up to you to decide. The lubrication mods provide a significant improvement to the Type I VW engine but increasing the amount of oil to the valve gallery guarantees a dramatic increase in oil consumption - unless you install valve stem seals.

I like dull engines; engines I don't have to worry about nor tinker with. But at the same time I want my engines to be as fuel-efficient as possible, more powerful than the other guys and to last five times as long. The lubrication mods address

Note - due to the extra length of Bob Hoover's column this month, there will be no crossword in this issue. We will return to the crossword next issue - Ed.

Last month's crossword.





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