

# Zeitschrift



VW Golf 7 launched in Australia.

**June 2013**

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Golf 7 launched  
Meet the Parents**

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**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



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Amanda Stevens	Norm Robertson (JP)	
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## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney PO Box 1135 Parramatta NSW 2124	<b>or</b>	Club VeeDub (Secretary) 14 Willoughby Cct Grassmere NSW 2570 (02) 9534 4825
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## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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

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

Back issues are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (2006-on) are also available at [www.clubvw.org.au](http://www.clubvw.org.au)

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

## We thank our VW Nationals sponsors:

### 26 years.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd
H&M Ferman	

### 20 years and over.

Aust VW Performance Ctr	Stan Pobjoy Racing Engineering
North Rocky & Import Parts	Wolfsburg Motors Sydney
Shannons Car Insurance	

### 15 years and over.

Indian Automotive	Reliable Automotive Services
Mick Motors	Wayne Penrose VW Engineering

### 10 years and over.

All Metal Bumpers	Mobile Model Cars
BWA Auto	NRMA Insurance
Cupid Wedding Cars	Unicap Pty Ltd
Defender Safety	Würth Fasteners Australia
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### 5 years and over.

Antique Tyres	Red Van Tyre Colouring
Artemi's T-Shirts	Rod Penrose Racing
Black Needle Motor Trimming	VA Spares
Camden GTI Performance	Volkspower
Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

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

# Norm's FISH & CHIPS Run to HARS.



**Sunday  
23 June**



- 8:30 am meet at Uncle Leo's Caltex servo at Liverpool Crossroads (UBD 288 D6), for 8:45am departure
- To HARS at Albion Park aerodrome. See the Lockheed 'Connie', Catalina flying boat, and many more historic aircraft. Please register with Norm if attending, to assist the museum guide(s) and for catering.
- Then cruise to Kiama Golf Club (Oxley Ave Kiama Downs) for lunch. Pizza from \$9.50; Meals from \$12.50. Kids menu all \$9.50.
- Peer-judged trophies for most popular Air-cooled and Water-cooled Volkswagens. Lucky door prizes too!

**This event is for ALL Volkswagens - Air and Water-cooled!**

**Good food, Good Company. Kids welcome!**

**Norm Robertson:**  
(02) 4625 7057 (message)  
0409 771822 (mobile SMS)  
[nrobertson46@optusnet.com.au](mailto:nrobertson46@optusnet.com.au)



where volkswagen power comes to play

**VW** MAGAZINE  
**SYDNEY**  
**VOLKSWAGEN**  
**SHOW DOWN 2013**  
**JUNE 29TH**



**VWMA DRAG RACE SERIES**

# SYDNEY DRAGWAY

**ROUND 1 SATURDAY JUNE 29th 2013**

- DAY/NIGHT 1/4 MILE VW DRAG RACING
- VW RACING BRACKETS STOCK TO PRO
- TOP VW SHOOTOUT • SHOW'N'SHINE
- RC DRAG RACING • ENTERTAINMENT
- TWILIGHT CRUISE • FOOD • DRINK

[www.vwma.net.au](http://www.vwma.net.au)



Giant inflatables and  
face painting for the kids!

CASTLE HILL  
RSL CLUB

# RATTLE 'n' HUM car show

All proceeds to Tallowood Special Needs School

**Sunday 30th June - 9.30am - 3pm**

Enjoy a Sausage Sizzle, Childrens Rides and Entertainment GOLD COIN DONATION

ALL CAR ENTRANTS \$20 FOR THE DAY PLUS MANY TROPHIES TO BE WON!

**Castle Hill RSL Club, 77 Castle St Castle Hill**

Club Veedub Convoy:



Meet at Hungry Jack's at The  
Junction, North Parramatta  
(on Windsor Rd opposite  
Bunnings) at 7:30am.

8am departure cruise to Castle Hill



# VW Winter Break

## 2nd—4th August 2013



**Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW**

Friday night meet and greet at the Community Hall.

Saturday 8:30am sharp, leave park to go to the go-kart track.

Saturday 9:00-11:00am—Go-kart racing at Raleigh

Saturday afternoon - Bellingen markets, lunch, rainforest walks

Sunday—Coffs Harbour markets, Park car display.

**So call 1-800-729-835 to book a cabin or campsite. You must tell them that you are with the VW people.**

Campsites have not been booked. You need to book these ASAP as well. I have asked that all the VW campers are put together. Please remind them about this when you book.

**Enquiries contact:**

**Ray Vanderkly (02) 6658 4422 ah**

**Steve Carter 0439 133 354**

Don't miss the

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**Club Veedub**  
**Movie Matinee**

**Saturday 20 July**

**Civic Theatre**  
**McMahon St Hurstville**

**\$5 entry for Adults, kids under 16 free**

**Doors open 2:00pm**

**Programme starts 2:30pm**

**Intermission at 4pm (30 min)**

**Programme ends 5:15pm**

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**A fabulous selection of unique Australian Volkswagen films, together for the first time on the big theatre screen!**

- Australian VW TV ads from the 1960s
- Young Is The Land (1962) - Volkswagen in Australia
- The Shape of Quality (1963) - touring the Melbourne factory
- Antarctica 1 (1963) and Taxi To Rumdoodle (1963)
- Redex Trial (1955) - the Movietone film of the event

**Council parking available next door (McMahon St, Hurstville)**  
**Theatre snack bar open (licenced)**

**All Volkswagen fans and their families welcome!**



**Council of Motor Clubs Presents  
The Shannons Sydney Classic  
Sydney Motorsport Park, at Eastern Creek  
Sunday 18th August 2013**

**Displays for 2013  
A special display of  
1963 cars.**

Please let us know if your club has that special 1963 car, which you would like to add to the display.

This year we are celebrating our  
50th Anniversary  
together with the following Marque &  
Club Anniversaries:

100 years of the Aston Martin Company  
100 years of the Morris Register  
90 Years of the Jowett Club  
60 years of the Corvette  
60 years of the FJ Holden  
60 years of the MG Magnette  
50 years of the Porsche Club of NSW  
50 years of the Porsche 911  
50 years of the Nissan Cedric  
50 years of the Nissan Bluebird  
50 years of the EH Holden  
50 years of the Rover P6  
40 years of the Leyland P76  
40 years of the Chrysler Restorers Club  
40 years of the 48 & FJ Holden Owners Club  
20 years of the Sydney Datsun Club.

Email: [secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au)

**Saturday**

Gates open at 10am  
**FREE ENTRY & PARKING.**  
TRADE DISPLAYS & SALES IN  
PIT GARAGES ALL DAY  
CSCA SUPERSPRINT CIRCUIT EVENT 10:00 AM

**Sunday**

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from  
150 clubs on display and on parade,  
including cars, bikes, scooters and military  
vehicles.

- Double-decker bus rides around the track,
- Concours Display
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music.
- Don't forget, Father's Day is coming up soon!

It's a day for all the family with lots of things  
for Dad, Mum & not forgetting the kids with  
clowns & face painting

General admission \$15

Kids under 12 years & Parking FREE

## Von dem Herrn Präsident.

Well, another VW Nationals has come and gone - the 26th in fact. The VW fraternity just keeps on growing with new devotees every year attending their first VW Nationals.

The VW Nationals wouldn't happen without a dedicated group of helpers. Things were looking a bit light for officials at the Supersprint, but Norm Robertson had the bright idea of asking for help via our members email list, as result we had some new helpers on the day who were very much appreciated.

Chris did a wonderful job with all the paperwork leading up to the event and as result Saturday morning was not as hectic as previous years, which was also helped by our dedicated group of volunteers that handled all the paper work on Saturday before the racing could start.

So then on back to Fairfield where some of the same volunteers along with a fresh group helped set up the Showground ready for the Show n Shine the next day.

Speaking of volunteers one of our ever ready volunteers is not travelling too well at the moment, please spare a thought for Brian Walker. Brian if you're reading this, I can't believe over the course of the Nationals how many times somebody said "Brian usually did that." We miss you, so get well soon whiskers, what will the elves do this Christmas without your help?

The Show n Shine was a great success. I enjoyed the trader stands and the swapmeet, and the number of beautiful VWs, old and new, was amazing. Thankyou to Raymond and Grace and all their helpers for manning the VW Club stand and shop all day. Christine also did a great job with the raffle, as always. Planning is now underway for the 27th VW Nationals next year. If you have any suggestions, or want to

help us out in any way, don't be shy! Come along to a meeting, or drop us an email.

Competition for the peer-judged trophies was as keen as ever. You can go to the website to see photos of the winning VWs in each of the categories – click on the VW Nationals tag, select VW Nationals 2013, then 2013 Show and Shine Results. Thanks to Bill for taking all the forms and talking to hundreds of forms over the day; to Bob and Vlad for all their tabulating work on the computers, and to Aaron, Phil and Lily for putting the photos and presentation together. My son David wasn't able to help out this year.

Interestingly, while the number of competing Beetles, Kombis and Golfs was higher than ever, we didn't get any entrants for several of the categories. We didn't have any New Beetles, VW SUVs (which means Tiguan, Touareg or Amarok), any SEATs or any VW-powered Trikes. If you drive any of these, please bring it along next year – you could easily pick up a trophy!

Couple of great events are coming up this month. On Sunday 23rd June is Norm's Fish n Chips Run 2013. It will be a fantastic day cruising to the HARS aircraft museum at Albion Park, followed by lunch at Kiama Golf Club.

See the magazine ad for details. Then the rescheduled VW Drag meeting is on Saturday 29th at WSID, Eastern Creek. There will be Day/Night 1/4-mile drag racing. VW bracket racing, stock to pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, plenty of food and drink. Presented by VW Magazine Australia - visit [www.vwma.net.au](http://www.vwma.net.au) for more information. The next day we are going to the Rattle and Hum Car Show at Castle Hill, for the first time. Wayne has been before and says it is a great day. See the flyer for more info.

Next month on Saturday 20th Phil Matthews has organised a VW Movie Matinee at the Civic Theatre,



McMahon St Hurstville, where you can see some of the great Australian films of the 1950s and 1960s on the big screen for the first time ever! Then during August, Friday 2nd to Sunday 4th is the VW Winter Break 2013 at Sawtell. Bookings for cabins and campsites need to be made ASAP. Phone the Caravan Park on 1800-729835 to make your booking - tell them you are with the VW people.

Our next meeting on Thursday 20th June at the Greyhound Club will probably be a bit of a VW Nationals post mortem – how everything went and what we can do better next time. We want some great feedback from our members, so please come along.

See you soon,

Steve Carter



## Kanberra Kapitel report.

A chilly G'day from Canberra, and congratulations to Sydney for another great VW Nationals. I didn't make it there but I got some good reports back. I am sure that everyone who attended had a great time. We had a number of attendees from Canberra who drove up and back in convoy, so well done to those who went along.

On Sunday 23 June, we are running another cruise to the Tarago pub for lunch. We visited Tarago last year and the food was great, so we'd love to see a pile of VWs in convoy out there again. I need to confirm numbers for the booking, so if you want to come along please email me at [vwevents@dodo.com.au](mailto:vwevents@dodo.com.au) Let me know how many people will be attending, and I'll get back to you with details for the trip. It will be a great day and we'd love to see you there. Remember, you need to email me to book your spot!

In July we're working on a special event, more details to come. It will be another day activity so watch your email and this magazine next month.

At time of writing, details are just being released for our September show – the German Auto Display. The date will be Sunday 22 September, we will have a few changes this year and we'll pass on more details in the near future. In the meantime, whack the date in your calendar, and we hope to see you (and your VW) on that weekend for a great show.

Until next time, keep on dubbing.

Bruce



## Klub Kalender.

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

## June.

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

**Sunday 23rd:- Norm's Fish n Chips Run 2013.** Relaxing family VW cruise! Meet at Uncle Leo's Caltex servo at the Crossroads, Liverpool, at 8:30am. Cruise to HARS aviation museum at Albion Park for a special tour. Then to lunch at Kiama Golf Club at Kiama Downs. Trophies for the best air and water-cooled VWs, plus lucky door prizes. All VWs welcome! Please book your attendance with Norm - phone 0409 771822 or email [nrobertson46@optusnet.com.au](mailto:nrobertson46@optusnet.com.au)

**Monday 24th:- Canberra General Meeting** at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

**Saturday 29th:- Sydney VW Drag Racing at WSID**, Eastern Creek. Day/Night 1/4-mile drag racing. VW bracket racing, stock to pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, plenty of food and drink. Presented by VW Magazine Australia - visit [www.vwma.net.au](http://www.vwma.net.au) for more information.

**Sunday 30th:- Rattle 'n' Hum Car Show** at the Castle Hill RSL, 77 Castle St. Car enthusiasts, families, visitors, classic cars, hot rods and muscle cars. Open to all makes and models. Free breakfast (bacon and egg roll or sausages plus coffee and tea) available until 9am for entrants. Entry \$20 with trophies on offer. Enjoy a sausage sizzle, free childrens rides and entertainment. A great family day so come along and enjoy all the day has to offer. For more information call Castle Hill RSL on (02) 8858 4800. **Meet at Hungry Jacks @ The Junction, North Parramatta (Windsor Rd opposite Bunnings) at 7:30 am for an 8am cruise to Castle Hill.**

## July.

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

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

**Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **Tonight is the AGM - all positions are vacant and are renominated / voted on. Why not try your hand at a position?** 8:00pm start.

**Saturday 20th:- VW Movie Matinee** at the Civic Theatre, Macmahon St Hurstville. Celebrate the 60th anniversary of VW in Australia with some classic Australian VW films - on the big screen for the first time ever! See Land of Plenty and Shape of Quality; Antarctica 1 and Taxi to Rumdoodle, and film of VW's 1-2 finish in the 1955 Redex. Plus lots of 1960s

Aussie VW TV ads - all on the big screen! Snack bar open, movies start 2:30pm, with an interval. \$5 adults, kids free.

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

## August.

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

**Friday 2nd to Sunday 4th:- VW Winter Break 2013** at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the Caravan Park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome! Phone Ray Vanderkly on (02) 6658 4422 (ah) for more info.

**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.

**Friday 16th:- German Car Clubs' 10-pin Bowling Night** at Mascot Manhattan Superbowl, 549 Gardners Rd Mascot. More details soon.

**Sunday 18th:- Shannons Eastern Creek Classic 2013** at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. Contact Dave Birchall on 0415 957030 to reserve your spot.

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

## September.

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

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

**Sunday 22nd:- Burwood Spring Festival Classic Car Show** at Burwood Park. Car show is part of the park festival, with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book to enter. Phone Rhonda Sclanders (Burwood Council) on (02) 9747 2757, or email [show.n.shine@bigpond.com](mailto:show.n.shine@bigpond.com). Say you are with the Volkswagen group.

**Saturday 21st & Sunday 22nd:- Canberra German Autofest.** Saturday afternoon cruise and sausage sizzle; Sunday is German car show. Drip trays required for all cars, regardless of condition. All displaying cars must register and pay entry fee - Club VW members \$10, others \$15. Contact Bruce (Canberra Chapter) on 0400 119220 for more info.

**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.

## October.

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

**Sunday 6th:- German Oktoberfest 2013** at the Hubertus Country Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom Pah Pah band, slap dancing. Market stalls, kids' rides! Club Veedub will have a Volkswagen display in a prime reserved position, plus a reserved table. Camping on ground permitted. Einen wunderbaren tag! Phone Raymond on 0408 207228 for more info. Prosit!

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

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right



next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Sunday 27th:- Southern Highlands Motorfest 2013** at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of classic cars, trucks and bikes. Informal show'n'shine event with trophies awarded to all categories. County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. All VW owners welcome. Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.

**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](mailto: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](http://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 Superbug S 1600.** Completely restored inside and out. Over \$20,000 spent and labour is not added into this amount. New interior, reconditioned engine, painted inside and out before being put back together. This car has hardly been driven. Has just got 12 months' Historic Club Registration. Comes with JVC Blue Tooth stereo which connects to your iPhone. For those VW lovers don't waste time and money restoring a car when its all done for you. Will swap for Late Model car or cars to the value of \$14,500. Happy to take a Kombi Auto Circa 1975 through to 1979, but please no wrecks. Lets talk turkey with what ever you have to offer. Phone Gary Braams on 0425 360002 or email [gazdog1960@gmail.com](mailto:gazdog1960@gmail.com)

## 2nd Month Ads.

**For Sale:- 1973 Superbug L ('L-Bug).** Original and mechanically excellent. No rust, upholstery excellent but poor paint. Excellent resto project. Registered on Historic Plates. \$3000. Also for sale: Front clip pre-'67 Kombi \$100. Also for sale:- Beetle Karmann Cabriolet, concours condition, \$25,000. For all enquiries please contact Peter Sugden on (mob) 0439 491564 or email [petersugden2@gmail.com](mailto:petersugden2@gmail.com)

**For Sale:- 1975 Superbug L 1600.** Engine in good condition. Yellow. 130,00 km (I'm pretty certain it's only on it's second time round). Always garaged, I'm the third owner. The first owner had the car for 28 years, the second for around 4 years

and myself for almost 6 years. Has been rust-proofed. Things that need attending to (though none are urgent) include some rust in the front pillars and the back left around the vent, the bumper bars and a floor mat. No radio. All recent receipts. Serviced by the late Ben Durie and under the previous owner, by Andrew Dodd Automotive; both air-cooled specialists. Registered until 18 December 2012. I'm reluctantly selling as I have acquired an old Kombi and one old VW is enough. For someone after a low km, unmodified Super Beetle with few defects this is it. \$6,500. Garaged in Newcastle. For more information email Bryan on [bh@wildwattle.com.au](mailto:bh@wildwattle.com.au)

**For Sale: - chrome and timber roof rack** for a Beetle. Very good condition. \$280. It's in Newcastle. For more information email Bryan on [bh@wildwattle.com.au](mailto:bh@wildwattle.com.au)

**For Sale: 1952 Volkswagen Beetle** split window standard sedan. Full body off restoration back to immaculate factory specification. Original 25hp motor (rebuilt by Vintage VeeDub Supplies), crash gearbox, cable brakes, 16 inch wheels. Finished in standard VW Pearl Grey with no exterior chrome. Multiple trophy winner, has been in storage for the last seven years. Complete with original owners books. No registration. \$48,000. Phone Andrew Frood on 0400 911923 or email [andrewfrood@bigpond.com](mailto:andrewfrood@bigpond.com) Car is located in Melbourne.

**For Sale:- VW Spare parts** for Beetle and Kombi as well as Type 3. Mag and chrome wheels 4 stud with tyres, Gear box for 1972 Beetle or Type 3 along with guards and doors, steering wheels, floor pans radio's 6 volt and 12 volt; Interiors like new for Type 3 carbies and starter motors, distributors etc. Contact Sal on 0423 409718.

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## Missing Library Books.

Our club book (and DVD) library is open for members' perusal and borrowing pleasure at each monthly meeting at the Greyhound Club. We currently have over 170 Volkswagen owners manuals, workshop manuals and general VW and motoring books in the library. Members can borrow up to three books at a time, and are requested to return them at the next meeting the following month. If you need them for longer, please notify the librarian (me).

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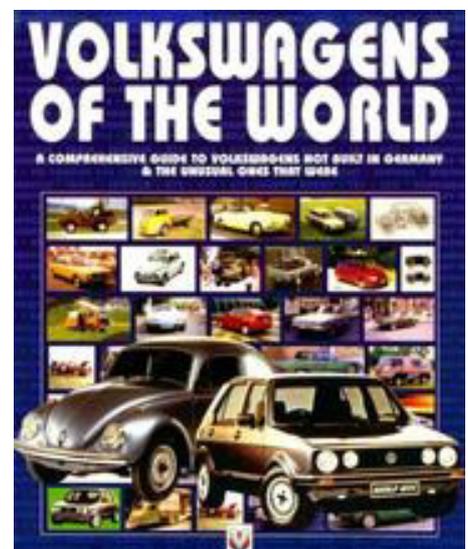
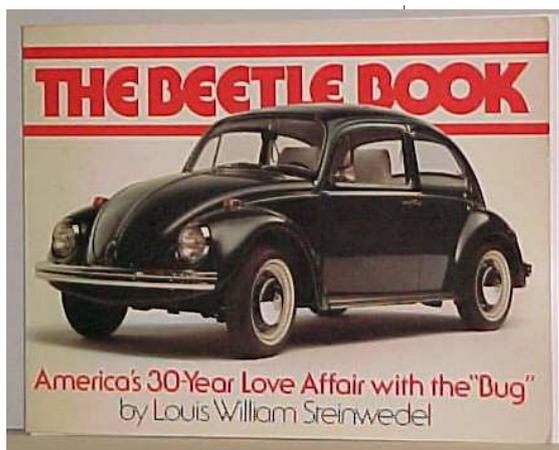
We recently did a stocktake, and found the following two books missing:

1. The Beetle Book – America's 30-year Love Affair with the Bug, by Louis William Steinwald
2. Volkswagens of the World, by Simon Glen

Would the members who have borrowed these books please return them at the next monthly meeting. Our club buys these books for everyone's benefit, and other members are waiting to borrow them. People not returning books can have their Club membership terminated, and are also liable for costs of buying replacements.

Thank you!

Joe Buttegieg, Club Librarian



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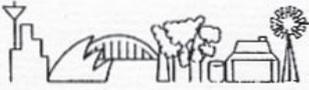






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## VW wants more Australian sales.

Volkswagen may have made significant sales progress in Australia in recent years, even surpassing the long-time sales record figures set back in the air-cooled 1960s, but one of the company's senior board members says the brand should be selling even more vehicles locally.

Volkswagen was the eighth most popular brand here in 2012, with 54,835 sales and a five per cent market share. That's double the 27,400 VW sold here just five years ago in 2007, and a complete contrast with just 12,357 sales in 2003, 7,375 in 1998 and a mere 616 in 1993.

Dr Ulrich Hackenberg, VW's board of management development boss, said the company should be capable of matching rivals such as Hyundai, which sold more than 91,000 vehicles in 2012.



"I think Australia maybe we will be more in focus in the future now, because I think Volkswagen has big potential in Australia," said Dr Hackenberg, visiting Australia for the first time last month for the local launch of the new-generation Volkswagen Golf. "Because if I see the competitors, they are stronger than us.

"I don't speak about Toyota. Toyota has about four times the volume as Volkswagen. But also Hyundai, for example, has about double. Or others. And there is no reason we should not be able to have the same volume.

"We are fighting to get this volume, especially with the sales organisation here. And for that it is absolutely necessary that the quality [of our vehicles] fits to the demand of the customers. We have to do everything to realise it."

Volkswagen is aiming to become the world's biggest car maker by 2018. Dr Hackenberg said local market leader Toyota was likely to be too difficult to overcome, but that the company needed markets such as Australia to contribute to its global sales ambitions.

"No.1 in Australia, that would be I think not realistic coming from the actual situation," he said. "But to improve our current situation that should be possible.

"VW is No.3 [globally] and very close to No.2. Toyota made a good step in last year so is no.1. But if we look at the countries where VW is strong, and maybe not strong, or not visible. A lot of markets where VW has huge potential to grow and Australia is one of the countries where we have stepped in [as official factory], but we can do more.

"And it is important for our worldwide target to be No.1 by 2018."

Most local VW enthusiasts agree that VW's dealership body is the company's weak point in Australia. VW lacks major 'Volkswagen-only' dealerships in the cities, with most of them being multi-brand car supermarkets also selling other makes. Many large country towns have not had a Volkswagen dealer since the 1970s. The dealers that do exist have not connected with existing VW owners; have over-priced their parts and service, and lack specialist VW workshop knowledge and diagnostic skills. There have been many complaints of Australian dealers unable to repair current VW electrical systems, engine management computers and especially to correctly service the complex DSG gearboxes. The result has been VW locally gaining a reputation for expensive service and substandard vehicles compared with Japanese and Korean competition. This will need to be rectified before VW can expect Hyundai-like sales figures.

Volkswagen sales have increased just three per cent after the first quarter of 2013, though the company will be hoping for great results from the new-generation Golf.

## But VW quality needs to improve.

Volkswagen says it is "working hard" to improving the quality of its vehicles and customer service.

VW has been languishing at the lower end of independent automotive quality surveys in recent years, and it has also been the intense focus of online forums and VW car club meetings brimming with owner complaints.

In March Volkswagen said it was recalling vehicles in China equipped with DSG (dual-clutch auto) gearboxes after Chinese VW owners reported issues such as loss of power and abnormal vibrations. The DSG gearbox has been the subject of many complaints in Australia too.

Dr Ulrich Hackenberg, Volkswagen's development manager, said on a recent visit to Australia that the company has assigned an internal working group to specifically tackle the problem.

"Quality is very important – especially for Volkswagen," said Hackenberg. "We know that there's some potential to become better and we are working hard on that.

"We have made taskforce in Wolfsburg to improve the quality gain against the customer. [But] quality is not only relying on a component [to work correctly], it's also how you manage a problem.

"You can't avoid problems, but you have to manage the problems. If the customer is coming with a problem and we can help him immediately then fine, but if the customer has to come maybe twice or three times the problem is bigger.

"So we have to improve the whole process, we know that. We have to do something and we are working hard.

"And it's very important to find out from country to country the differences because maybe the customer is dealing in a different way with the car, or the traffic is different, or the climate is different. Often we find we have a problem in a specific market and we don't see that problem in other markets.

"So we have to find out together with the organisation

that is here in the region, what are the reasons, then we find the right answers to manage it.”

Volkswagen Australia’s newly appointed boss (replacing Anke Koeckler), the former head of VW Canada John White (below), has already pinpointed customer service as a key area for him to address locally.

“If I may add to [the] the customer treatment part, in terms of my early assessment after a couple of weeks into the job here is something we need to improve,” said White. “It’s something that’s on my radar screen in terms of being one of my top 3 priorities.



“Clearly we need to be better with that. I’ve seen some data and some examples of where I think we can take some action and I want to take the opportunity to see what we’ve done in other markets to improve that. We can take our share of [the improvements] here, and with the dealer body. We need to work on that and we will.”

In a 2012 JD Power Asia-Pacific study focused on customer service in Australia, Volkswagen was the lowest ranked of 12 car makers.

The Australia Customer Service Index Study also included Honda and Toyota (joint best), Subaru, Mazda and Mitsubishi (all above the industry average), with the below-average manufacturers comprising Kia, Hyundai, Holden, Ford, Nissan, Suzuki and Volkswagen.

Volkswagen has acknowledged improving its quality reputation locally will be important for its ambitions to grow sales significantly in Australia. We have already pointed out that VW’s inadequate Australian dealer chain, their expensive parts and service, and their lack of special VW diagnostic and repair skills, are the major problems for VW in Australia.

## VW Commercials now capped-price servicing.

Volkswagen has expanded its capped-price servicing program to include its range of commercial vehicles.

Now covering all Australian Volkswagen models, Volkswagen claims to have become the first European automotive manufacturer in Australia to offer a six-year capped-price servicing scheme on its entire range of commercial vehicles, including the Caddy, Transporter, Multivan, Caravelle, Crafter, and Amarok.

Under the scheme, all new commercials first registered in Australia on or after January 1, 2013 will be covered for



six years of fixed-priced scheduled services, or for 90,000km (180,000km for Volkswagen Crafter models) – whichever comes first.

Each scheduled service includes the replacement of oil filters, engine oil and sump plug washer at each service interval, along with the replacement of the air filter at 45,000km and 90,000km and spark plugs every 60,000km.

Commercial vehicle customers will now see the capped-price servicing program team with Volkswagen’s three year/unlimited kilometre warranty and three-year roadside assist.

Under the new program, services will range from a minimum of \$351 for a Volkswagen Caddy TSI160 at 15,000km or 12 months, to \$1084 for a Volkswagen Transporter/Multivan/Caravelle TSI350 at 60,000km or 48 months.

Volkswagen has steadily expanded its capped-price servicing program beyond the initial Volkswagen Up! model that debuted last year. In March VW Australia applied it to all new passenger cars sold from January 1, 2013, including the recently released Volkswagen Beetle and all-new Golf 7. Now the VW Commercial range completes the change.

## Golf 7 gets 5 ANCAP stars.

The Volkswagen Golf 7 has been awarded the maximum five-star ANCAP safety rating ahead of its recent local launch.

The new Volkswagen Golf scored 35.92 points out of 37 in ANCAP’s assessment, making it one of the highest-rated small cars on the market.

The Golf lost one point for failing to offer intelligent seatbelt reminders for second-row passengers and 0.08 points in the frontal offset crash test, but scored top marks in the side



and pole impact tests, a 'good' rating for the whiplash component and an 'acceptable' rating against the pedestrian safety criteria.

ANCAP chairman Lauchlan McIntosh praised the Volkswagen Golf for its extensive list of standard and available safety systems, which includes adaptive cruise control, autonomous emergency braking, electronic stability control and seven airbags.

The five-star rating for the seventh-generation Golf adds to a proud safety reputation for the nameplate, which became one of the first small cars to earn the maximum rating when the Golf 5 launched in 2005.

## New Sydney race track at Luddenham.

A new privately-owned raceway planned for Sydney's west hopes to open its gates before the end of the year.

The 1.25km Luddenham Raceway, located between Penrith and Liverpool, is planned to be 8m wide (10m wide down the straight) and feature significant elevation changes including a main straight that runs downhill, along with uphill hairpins and several crests.

Aiming to open in October as part of a privately funded complex that will also feature a 600m go-kart track and paintball facilities, the full circuit promises to provide a new location for car club track days, time attack events and driver training.



Simo Vukmirica, a key figure in the project's development, said the circuit has been an idea for the last two years, with formalities starting last October.

"There's a need in the area for more race tracks in Sydney," Vukmirica said. "We are very excited about our new facility."

The new raceway will be located off Luddenham Rd, just up from the Model Park (on the corner of Elizabeth Drive). The nearby Hubertus Country Club on Adams Rd (on the other side of Elizabeth Drive) should see a big increase in business.

Once opened, Luddenham Raceway will join just two other major motor racing tracks in NSW – Sydney Motorsport Park (Eastern Creek), and Wakefield Park (Goulburn). It will be located about halfway between two

former Sydney circuits, Amaroo Park at Annangrove (closed in 1998), and Oran Park (closed in 2010).

The only concerns are the longevity of the site – creeping suburbia killed off both Amaroo Park and Oran Park, and Luddenham is gradually being built on too. And should the second airport at Badgeries Creek ever be built, the new race track will be in the control zone.

## VW CrossBlue Coupe.

The Volkswagen CrossBlue Coupe concept has debuted at the Shanghai auto show, revealing the German brand's vision for a sporty compact SUV.



Revealed in a series of leaked images before the show, the CrossBlue Coupe concept is a wide, low-slung crossover distinguished by its integrated chrome grille and LED headlights, aggressive front air intakes and rear diffuser, hard-edged tail-lights and tight panel lines.

The concept shares its MQB platform with the larger seven-seat Volkswagen CrossBlue concept that debuted earlier this year in Detroit.

Unique to the CrossBlue Coupe concept is its plug-in hybrid powertrain, which teams a 220 kW/500 Nm turbocharged 3.2-litre V6 petrol engine with a lithium-ion battery and two electric motors: a 40 kW/180 Nm unit at the front and an 85 kW/270 Nm unit at the rear.

A combined system output of 305 kW and 700 Nm helps the AWD CrossBlue Coupe concept accelerate from 0-100 km/h in 5.9 seconds and to a top speed of 236 km/h.

Operating in hybrid mode, Volkswagen estimates combined cycle fuel consumption of just 3.0 litres per 100 km, while the CrossBlue Coupe can also be driven for 33 km in pure electric mode, with the rear motor exclusively powering the concept to speeds up to 120 km/h.

At 4889 mm long, 2015 mm wide and 1679 mm tall, the CrossBlue Coupe concept is more than half a metre longer than the Range Rover Evoque, as well as slightly wider and taller. Boot capacity expands from 537 litres to as much as 1029 L with the 60:40 split-fold rear seats pushed forwards.

Volkswagen says cabin highlights include a programmable 32 cm instrument cluster, 25 cm central information display, and iPad mini tablets for rear-passenger entertainment in the front headrests.

Volkswagen design boss Klaus Bischoff said elements from the CrossBlue Coupe concept would find their way into future production vehicles from the German manufacturer.

“The disproportionately high growth in the SUV segment gives us designers the opportunity to implement an even stronger diversification of models,” Bischoff said.

“In the CrossBlue Coupe we are showing the potential of our Volkswagen design DNA. This concept vehicle will undoubtedly have an influence on future SUV models.”

## Scirocco Million.

The Volkswagen Scirocco Million has been launched to celebrate the car's recent one-million production milestone.

Destined for sale in Germany and China only (not for Australia), the limited edition Volkswagen Scirocco Million is distinguished by a number of interior and exterior styling enhancements.



Available exclusively in black, the Scirocco Million comes with R-Line bumpers and side skirts, dark-tinted rear windows and tail-lights, black leather upholstery with orange stitching, other orange cabin highlights, and ‘Million’ decals on the door sills and badges behind the front wheel arches.

The first-generation Volkswagen Scirocco went into production in Germany in 1974. Built on the same ‘A1’ platform as the original Golf 1, the Giugiaro-designed and Karmann-built coupe replaced the iconic Type 1 Karmann Ghia in Volkswagen's line-up. A few were displayed in Australia in 1976, but never went on sale (too expensive). However in the rest of the world it went on to sell more than 504,100 units in eight years of production.

The heavily redesigned 1982 Scirocco 2 failed to match the popularity of the original, and was phased out after a decade in 1992 with 291,500 sales to its name. It never came to Australia at all. A similar model built on the Golf 2's ‘A2’ platform was the faster, more-upmarket VW Corrado, originally touted as a Scirocco replacement and counted as a different model.

The Scirocco nameplate made a comeback in 2008 with the Golf 6-based third-generation coupe, and 204,400 sales in just under five years have seen the model reach the million milestone (three generations in total).

The Volkswagen Scirocco launched belatedly in Australia in 2011, exclusively in 188 kW/330 Nm performance-oriented Scirocco R specification. As of the end of April, Volkswagen had sold 999 new-generation Sciroccos in Australia.

Volkswagen Group head of design Walter de Silva recently revealed his intention to revolutionise the design of the next-generation Scirocco, which is due around the middle

of the decade.

“It must be completely different. Completely,” de Silva said. “We don't want to repeat the body style of the Scirocco, we want to change that.”

## Rock Up! and Groove Up!

By its own admission, VW UK's public relations department says the new Volkswagen Rock Up! and Volkswagen Groove Up! will appeal to “fans of loud music, great-looking small cars and questionable puns.”

Inspired by ‘sound,’ the duo is the latest addition to the Volkswagen Up! city car family, enhancing the UK market's top-spec High Up! variant with new tech and styling features.

The three-door Volkswagen Rock Up! (pictured) is distinguished by a body-length anthracite stripe, 16-inch alloy wheels and a body kit comprising a gloss-black front spoiler, side skirts, rear diffuser and rear spoiler. The mirror caps are also black on all models except those ordered with black paintwork, which adopt chrome fixtures.

Standard interior features include heated front seats, a six-speaker stereo and the Maps & More infotainment system with touchscreen satellite navigation and Bluetooth connectivity with audio streaming.



The Volkswagen Groove Up! hits even higher notes, scoring a Fender sound system with a 300-watt amplifier and a subwoofer, as well as 16-inch alloys, tinted windows, bespoke black seats with orange stitching, and a leather-wrapped steering wheel, gear lever and handbrake.

The Rock Up! and Groove Up! are both powered by Volkswagen's 55 kW/95 Nm 1.0-litre three-cylinder petrol engine and equipped with a five-speed manual transmission.

The duo will arrive in UK dealerships from July. There have been no announcements about whether these models will come to Australia.

## More powerful Golf R.

The next-generation Volkswagen Golf R will be lighter and more powerful when it goes on sale in early 2014.

VW is yet to reveal the flagship version of its new Volkswagen Golf 7 range that has just gone on sale in Australia, but one of Volkswagen's most senior board

members confirmed the new R would benefit from the new modular platform underpinning the new hatchback

“The Golf 7 will also have an R version which will come next year, and the benefit of the low weight of the Golf 7 will also be there with the 7 R,” said Dr Ulrich Hackenberg at the recent Australian launch of the seventh-generation Golf.

“The [new] R will be 4Motion all-wheel drive, and will have enough power.”

Asked if the new Golf R could get close to the 300 horsepower (224 kW) mark, Dr Hackenberg would only reply: “300hp sounds good...”

Strong industry speculation pegs the R's new power output at about 215 kW – still a 16 kW improvement on the outgoing model sold in Europe (local versions are limited to 188 kW as Australia is designated a ‘hot climate’) and well ahead of the most powerful version (169 kW) of the new VW Golf GTI.



The VW Golf R is again set to borrow a 2.0-litre four-cylinder turbocharged engine, in detuned form, from the Audi S3. Torque will lift to about 380 Nm – up 60 Nm.

Combined with a lighter body and underpinnings, the new R will be both quicker and more economical.

The DSG auto-equipped version could cover 0-100 km/h as quickly as five seconds according to rumours – a significant improvement over the 5.7 seconds of the current model.

The VW Golf R has been spotted testing at the Nurburgring – no doubt utilising the next-generation Haldex all-wheel-drive system that is faster at shuffling torque between the front and rear axles.

The R photographed is a five-door model and it's not clear yet whether there will be a three-door version again. The hottest Golf is expected to debut at September's Frankfurt motor show.

The current VW Golf R five-door is priced from \$49,990. Volkswagen Australia axed the three-door Golf R when it introduced the Golf-based Scirocco R coupe to the market in 2011.

## VW iBeetle.

The Volkswagen iBeetle and iBeetle Convertible have been unveiled at the 2013 Shanghai auto show, debuting VW's first two models with full Apple iPhone 5 vehicle integration.

To be launched early in 2014, in parallel with Volkswagen's new iPhone 5 integration capability, the two



Volkswagen iBeetle special editions feature a newly developed iPhone docking station and an integrated Apple iPhone app that links the smartphone to vehicle functions.

Part of an alliance between Volkswagen and Apple that officially begins later this year, the special app, dubbed the ‘Volkswagen Car Net The Beetle,’ links the vehicle to multiple online services and available iPhone functions such as navigation tools, hands-free telephone and audio streaming.

Once ‘docked’ in its centrally located dashboard-mounted cradle, the app presents users with a main menu allowing access to further functions including: Spotify, which lets users stream music and online radio stations; Expert, which offers a real-time G-Meter, oil and coolant temperature gauges, a chronometer and a compass; Trainer, used to compare driving times, distances and fuel economy values for different routes between any two destinations; Reader, lists the latest Facebook messages and can also read aloud iPhone text messages; Postcard, which sends digital postcards of the Beetle's current location to friends with a map motif and a sender identification of ‘Sent with the Beetle App’; and Photo, which posts photos taken from the interior of the Beetle by the iPhone camera to social network sites with an identical sender identification to the Postcard app.



A Milestones app is also available but only when the smartphone is ‘undocked,’ and rewards users with virtual ‘milestone stickers’ for the Beetle when certain tasks have been completed, guiding users through a range of applications.

iBeetle models receive door mirror housings and side trim panels finished in Galvano Grey, black ‘iBeetle’ door sill plates and chrome badges, and 18-inch ‘Disc’ alloy wheels painted in Galvano Grey with chrome wheel covers.

Volkswagen will also offer the iPhone 5 interface as an optional extra, following the related integration of the iPhone 4 and 4S in the Beetle and Beetle Convertible in September this year.



Supersprint.

We fail to to achieve many of these targets....

The results now posted by email is an indication of the success of the sprint for drivers.

We operated again under-manned on the track which did not permit reasonable breaks from duties.

This must be addressed in the future both for safety and comfort for club volunteers.

Thanks to all those who did give up their precious time as the competitors count on your efforts for their safety and smooth running of OUR Supersprint.

Special thanks to the clerk of the course Chris Fraser, and trainees from Club VW - Andrew, Roana, Tim, Brian, Cameron and Brandan, plus two non-club members from Goulburn who kept the action and cars

## VW Nationals Supersprint. Saturday 25 May.

The Nationals Supersprint has come and gone for 2013, with the usual blood sweat and tears for competitors and club officials.

Saturday morning began at 7am with scrutineering and paperwork, with temperature at zero and fog shrouding Wakefield Park. Officials were in full flight to process 60 cars and entrants in just an hour and a half.

The control tower are has also sprung into life with Cams officials / timekeeper / medical / clerk of the course / firies / recovery / and of course flaggies.

Drivers briefing passes, with clerk of the course giving his instructions of how the rules will be applied for the event as the fog begins to lift.



Fields for classes are circulated with 8 groups to go through each round and then be repeated throughout the day hoping to achieve 4 to 5 rounds altogether.

Our club supplies 3 scrutineers, 6 registration staff, 8 track flag marshals, 3 more on the grid and 2 start finish officials, bringing a total of 22 members. This is the minimum number we need to operate our National

flowing for 6 hours.

Thanks also to Cameron for giving a crash course in flags, lights and track procedure to the trainees.



The trainees had a very busy day with oil spills and cars leave the track in unexpected locations. To the drivers you all handled the day in a very professional manner. Thanks also for registering and arriving.

We at the club hope to see you back next year.

Norm Robertson  
Starter / Caterer



# 2013 Supersprint Results.

Wakefield Park Raceway, Goulburn

Saturday 25th May 2013

Pos	Car	Driver	Vehicle	Class	Laps	Fastest Lap	Time	Gap
1	258	Stephen Hooker	Jedi Mk4 open wheeler	5C	6	5	1:06.8150*	
2	96	Rudi Frank	VW Beetle	4C	32	10	01:07.5	00:00.7
3	4	Guy Harding	VW Golf R	SVC	29	28	01:08.8	00:02.0
4	141	Ben Seehusen	BMW M3	4C	5	5	01:10.2	00:03.4
5	31	Alex Holzl	Nissan Skyline	3D	53	1	01:10.5	00:03.7
6	108	Miguel Pires	Diahatsu Charade	4B	26	20	01:10.5	00:03.7
7	82	Arno Breutmman	VW Golf GTI	SVC	23	15	01:10.7	00:03.9
8	721	Warren Bell	Datsun Stanza	4C	23	15	01:10.9	00:04.1
9	77	Gary Dower	VW Golf R	SVC	24	20	01:11.5	00:04.7
10	551	Ronald Tapp	Holden Commodore	4D	23	15	01:11.7	00:04.8
11	172	Robert Bell	Morris Mini	4A	21	21	01:11.7	00:04.9
12	40	John Ford	Suzuki GTI 1300	4A	16	11	01:12.6	00:05.8
13	171	Brian Leung	Audi S3 2000	1C	21	19	01:12.8	00:06.0
14	188	Adam Aylward	Holden Commodore	1D	16	14	01:13.0	00:06.2
15	140	Paul Williams	Suzuki GTI 1300	4A	24	24	01:13.1	00:06.2
16	111	Paul Zanello	J&S Buggy	SVC	6	6	01:13.2	00:06.4
17	88	Andrew Kemp	VW Golf VR6	4C	31	19	01:14.1	00:07.3
18	155	Steve Muller	VW Golf	2C	48	41	01:14.1	00:07.3
19	55	Greg McKinley	VW Golf	2C	20	19	01:14.3	00:07.4
20	15	Nathan Fellows	VW Golf	2C	17	13	01:14.6	00:07.7
21	131	Troy Traeger	VW Beetle	3B	34	28	01:14.8	00:07.9
22	18	Rene Felkl	VW Beetle	3C	12	8	01:14.9	00:08.0
23	69	Michael Glew	Audi S4	2D	21	9	01:14.9	00:08.1
24	151	Len Cowan	Toyota Celica	3D	25	14	01:14.9	00:08.1
25	303	Steve Carter	VW Beetle L	SVC	15	9	01:15.1	00:08.3
26	11	Jamie Clapham	VW Beetle	SVB	25	17	01:15.1	00:08.3
27	22	Craig Hughes	Hughes Vee	5A	24	24	01:15.3	00:08.4
28	44	James Russell	VW Golf VR6	4C	26	23	01:15.8	00:09.0
29	80	Hugh McKinley	VW Beetle	SVB	20	19	01:16.4	00:09.6
30	24	Martin Lanza	Skoda Octavia	1C	33	33	01:16.7	00:09.9
31	353	Aaron Hawker	VW Golf	2C	21	12	01:17.5	00:10.7
32	8	Greg Mackie	VW Beetle	3B	15	13	01:17.8	00:10.9
33	28	Russell Sheffield	VW Golf GTI	2B	20	20	01:18.5	00:11.7
34	1	David Johnson	Skoda Octavia	1C	29	22	01:19.3	00:12.5
35	114	Justin Holden	Honda Civic	2A	21	19	01:19.3	00:12.5
36	56	Paul Wright	VW Golf	4B	33	33	01:20.0	00:13.2
37	127	Zale Bailey	VW Golf	3C	12	12	01:20.1	00:13.2
38	0	Tim Eldred	VW Beetle	2B	28	22	01:20.2	00:13.4
39	5	Damien Pell	VW Beetle	SVB	21	21	01:20.6	00:13.8
40	59	Matt Berry	VW Beetle	SVB	13	10	01:21.6	00:14.7
41	529	Luis Guevara	VW Beetle	4C	27	15	01:21.7	00:14.9
42	17	Joanne Bell	Morris Mini	4A	24	23	01:21.8	00:15.0
43	3C	Simon Azzopardi	VW Golf	3C	19	13	01:22.2	00:15.4
44	154	Peter Davies	Audi S4	4D	3	3	01:22.3	00:15.5
45	71	Ayden Cowley	SEAT Ibiza	1B	26	21	01:22.9	00:16.1
46	72	Danny O'Leary	Honda Civic	3A	15	14	01:24.0	00:17.1
47	48	K Jonothan Loh	VW Passat 118TSI	1C	8	8	01:24.0	00:17.2
48	7	Mark Lerche	VW Golf R	SVB	12	11	01:24.5	00:17.7
49	51	Boris Orazem	VW Beetle	3B	16	9	01:25.1	00:18.2
50	45	Robert Woodward	VW Beetle	1B	21	17	01:25.3	00:18.5
51	268	John Ladomatos	VW Beetle	3B	18	9	01:26.0	00:19.2
52	13	Martin Fox	VW Beetle	3B	18	16	01:26.3	00:19.5
54		Lloyd Davies	Audi S4 4D					



**14. Karmann Ghia - All Years - Standard**  
Winner: Michael Ryan (1959 Karmann Ghia)

**15. Karmann Ghia - All Years - Modified**  
Winner: Pat Gung (1967 Karmann Ghia)

**16. Factory Karmann Cabriolet - All Years - All**  
Winner: Steve Kay (1975 Beetle Cabriolet)

**17. Factory Off-Road - Aircooled - All**  
Winner: Geoff Waller (1971 Type 181 'Thing')

**18. Non-factory Off-Road and Buggies - All**  
Winner: Paul McLinden (1961 black beach buggy)

**19. VW-Powered Trike – All**  
No entries

## VW Nationals 2013 trophy winners.

**1. Beetle up to 1957 - Standard**  
Winner: Adam Tester (1957 Beetle)

**2. Beetle up to 1957 - Modified**  
Winner: Michael Ryan (1950 Beetle)

**3. Beetle 1958 to 1967 - Standard**  
Winner: Tony Alcuri (1967 Beetle)

**4. Beetle 1958 to 1967 - Modified**  
Winner: Bhathiya Welaratne (1965 Beetle)

**5. Beetle 1968 onwards - Standard**  
Winner: Stephanie Ninovic (1968 Beetle)

**6. Beetle 1968 onwards - Modified**  
Winner: Trevor Antrobuo (1968 Beetle)

**7 Kombi T1 - up to 1967 - Standard**  
Winner: Michael Ryan (1954 Deluxe Microbus)

**8. Kombi T1 - up to 1967 - Modified**  
Winner: Stephen McColl (1962 Microbus)

**9. Kombi T2 - 1968 to 1979 - Standard**  
Winner: Matt Blacka (1972 Microbus)

**10. Kombi T2 - 1968 to 1979 - Modified**  
Winner: Wendy McColl (1971 Kombi)

**11. Transporter T3 - 1981 to 1992 - All**  
Winner: Barney O'Grady (1989 Camper)

**12. Type 3 and Type 4 All Years Standard**  
Winner: Kat Hawke (1963 Squareback)

**13. Type 3 and Type4 All Years Modified**  
Winner: Meredith Kay (1968 Notchback)

**20. Aussie Convertibles and Kit Cars - All**  
Winner: Paul Fenech (1956 356 coupe kit-car)

**21. Best Engineered / Race - All**  
Winner: Joe Tanti (1963 Beetle with V8 engine)

**22. Rat class - All Years - All**  
Winner: Dion Myers (1957 Beetle)

**23. Polo - All**  
Winner: Emma Armstrong (2008 Polo GTI)

**24. Golf 1 - 1976 to 1983**  
Winner: Ron Croft (1977 Golf)

**25. Golf 2 - 1984 to 1992**  
Winner: Marcin Stopyra (1990 Golf GTI)

**26. Golf 3 - 1993 to 1997**  
Winner: Carlos Bonini (1995 Golf GL)

**27. Golf 4 - 1998 to 2003**  
Winner: Jose Togle (2004 Golf R32)

**28. Golf 5 - 2004 to 2008**  
Winner: Anthony Mitchell (2008 Golf R32)





**37. Skoda - All Years**

Winner: Matti Maranik (2012 Octavia TDI)

**38. VW Commercial Vehicles (Transporter/ Multivan)**

Winner: Leonie O'Grady (2006 T5 Camper)

**39. Best Engineered / Race Watercooled Vehicle**

No entries – combined with Category 21.

**40. Peoples choice - Aircooled**

Winner: Stephen McColl (1962 Deluxe Microbus)

**42. Volkswagen Group Australia Car of the Day**

Winner: Phil Belak (1961 Microbus)

**29. Golf 6 - 2009 onwards**

Winner: Laura Vukman (2012 Golf GTI)

**30. New Beetle – All Years**

No entries

**31 VW Convertible - (Golf Cabrio, Eos) - All**

Winner: Luca Boccacci (1990 Golf 1 Cabriolet)

**32. Sports Coupe (Scirocco, Corrado, Audi TT etc.**

Winner: Jeff Garvey (2010 Scirocco R)

**33. VW Sedan (Bora, Jetta, Passat, Vento) - All**

Winner: Barry Trudgett (1974 Passat)

**34. VW SUV (Tiguan, Touareg, Amarok) – All**

No entries

**35. Audi - All Years**

Winner: 80 Pierre Thorand PEP-33E

**36. SEAT – All Years**

No entries



# VW Nationals 2013



Volkswagen Group Australia 1800 060 936

AJ Cody 4325 7911  
 All Metal Bumpers 0438 765 098  
 Andrew Dodd Automotive (02) 9683 2184  
 Antique Tyres (03) 9458 4433  
 Artemi's T Shirts 0415 163 313  
 AusFire Protection 1300 969 800  
 Australian V W Performance (03) 9725 5366  
 Black Needle Motor Trimming (02) 4722 5333  
 Blacktown Mechanical Repairs (02) 9627 6209  
 BWA 1300 BWA AUTO  
 C & S Automotive (02) 9774 3340  
 Camden GTI Performance 0423 051 737

Canberra VW Centre (02) 6253 1481  
 Car Care Products 1300 006 007  
 Classic Vee Dub (02) 9638 4200  
 Cupid Wedding Cars (02) 9837 0231  
 Custom T Shirts & Trophies 0407 946 939  
 Custom Vee Dub (07) 3356 4356  
 Das Resto Parts (07) 5568 0143  
 Defender Safety (02) 9838 8986  
 Euro Revolution 0430 435 489  
 Expert Signs 0423 113 654  
 Exoticars Service Centre (02) 9683 2110  
 Gold Coast Vee Dub (07) 5537 6200  
 Harding Performance 1300 730 949  
 H & M Ferman (02) 9533 2722  
 Indian Automotive (02) 4731 6444

JC Fry (02) 9438 4588  
 Just Kampers (02) 9645 7660  
 Kemp Tools 0402 888 822  
 Klaack Motors (02) 9724 5901  
 Kombi Limousines 1800kombis  
 MacKellar Service Centre (02) 9939 2467  
 Mick Motors (07) 3266 8133  
 Mobile Model Cars & Toys (02) 9543 5364  
 Motexion 1300 56 33 33  
 Mountain Mechanics 0418 426 487  
 NRMA Vintage Classic Insurance 1800 646 605  
 North Rocky Mechanical (07) 4922 0111  
 Pacer Auto Products (02) 9647 2056  
 Quick Strip Bankstown 0418 440 131  
 Red Van Tyre Colouring 0408 254 574

Reliable Automotive Services (02) 9438 3830  
 Rod Penrose Racing (02) 4272 9920  
 Shannons Classic Car Insurance 1300 139 006  
 Stan Pobjoys Racing (02) 6654 3694  
 Subaru Gears 0419 243 275  
 Unicap Pty Ltd (02) 4777 4006  
 VA Spares (02) 4328 3880  
 Vintage Vee Dub Supplies (02) 9789 1777  
 Volksbahn Autos (02) 9688 2933  
 Volkscare (03) 9729 9281  
 Volkshome Automotive (03) 9464 0366  
 Volksmuller (02) 9679 2900  
 Volkswerke (03) 9435 1868  
 Volkspower (03) 9808 6777  
 vollks.com.au

VW Classic Kirrawee (02) 9521 5333  
 VW Magazine Australia (07) 3806 1240  
 Wayne Penrose VW (02) 4272 5644  
 Westside Mufflers (02) 9773 7244  
 Wolfsburg Automotive 1300 370 310  
 Wolfsburg Motors (02) 9519 4524  
 Wurth Australia 1300 65 77 65

## The Toy Department.

Things are certainly looking 'up' for VW, thanks to their cute new model, the new VW Up! At just 3540 mm long and 1641 mm wide, the VW Up! is smaller than the VW Polo, and almost a metre shorter than the 'big-brother' Golf and the country's best-selling small car, the Mazda3. It also comfortably undercuts the Toyota Yaris city car (3885mm long, 1695mm wide).



What about a classic VW Beetle? Compared with say a 1968 VW 1500, the Up! is 92 mm wider but 524 mm shorter - yet has a longer wheelbase (2408mm, 8 mm longer). And it has a super economical 1.0-litre 3-cylinder engine that produces 55 kW - that's 74 hp (DIN) or about 89 bhp SAE, almost twice as much as a classic Bug. And it drinks less than 4.5 L/100 km! That's 62.7 imperial mpg.

The VW Up! is certainly going to be crowd pleaser with the young and young at heart.

But nothing can be smaller than a scale model car, and so far German model company Schuco have been on the front foot to be one the first diecast model producers to release their



version of the VW Up!

It is still relatively early, but we will no doubt see some other brands release other versions, particularly Kinsmart, that are relatively inexpensive but have reasonable detail.

For now if really want a 1/43 scale VW Up! on line shopping in a range of \$35- \$45 for great detail by Schuco is your best bet. Schuco currently list the VW Up! in a 2- and 4-door versions, in black, white and red. They may add a 1/87 version in future. I will keep you posted on any new releases.



Lastly ever wondered if the traditional letter box is becoming extinct as most of our mail including bills, and letters are now egenerated (I just made that word up) – well us VW enthusiasts are doing our part to save the humble letter box, here are some examples of some kombi letter boxes you can purchase on line, there is even a T2 version with pop up roof.

Tony Bezzina  
[kbezzina@bigpond.com](mailto:kbezzina@bigpond.com)

## VfL Wolfsburg season 2012/13.

The 2012-13 season of the German Fußball-Bundesliga has just finished. Germany's professional soccer competition has run since 1962, and today is the highest crowd-attendance football competition in the world with an average of 45,130 fans attending each and every match over the season. That's

higher than the English Premier League or the Italian and Spanish competitions. In fact it is the second-highest of any sports league in the world, second only to the American NFL. The Bundesliga is broadcast on TV to over 200 countries, including Australia (on Setanta Sports Channel and One HD).

The Bundesliga features 18 teams, competing in 34 home and away matches over the season. Like the English Premier League, the competition winner is the top team on the ladder at the end of the season - there are no finals or grand finals. Also like the English Premier League, there is relegation / promotion to and from the second-division competition (called the Bundesliga 2). Here the bottom two Bundesliga sides are relegated back, while the top two Bundesliga 2 sides are promoted. In addition, the 3rd-bottom Bundesliga side plays off with the 3rd-ranked Bundesliga 2 side, with the winner going to the top comp and the loser going to Bundesliga 2.

The Bundesliga features some very famous and powerful football clubs. The mighty Bayern Munich have won the Bundesliga 22 times, while other sides such as Borussia Monchengladbach, Hertha Berlin, Borussia Dortmund, SV Werder Bremen, FC Schalke 04, VfB Stuttgart and Hamburger SV have won numerous times and enjoy huge support.

Our team, VfL Wolfsburg, was founded in the Volkswagen town in 1945 and remained an amateur local team through the 1950s and early 1960s. VfL stands for 'Verein für Leibesübungen', or 'Club for 'Exercises.' When German football became professional in 1962, VfL Wolfsburg became a third-tier local-division team in the Overliga Nord (North Division). After finally winning their local division competition in 1991, and again in 1992, they were promoted to the national second-tier Bundesliga 2 professional competition. They continued to improve, making the final of the German Cup in 1995 and finishing second in the Bundesliga 2 in 1997, when they were finally promoted to the top-flight Bundesliga for the first time.

The club was fully professionalized, and Volkswagen AG took a controlling share of the club - and finally 100% ownership. Volkswagen built a brand-new 50 million Euro 30,000-seat high-tech stadium in Wolfsburg, Volkswagen Arena, for the team. VfL Wolfsburg was expected to struggle against the powerhouse teams in the top league, but they avoided relegation and remained a solid 'mid-table' team through most of the 1990s. They finished 6th in 1998-99, their best result at that time, but dropped to 15th in 2005/06 and 2006/07, just avoiding relegation. A new coach, Felix Magath (formerly from Bayern Munich), helped the 'Wolves' reach 5th in 2007/08, and a triumphant 1st in 2008/09, the first ever premiership for VfL Wolfsburg. Subsequent seasons saw the Wolves slip back to a 'mid-table' team, but in 2010/11 VfL Wolfsburg slipped to 15th, just avoiding relegation. Last year, in

2011/12, the Wolves finished 8th.

And now, with the 2012/13 season just ended, VfL Wolfsburg has finished 11th after 34 rounds. The Wolves played 34, Won 12, Drew 13 and Lost 11. They scored 47 goals, and had 52 against, a difference of -5. It was a frustrating season. After a first match away 1-0 win against VfB Stuttgart, the Wolves had two draws and five losses and were running dead last after 8 rounds, and deep in the relegation danger zone. Manager Felix Magath resigned, and was replaced by Dieter Hecking (from FC Nuremberg). Then a win-loss-win-win sequence saw them rise to 15th on the table, where they stayed for the four-week winter break over Christmas. The New Year saw three wins, two draws and three losses, but the Wolves were now up to 12th and safely clear of the danger zone. As it turned out, the Wolves' 1-4 loss to Schalke 04 in March was their last of the season, after which they had 3 more wins and 7 draws. They almost won the last match on 18 May against Eintracht Frankfurt, but an own-goal resulted in 2-2.

The Wolves' biggest loss of the season was 0-4 against Hannover 96 in September, and biggest win was 5-2 against SC Freiburg in March.

The 2012/13 premiers were Bayern Munich, with 29 wins from 34 matches and amazing 98 goals for - and just 18 against. This was Bayern's 22nd premiership. Borussia Dortmund was second with 19 wins (+39 goal difference), and Bayer Leverkusen was third also on 19 wins but +26 goal difference. All three qualify for the 2013-14 UEFA Champions League.

The two bottom teams were SpVgg Greuther Furth (4 wins) and Fortuna Dusseldorf (7 wins), who will both be relegated to the Bundesliga 2 next year. They will be replaced by the top two teams in the Bundesliga 2, Hertha Berlin BSC (returning for the first time since 2011/12) and Eintracht Braunschweig (for the first time since 1984/85). In addition, the 3rd-last Bundesliga team 1899 Hoffenheim faced a two-leg playoff against the 3rd Bundesliga 2 team, FC Kaiserslautern, which they won 3-1 and 2-1, securing their place for next year.

The 2013/14 Bundesliga season starts in August. Go the Wolves!





The 90 kW 90TSI is one of three new engines powering the new, streamlined Golf line-up, joined by a 103 kW petrol turbo and a 110 kW turbo diesel.

The engines all come standard with stop-start and improved fuel consumption by between eight (diesel) and 16 per cent, with the turbo diesel, which costs from \$34,490, breaking the 5.0 litres mark with an official combined figure of 4.9 L/100 km.

The 2.0-litre four-cylinder turbo diesel also increases power over its predecessor, climbing from 103 kW to 110 kW, while its torque output is unchanged at 320 Nm.

Volkswagen says the Golf's petrol engines set the benchmark for fuel efficiency in the small car segment.

## Golf 7 launched.

The seventh-generation Volkswagen Golf has been launched in Australia, with a revised range offering improved fuel efficiency, more technology and stronger value.

The latest Volkswagen Golf is the first 'all-new' generation since the 2003 Golf 5. The Golf 6 was not a redesign, but only a heavily upgraded version that used a significant number of carryover parts, including the platform.

The new Golf is the first Volkswagen to go on sale in Australia utilising the company's new 'MQB' modular architecture that will underpin the vast majority of future VW Group vehicles – including those from sister brands such as Audi and Skoda.

The Golf 7 is 56 mm longer than the Golf 6, which was one of the shortest models in the small car class. Other key dimension changes are a height reduction of 28mm and width reduction of 13mm.

It's lighter than before, helped mainly by a body-in-white (main skeleton) losing 23 kg. The wheelbase, previously the shortest in its segment, also stretches – by 59 mm to 2637 mm. Boot space increases by 30 litres to 380L.

All Volkswagen Golfs sold in Australia come only with the more sophisticated multilink rear suspension used by previous recent models. Volkswagen has introduced a cheaper torsion beam for the Golf for some markets, but we won't see those.

For Australia, Volkswagen's famous small car starts from \$21,490 before on-road costs, \$500 less than the previous entry model.

The new base model Volkswagen Golf also comes with a more powerful engine, a 90 kW 1.4-litre turbocharged four-cylinder that replaces the 77 kW 1.2-litre turbo.



The entry Volkswagen Golf 90TSI uses 5.7 L/100 km with a six-speed manual, or 5.4 L/100 km with a six-speed DSG dual-clutch auto that pushes the price up to \$23,990.

The more expensive petrol Golf, the \$31,990 103TSI available with the DSG gearbox only, offers the best of both worlds: more power, with 103 kW, and better economy, at 5.2 L/100 km. It also offers 250 Nm of torque compared with the 200 Nm of the 90TSI.



The 103TSI is the fastest of the Volkswagen Golf range with a claimed 0-100 km/h sprint of 8.4 seconds, with the 110TDI in the middle at 8.6 seconds, followed by the 9.3sec of the 90TSI (in both manual and DSG).

Three trim levels are available, though only the entry Volkswagen Golf has the option of an alternative specification – the mid-range Comfortline.

Comfortline carries a \$3,500 premium but brings 16-inch alloy wheels, dual-zone climate control, front and rear parking sensors, rain-sensing wipers, and a rear-view camera.

Standard feature highlights of the base Volkswagen Golf include seven airbags, 15-inch steel wheels, auto hold function, electric handbrake, cruise control, Bluetooth, trip computer, and 15-cm colour touchscreen.

The Volkswagen Golf 103TSI and Golf 110TDI are both offered only in the high-grade Highline spec. Highline extras include 17-inch alloys, satellite navigation and sports seats.

Volkswagen has further reduced complexity in the Golf range by limiting the number of options for the range.

An automatic gearbox and metallic paint, for example, are the only options for the Golf 90TSI base model.

Comfortline additions are restricted to a Driver Assistance Package that costs just \$1300 and includes an array



of driver aids such as adaptive cruise control, front assist with emergency brake, proactive occupant protection system, parallel parking assist, and driving profile selector, the latter allowing drivers to select between Eco, Sport, Normal and Individual modes.

For the Highline, a panoramic sunroof (\$1,850), bi-xenon headlights (\$2,150) and Vienna leather upholstery (\$2,950) are cost options. The choice of Metallic paint costs \$500 for all models.

Other additional Golf 7 models will follow. The new Volkswagen Golf 7 GTI will arrive later in 2013, with a new version of the flagship, all-wheel-drive Volkswagen Golf R confirmed for 2014.

## A first drive.

So here's Volkswagen's new Golf – the Golf 7. How much better is it than the Golf 6? Is it better, or is it just different?

It certainly doesn't look greatly different: a little sharper, bigger wheels, nice blistered wheel arches, a bit more 'tuck' to the rear, a more-steeply raked nose and a little less slab to the sides.

But that's what you'd expect with such a recognisable brand to protect. If it was yours, you'd want it to be recognised - the 'proven product' that everyone knows so well, with 30 million sales since 1974 - but newer and fresher, and thus even more desirable.

Underneath though, the Golf 7 is different. It's sitting on an all-new platform; a bigger and better one, as we discovered, but lighter and leaner; and the underpinnings – they're also better.

And the engine choices, they're new. The capacities are familiar, but the 'twin-charging' has gone, and outputs are both up, and down.

We drove three models over the day of the launch – the new entry level 90TSI petrol, the 103TSI and the 110TDI.

And we like what we found. Quiet, comfortable, sporty and fun, every model in the range: how many cars offer that as a baseline?

So, yes, better in nearly every way.

Even in style. The new Golf 7 does look better, it's certainly more sporty, and the style differences become more obvious and the subtleties more apparent the more familiar you become with it.

With a \$21,490 entry point for the 90TSI (or \$23,990 with DSG), which lacks for nothing in verve and dynamics, the new Golf range is surprisingly good buying value.

It is also – with VW's fixed price servicing offer – not going to break the bank in ownership costs.

And crikey it's a good drive.

### THE INTERIOR

It might be the wonderful German beer, the pig's knuckles and sauerkraut, or maybe the jolly songs and thigh slapping, but there is something in the German character that makes them masterful interior designers.

This interior is so beautifully understated, so cleanly executed and just so pleasing to the eye that, in this segment, it's surely the benchmark. There is a cockpit feel to the interior; at the workbench, everything is angled slightly to the driver – the screen, controls and centre stack.

The driving position is nicely square, everything precisely to hand, and a near perfect relationship between pedals, wheel and controls.

The new multi-function steering wheel, flat on the bottom, feels slightly narrower. But is direct and comfortable, and reach and rake adjustable.



For surface textures, trim and material quality, the interior of the new Golf is as good as you'll find. Everything fits snugly, the tactile surfaces, controls and switchgear feel right, and everything is beautifully aligned.

The seats seem a little thinner than the previous model. The Highline and Comfortline models get more upmarket trims, but across the three-model range they're nicely shaped with a wide base, deep bolsters and firmly supportive.

There is also nothing stingy about the feature list in any model. The entry 90TSI gets a brushed alloy centre stack and garnishes; move up to the Comfortline and you get a better-looking polished metal throughout; and piano black and carbon-fibre in the top-dog Highline.

But once upon a time, and not so long ago, when you bought a German car you accepted that it had the creature comforts of a roller skate. There was no shortage of available features, but you had to pay for everything.

But we've had a GFC since then, and now everyone is trying harder to win customers, even the Germans. So now the Golf comes with a feature-list to rival any in the segment... and mostly all standard.

Like a touchscreen that senses your movement to it, and pops up a menu under your fingers. Like Bluetooth, USB and aux-input, cruise control, air-con, electric park-brake, stop/start, pre-crash system, city emergency braking, driver alert system, and a whole host more.

## ON THE ROAD

Engines choices are what we expected them to be: petrol and diesel, and mated to either a six-speed manual transmission or DSG. And they're all-new, with only the 82mm cylinder spacing of the 'old' engines maintained in the new engines.

The 90TSI, with 1.4 litres, replaces the previous 77TSI 1.2 litre. It's bigger and more powerful but uses less fuel. And it is, as we found, delightfully responsive. In fact, except in rolling acceleration, you'd barely pick it from the more powerful 103TSI.

The 103TSI replaces the discontinued twin-charged 118TSI. It too is a beautifully crisp unit; perfectly mated to the DSG, it pulls eagerly from any speed, and makes a nice brattish rasp when at work.

With a sublimely balanced chassis underneath, either of these engines puts ample verve under the toe to make the new Golf a hoot on a twisty road.

The 110TDI diesel is possibly among the best small diesels I've driven. With integrated contra-rotating balance shafts, it will happily spin its head off without a tremor of complaint.



Smooth? Only the deeper diesel groan under hard acceleration is the giveaway that there's an oiler under the snout. And strong? Its 320Nm come on like a stream for effortless overtaking, and it simply swallows hills.

The MacPherson strut front end, and multi-link rear - lighter front and back - a longer wheelbase and wider track, provide exceptional handling and control.

And, thanks to a lighter unsprung weight, and the larger footprint on the road, it is noticeably more compliant and comfortable on road.

Neither of the models we drove were at all troubled by the varying surfaces on the looping runs we did around the Yarra Valley and into the surrounding hills.

At speed, the nose tucks in eagerly, there is no bump-steer when cornering nor jitteriness on broken surfaces, and, even when pressing on, the new Golf sits tenaciously flat.

Impressed? How could we not be? The new car is yet another step-up from one of the best handling small hatches in the segment. (Or any segment for that matter.) And it's also quiet; even with the bigger 17-inch alloys road roar is nicely muted and wind-noise all-but absent.

## VERDICT

Yes, the company that gets it right has got it right again. Any manufacturer would give their eye-teeth for a badge with the recognised qualities of the Volkswagen Golf.



It has not done that reputation any harm with the Golf 7. Every model we drove - from the entry 90TSI, to the Highline 110TDI - had us scratching our heads: how does Volkswagen do this so consistently?

This is one very fine car. And with VW fixed-price servicing (\$2,112 for the petrol models over 72 months, or \$2,371 for the diesel over 72 months), and a pricing spread beginning from the low 'twenties', it's got one heck of a proposition to put to buyers.

Should you have a look? Of course you should.

Your only difficulty will be choosing between them. And I reckon you'll be most surprised by the 90TSI.

## Pricing (excludes on-road costs)

- 2013 Golf 90TSI 6 Speed Manual - \$21,490
- 2013 Golf 90TSI 7 Speed DSG - \$23,990
- 2013 Golf 90TSI Comfortline 6 Speed Manual - \$24,990
- 2013 Golf 90TSI Comfortline 7 Speed DSG - \$27,490
- 2013 Golf 103TSI Highline 7 Speed DSG - \$31,990
- 2013 Golf 110TDI Highline 6 Speed DSG - \$34,490

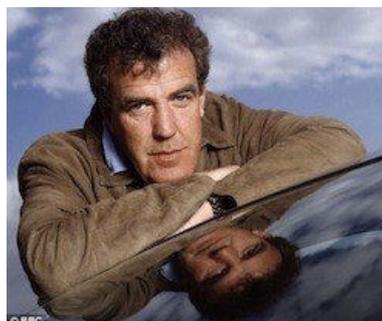
## Options

- Metallic / Pearl Effect paint - \$500
- Driver assistance package - Comfortline & Highline - \$1300
- Discover Media satellite navigation system - Comfortline (Std Highline) \$950
- Panoramic electric glass sunroof - Highline - \$1,850
- Bi-Xenon headlights with LED daytime driving lights - Highline - \$2,150
- Vienna leather appointed upholstery - Highline - \$2,950
- Anti-theft alarm system - Comfortline & Highline - \$600

## Clarkson on the Golf.

Save a penny or a cent: it's all the same to me.

It's funny, isn't it, how people argue about which mobile phone is best. Honestly and truthfully, to the vast majority of people, they are indistinguishable. It's the same with wine. Of course there are a handful of enthusiasts who in a blind tasting really can tell white from red, but to the rest of us a £4.99 bottle of Chateau d'Merde tastes the same, and has the same effect, as a £45,000 bottle of Petrus.



This is true of absolutely everything. Cheese. Pizzas. Caribbean islands. I spoke with a famous rock god the other day, who agreed that the whole debate about guitars is nonsense because they're all identical. And so are cities, really. Brummies will argue that Birmingham is better than Manchester or Liverpool or Sheffield. But to the casual observer they're as different as milk bottles.

Then there's music. To those who were born under the influence of Stanley Baldwin, the Rolling Stones sound exactly the same as N-Dubz. It's all just boom, boom, boom, as the elderly are fond of saying. And I know what they mean because I simply cannot tell one piece of classical music from another. Unless it's been used in an ad on the television, it's all just one endless parade of girls sitting with their legs wide apart, sawing a cello in half with a bit of horse, and men blowing in tubes.

Yes, there are people who can tell not just Bach from Chopin but also what orchestra they're listening to and even what conductor is in charge. But for people with jobs and friends? No. It's all just bars and tone.

You know where this is going and, of course, you're right. Cars are all the same too. They're all Volkswagen Golfs. There are fast Golfs and big Golfs and cheap Golfs. There are Japanese Golfs and V12 Golfs and American Golfs. But they're all Golfs.

I can tell the difference between a Ford Focus and a Vauxhall Astra, but that's because I'm a nerd. However, I'm not such a nerd that I don't realise both are actually Golfs. You could put my mother in a Lincoln Town Car and she would be incapable of telling it apart from her own car. Which is a Golf. She thinks my Range Rover is a Golf, too, albeit one that is idiotically hard to park.

She's right, of course. I sometimes wonder why anyone ever buys anything else. You want a fast car? Buy a Golf GTI. You want an economical car? Buy a Golf diesel. You want a cheap car? Buy a Golf from the second-hand columns. You want a big car? Buy a Golf Estate. You want a convertible car? Don't buy a Golf convertible. It's terrible. But do buy a Volkswagen Eos. Which is a Golf.

You can fit five people in a Golf, the same number as you can get in a Rolls-Royce Phantom. A Golf will cruise easily at 150 km/h, the same as a Bugatti Veyron. It is as reliable as Switzerland, as comfortable as your favourite armchair, as parsimonious as a Methodist's auntie and good value too.

I'll tell you how brilliant it is. Volkswagen has spent the past five years working round the clock on an all-new model. The company started with a clean sheet of paper and an open mind. And, as you can see from the pictures, what it has ended up with is a Golf.

If you set out to rethink the concept of a table, you'll end up with a table. And if you set out to rethink the concept of a car, you'll end up with a Golf.

The boot is a little bigger than it was before. There's a little crease running down the side. It's cheaper as well. And though it's longer and wider, it's 100 kg lighter. Which means the new model is as parsimonious as a Methodist auntie's lapdog. Or indeed any dog, because they're all the same too.



In fact all pets are the same.

Economy is probably the big news with the new Golf. And rightly so. Because if all you want is 'a car', then you want to spend as little as is humanly possible on fuelling it. Other carmakers are fitting their Golfs with all sorts of stuff - independent rear suspension, for instance - which is fine for the tiny number of connoisseurs. But for everyone else? Independent rear suspension and the benefits it brings are less interesting than the result of a village cricket match in Pakistan.

No. When it comes to cars these days, the top 10 things that matter are: economy, economy, economy, economy, economy, economy, economy, economy, economy and safety.

Volkswagen has obviously realised this, which is why the 1.4-litre TSI model I tested is fitted with a four-cylinder engine that switches to two cylinders when you're pootling along. And then shuts down altogether at the lights. What's more, messages flash up on the dash, giving helpful hints on how to get the most kilometres from each litre. One tells you, for example, not to disengage the clutch until the revs have dropped to 1300 rpm.

This makes sense because most people don't realise how modern engines work. They think if they put their foot on the clutch and freewheel when, say, going downhill, it saves fuel. Not so. An engine not in gear quickly slows to idle and needs fuel to keep it ticking over. But if you slow down without disengaging the clutch, the engine uses no fuel at all.

So, the new Golf. It's light. It can run on one lung. And you get hints on how to maximise the fuel efficiency. That means 4.7 litres per 100 km, which makes this one of the most economical family cars on sale today. So that covers the nine most important things. For the 10th, it comes with a forward-facing radar system that applies the brakes if it thinks you haven't noticed you're about to crash.

Reviewing this car is like reviewing a floorboard. It's impossible to say anything other than: "It does what it's supposed to do." Which is why, for a summary of what the new Golf is like, I've turned to the Oxford English Dictionary.

**Golf.** Noun. A road vehicle, typically with four wheels, powered by an internal combustion engine and able to carry a small number of people.

Jeremy Clarkson



'00s Old New Beetle wasn't a bad car, per se, it was expensive, and planted its dash-mounted daisy firmly in the feminine camp. The New New Beetle is more strongly rendered, and closer in heart and soul to the People's Car of old.

Best of all, though, is the stories that the sight of the old pair invoke, and the chance to show our younger staffers that there was automotive life before Bluetooth and sat nav.

### 2013 VW Beetle

It may be almost 80 years since the first prototypes of the VW Beetle hit Germany's autobahns, but in 2013, the 'People's Car' is still delivering.

The latest version, the third generation of the new Beetle (wrong, it's the second – Ed), has been refined. It's not as 'girly' as the first generation, so men will feel more

comfortable driving it (thankfully, the much-ridiculed artificial flower on the dash of the first generation is long gone). The body is longer, wider and lower but it is when you park this car alongside the 1962 Beetle, that their silhouettes reveal the brilliance of the VW designers, old and new.

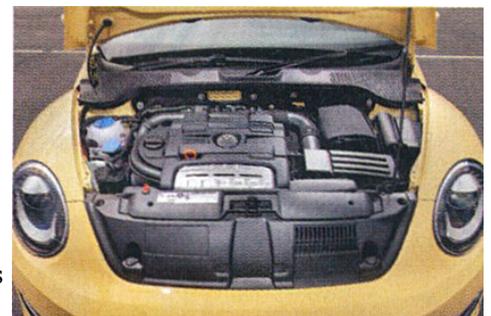
VW's present-day designers have drawn lines that lovingly mirror the shape of the original Beetle, paying homage to the past, but at the same time delivering a modern shape. For the many Australians like me who grew up with a Beetle, there is enough retro styling to bring on a wave of nostalgia. And happily, the classic-with-a-twist design flows through to the interior.

The dash channels the old air-cooled metal dash, right down to a drop-down glove box. Like the old Beetle, the trim of the dash and doors can be painted the colour of the exterior. There's even a steeply pitched front windscreen.

Despite its classic, curvy looks, this Beetle has a 1.4-litre turbo/supercharged four-cylinder engine. It goes from 0-100 km/h in 8.3 seconds; our 1962 comparison manages 27 seconds.

The big surprise is just how sporty the new Beetle feels.

It's based on the Golf 6 and handles very well. Its wide, low-slung body manoeuvres through roundabouts and tight corners with minimal body roll. On the freeway, it is a smooth ride. The suspension isn't too stiff or soft, and while you do feel bumps and ruts, it's not jarring. In a European car not designed for often-poor-quality Australian roads,



## Meet the parents.

NRMA Open Road, May/June 2013

*An interesting article in the latest NRMA Open Road, reprinted here in case you missed it. A nice tribute to both the latest, and the original, VW Beetle. But it has a few mistakes, which I've noted in the text - Ed.*

Inspired by the launch of the newest Volkswagen Beetle, we assemble a quartet of automotive history both past and present.

The art of 'retro' is big business. Sometimes, though, it's easy to confuse retro with heritage. Automotive companies, particularly world heavyweights like Toyota and Volkswagen, are in the unique position of being able to play with both. In a car market that becomes more fragmented and micro-categorised every passing month, being able to tap into an era or a nameplate is a real strength.

Nameplates, of course, have come and gone over the course of the last 45 years, but few have endured as long as Toyota's Corolla. Motoring media types understood the car when it was launched in 1967, but the general public, brought up on a steady diet of large, American-based sedans, took a little while to come to the party. Toyota held firm, though, and where other names like Cortina and Torana have long since disappeared, the Corolla has survived and is flourishing in its fifth decade (and eleventh redesign – Ed) with no signs of losing momentum.

Parking the 2013 version next to its great-great-great-great-great-great-great-great-great-great-grandfather does nothing to connect the two, though - Toyota hasn't driven down the retro path at all. The Corolla was, and remains, a sensible, pragmatic machine that appeals to a wide swathe of the population.

Volkswagen, however, has taken a totally different approach. The 2013 Beetle is, for all intents and purposes, a Golf chassis and powertrain wearing fancy dress. It's also the second time VW has tried the retro schtick. While the early

that's a plus.

The modern Beetle is no longer a 'People's Car'. With prices starting at just under \$30,000, it's more expensive than comparable small cars (same as the original '60s Deluxe Beetle, which was expensive in Australia – Ed). It is, however, a Driver's Car, that brings enjoyment and personality to driving.

And for those of us who are car romantics, VW's nod to the past is noted and appreciated.

### 1962 VW Beetle

The original generation Volkswagen Beetle started out as 'the people's car' and become an automotive legend. The 1962 model we've tested here is, technically speaking, the third model of the first generation, and perhaps the best all-rounder. (Wrong, the first generation had only one 'model'; the earlier 'split' and 'oval' window cars were the same model. Only the later Macpherson-strut Superbugs could be counted as a different 'model' - a Type 13 rather than Type 11 - but they didn't appear until 1971 – Ed).



Very early Beetles (think late '40s or early '50s) are highly sought after by collectors today but are diabolical to drive, thanks to such nasties such as cable brakes and underpowered engine. By the mid 1960s, VW had added hydraulic brakes and larger engines, making the Beetle more driveable while retaining simplicity (Wrong. VW Germany first fitted hydraulic brakes to all Export models in 1950. All models sold in Australia, from 1954-on, always had hydraulic brakes – Ed).

What impresses novice punters the most about an early Beetle is how capable they are as a daily driver all these years later. Punting along the motorway at 110 km/h, this beautifully original, meticulously maintained 1962 model (it's actually a 1962½ model, with 'catch-up' changes that appeared half way through the Australian year – Ed) keeps up with traffic easily. You often have to remind yourself that this is, in fact, a 60-year-old vehicle (Wrong – 2013 minus 1962 is 51 – Ed).

I've driven more early Beetles and Kombis than I care to remember, and this example is, without doubt, among the best. It's tight, rattle free, comfortable and a cinch

to drive, delivering a perfect snapshot into driving life in 1962.

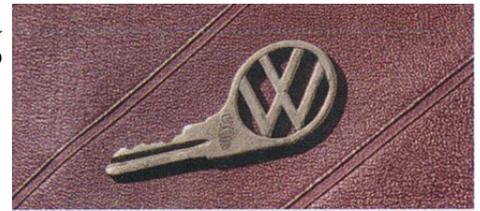
The 1200cc engine sings along nicely, the four-speed manual gearbox is precise and shifts easily and the four-wheel drum brakes are more than adequate for repeated city use. Even the automatic choke works! It's still six-volt though, and this Beetle's headlights won't win friends on a really dark night. You might need to consider an electric pump for the windscreen washers, too - the original runs off the

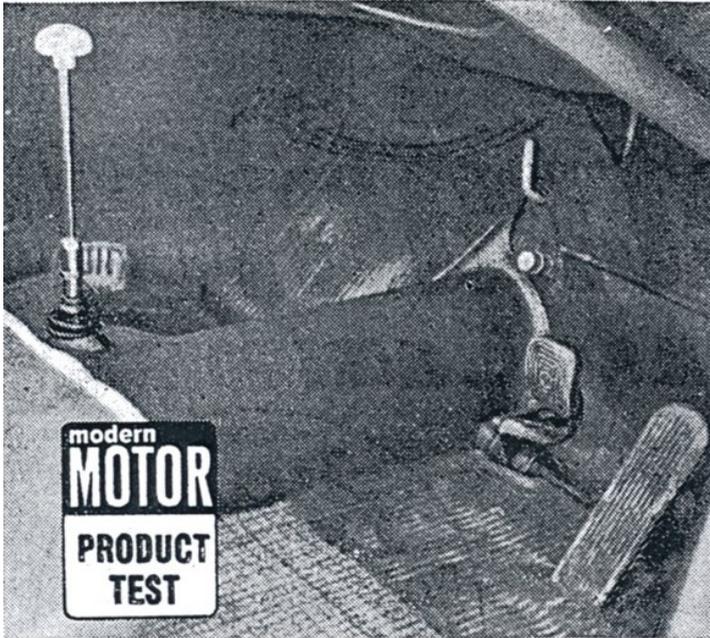
compressed air in the spare tyre! (Wrong. Australian built Beetles such as these used the old 'pull on the wiper switch' squirter system. The pneumatic system wasn't used until the CKD-assembled 'revolution' 1968 model – Ed).

Something that always impresses about VWs is their inherent simplicity. They were also designed for extreme climates too, meaning instant cult status in hot and dusty Australia. Look after an early Beetle and it will more than likely roll on forever.

This look back has provided us with a valuable insight. It shows quite graphically how far a company like VW has come, but also sheds a genuinely favourable light on where it began. The new Beetle is an exceptional car with a whole host of safety equipment and technology that we now take for granted. Its grandfather, though, is still a brilliant example of mid-century engineering. That it holds its head so high on the road in 2013 only serves to emphasise that point.

Tim Robson and Trent Nikolic





## Automatic clutch kit for VW.

Modern Motor, November 1961

Costly - but it's the best automatic-clutch unit we've tried.

Lamellan und Kupplungsbau August Haussermann is hardly the ideal name to drop casually into light social conversation.

However, it is often mentioned in motor-trade circles in Germany as the name of the firm which manufactures clutch assemblies for BMW, Porsche, NSU, Goggomobil, and others.

And the reason we are bandying it about right now is that this firm also makes the Haussermann 'Luko-mat' automatic clutch kit for Volkswagens - an extremely efficient (if pricey) unit which has just been marketed in Australia.

Basically, the kit consists of a complete flywheel-and-clutch assembly, over 2lb (900 g) lighter than the standard unit; a vacuum reserve tank of approximately 15lb (6.8 kg) capacity (enough reserve vacuum for about five gear-changes); an accelerator pump unit which is attached at the rear of the throttle arm on the carburettor; a vacuum diaphragm 'servomotor' unit; a special gear lever, wired for electro-magnetic operation of the servomotor; plus, of course, the necessary tubing and fittings.

The whole shebang can be installed by the agents, California Motors Pty. Ltd., of Parramatta, N.S.W., in five hours and costs £125 ready-fitted (including sales tax).

Alternatively, a clued-up home mechanic can buy the kit over the counter for £115 and fit it himself.

The Lukomat flywheel assembly incorporates an outer centrifugal clutch, in addition to a conventional pressure-plate clutch mounted in the centre.

The centrifugal clutch has three shoes (similar to brake shoes), which are pressed against the inner side of the flywheel periphery when the centrifugal power builds up

enough to overcome the retaining springs.

This occurs at about 1000 r.p.m., and the transmission of power from engine through gearbox to rear wheels is then established.

Power source for operating the normal clutch is the 'servomotor.' Its main component is a metal diaphragm, brought into contact on one side with the outside air and on the other with the vacuum inside the engine's inlet manifold (via a tube connected just below the carburettor). But the servomotor also contains a controlling mechanism.

When the driver touches the gear lever, even lightly, an electro-magnet is energised which opens a valve on the servomotor, allowing the engine vacuum to act on one side of the diaphragm; this, in turn, moves the clutch-release rod in the same way as downward pressure on a normal clutch pedal.

### Engages Quickly

An interesting feature of the Lukomat is a pair of synchronised control valves, which accelerate clutch engagement. These valves effectively dispose of the main argument against automatic clutches - that they don't engage as quickly as a conventional foot-operated clutch.

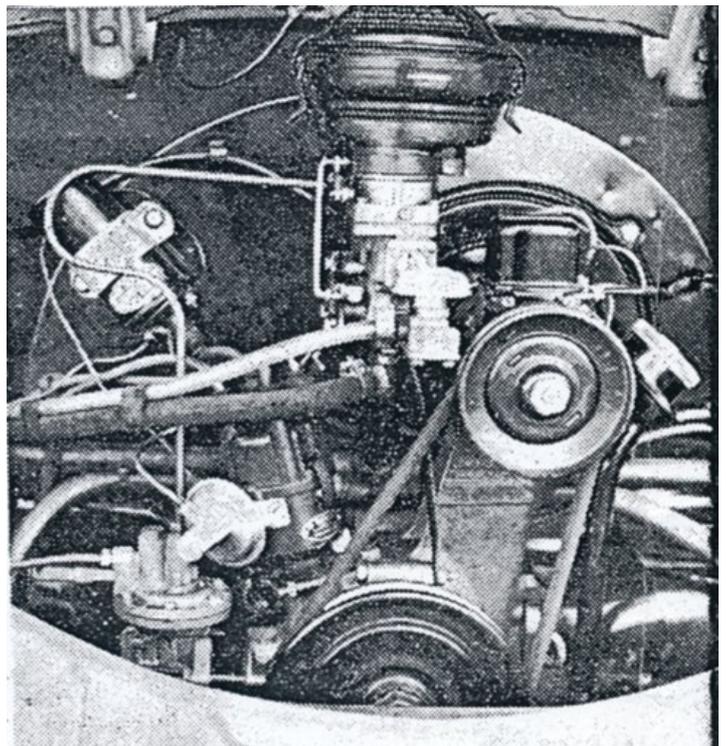
Clutch engagement is effected by the decrease in vacuum pressure as soon as the driver's hand is removed from the gear lever (that is. when the electric circuit is broken and the valve closed).

Depressing the accelerator brings into action an accelerating valve, located beside the carburettor and connected directly to the butterfly.

This accelerating valve allows an additional "airing" of the servomotor which helps to accelerate clutch engagement.

The diaphragm touches a movable bolt which controls this operation: an adjusting screw on this bolt allows clutch engagement to be speeded up or slowed down to suit personal driving habits.

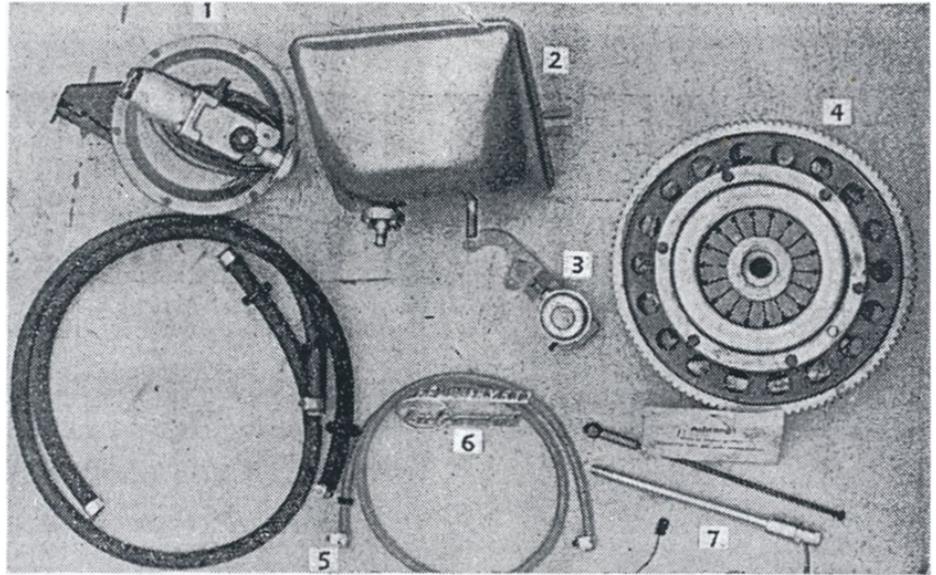
The Lukomat also incorporates a couple of useful safeguards.



Between suction tube and servomotor (actually under the rear seat) there is a reserve vacuum tank, separated from the suction tube by a non-return valve. This tank provides for four to five emergency clutch operations in the event of engine failure - also to assist clutch operation in the rarefied atmospheres encountered when driving over high mountains.

Because the number of engine revolutions necessary for engaging the starting clutch is reasonably high, there is no way of the car starting before you're ready.

The car begins to move at about 1500 r.p.m., and the take-off can be slow and smooth or swift and sudden - depending on just how you pump that 'go' pedal.



RIGHT: Kit consists of: 1, "servomotor"; 2, vacuum tank; 3,

accelerator valve unit; 4, clutch assembly; 5, connections; 6, boot

emblem (Haussermann Lukomat); 7, special gearshift.

### Lukomat in Action

In operation, the Lukomat is foolproof. It must be: I could operate it!

Our test car was a 1960 VW (unfortunately, the device has not yet been modified to suit the latest 40 b.h.p. 'Beetle').

The engine is started in the normal manner, with gear lever in neutral.

As soon as engine revs settle down after starting, the shift lever is slipped into first and the accelerator slowly depressed for a smooth, easy take-off.

After that it's only a matter of moving the lever out of gear, simultaneously releasing foot pressure on the accelerator pedal and reapplying smooth, steady pressure as the lever slides home into the next higher cog.

Down-changes are made just as smoothly if you increase engine revs slightly during the cog-swapping operation, as with a normal clutch.

Double-shuffle gear-changes to lower gears, such as from second to low, are carried out just as simply. Move gear lever to neutral position - remove hand from gear lever so that the electro-magnetic switch is not energised (thus allowing clutch to re-engage) - bring up revs - move lever into lower gear, and press on.

Performance-wise, I could detect no difference from that of a normal VW. No fuel-consumption tests were made, but there is no reason why the-automatic clutch should affect this.

We tried making sudden 'crash' stops in various gears to see if the engine would stall; but each time the car came to rest, with brake pedal hard on and change lever still in gear, the engine was found to be purring contentedly, completely unruffled by the sudden stop.

This can be a real ulcer-saver when battling through traffic jams, as there's no need to put the car in neutral to stop - you can do that at leisure later.

A quick way to declutch without actually changing out of gear is to merely place your hand on the gear lever: the electro-magnetic switch does the rest.

By means of a special 'one-way' roller device in the clutch, the engine is always connected with the wheels via the centre clutch while in gear and with the car moving.

This ensures that the clutch cannot become disengaged when the car is 'pushing' downhill, so you always retain the braking effect of the engine.

Because of this 'one-way' device, the procedure of leaving the car in gear when parked on a hill is the opposite to normal practice: you leave it in a forward gear if pointing downhill, in reverse if uphill.

The combination of 'one-way freewheeling' and starting clutch allows you to do something you would not be game to try otherwise.

If you have a flat battery and no one to assist you, simply switch on the ignition, engage third gear and start pushing.

When the engine fires and you stop pushing, the car will remain stationary with the engine ticking over, waiting for you to hop in.

Stops and starts on uphill gradients in slow traffic are a 'piece of cake.' Just leave it in first and balance your stops and starts between brake pedal and accelerator - or handbrake and accelerator, if you have to wait for long periods. There is no need to keep moving in and out of gear, or (shame on you!) to ride the clutch.

Similarly, parking in a confined space, is easier. Since your left foot is free, you can use it on the brake pedal for quicker stops, while your right foot is carefully feathering the accelerator pedal.

All of which adds up to saying that the Lukomat - in contrast to all other automatic clutches I've tried so far - not only does everything a conventional clutch can do, but actually does it better!

Incidentally, the test car had done over 8000 miles with the Lukomat unit fitted, and it had not required any attention whatsoever.

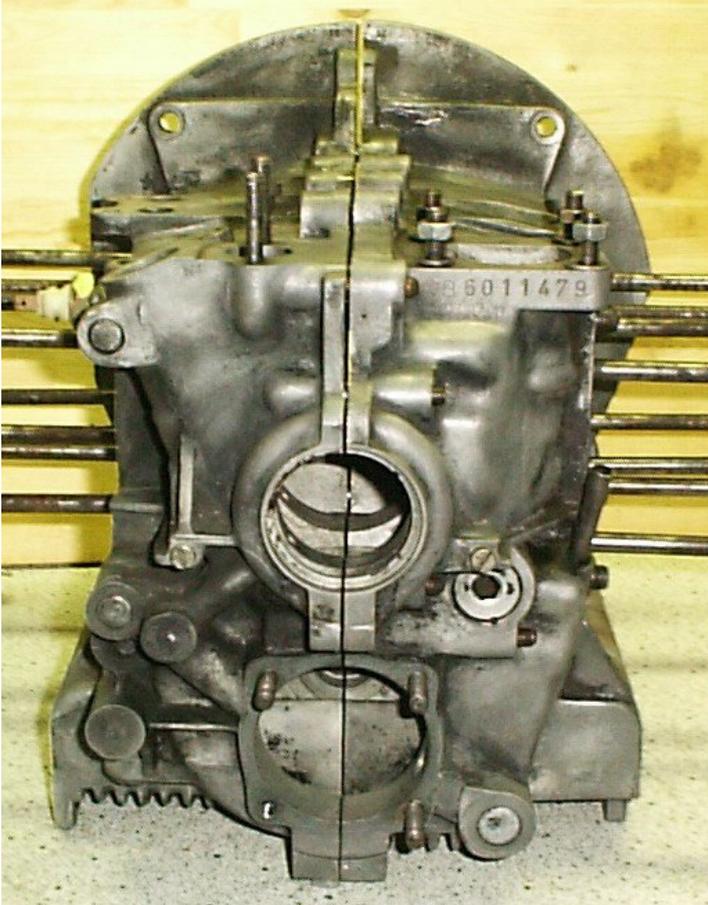
Footnote: Apart from, its obvious appeal to foot-lazy drivers, the Lukomat allows the VW to be used by partially disabled persons.

Bill Daly (thanks to Ray Pleydon)

Note - does anyone have a Lukomat system on their Beetle today? Please write to us and let us know all about it - [editor@clubvw.org.au](mailto:editor@clubvw.org.au) or care of the Club's address: Club VW Sydney, PO Box 1135 Parramatta NSW 2124.

# Crankcase Plugs.

The oil galleries on the VW crankcase are sealed with aluminium plugs. They come in four sizes and two flavours. The smallest size (and Vanilla flavour) is a small piece of aluminium rod to seal the 5mm drillings. The other flavour is an aluminium Welch plug that comes in three sizes (counting both early & late model crankcases) used to seal the larger openings, although unlike the freeze plugs found on an iron casting the Welch plugs on the VW crankcase are installed with the convex side out.



When starting with a used crankcase of unknown provenance you must pull ALL of the plugs in order to clean the oil galleries. This rule also applies to a NEW or used crankcase on which any machine work is done. The reason is pretty simple: When opening up the case to accept larger jugs, or when doing an align bore, it's impossible to prevent swarf from getting into the oil galleries. Once you get swarf into the oil galleries the only way to get it out is to scrub it out using a bristle brush and copious amounts of solvent.

Many shops don't do this. Instead, they give the galleries a blast of compressed air and ASSUME it will blow out all of the swarf. Unfortunately, the oil galleries have several blind corners where one drilling intersects another. Opposite the blind corner the drill usually leaves a cone-shaped pit or even a short, dead-end passageway. Blowing air into one side of a gallery that has a dead end or blind corner simply packs the debris into the corner. Even when using solvent and brushes, working from only one side of the corner, no amount of scrubbing or flushing guarantees you will get the swarf out of those dead spaces because your brush can't go around the corner. But when you're working from

only one side of the corner your brush can pack the debris more firmly into the void, where heat and vibration will cause it to come free once the engine is assembled. And end up in your bearings, since the debris is already downstream from any filter that may be installed.

Everyone who has overhauled more than a few engines knows what I'm talking about here. You split the case and the first thing you see are little smears of metal on the #2 bearing, with lesser amounts on #3 & #4. Pop the #2 cam bearing shell out of the right-hand side of the case and you're liable to find the large oil passageway behind it completely blocked with swarf. And while everyone with a bit of experience has seen this evidence, what happens next is kinda funny. Some attribute the contamination to 'bad bearings,' others to 'bad oil' or a 'bad case' or even a bad crankshaft. I imagine there are even some mechanics who will blame the contamination on an act of God or a voodoo curse but the funny part is the fact not one in thousand will blame it on themselves.

Let me offer you a hint: If you find metal particles BEHIND a bearing shell the odds are the debris was there when the engine was assembled. You can't blame it on the customer for using 'bad oil' or the supplier for sending you 'bad bearings' or the regrind shop for delivering a 'bad crankshaft,' you gotta look in the mirror and blame it on the monkey who failed to properly clean the crankcase prior to assembly.

Which raises an interesting point. A lot of VW 'experts' say it's a bad idea to use an align-bored case, even though Volkswagen did exactly that with more than 7,000,000 factory-overhauled engines. Those same experts often say that using bigger jugs guarantees an unreliable engine, even though the 1600cc engine is nothing more than a big-bore 1500, which itself is a big-bore 1300. Craziest of all are those instant experts that tell you full-flow oil filtration 'doesn't work.' Remember them? (And if you don't, just check the archives.)

Before you buy-in to the instant-expert version of reality it might be a good idea to take a look at an engine built by such experts. When you do any machining on the crankcase, one of the of the plugs you have to pull is just to the left of the base of the distributor, clearly visible even when the engine is fully assembled and mantled.

Is the stock plug still there? (All it takes is a quick look.)

If so, was any machining done on the crankcase? If it's yes again, then walk on by; whoever built the thing doesn't know what they're doing.

(Yeah, I know... you've built a zillion align-bored, opened-up engines and have NEVER had this problem. Since you're already perfect, this article obviously isn't for you. This article is for me. And all the other engine builders imperfect enough to realize we still have a lot to learn.)

## HOW TO PULL THE PLUG

Preamble: If you want to do it right, do all the drilling & tapping with a drill press. But since most of you don't have a drill press, or don't have one that is large enough for this task... or don't have the fixture to support a VW crankcase standing on its nose... just do the best you can.

Start by centre-punching the plug. Then drill through the plug with an 1/8" bit.

Odds are, you don't have the right drill-motor for this,

nor the right tools to position the crankcase. Aluminium is virtually transparent to a properly sharpened drill bit turning at the right speed. To drill a clean hole in aluminium an eighth-inch bit has to be turning about two thousand rpm. Unless you do a lot of aircraft sheet metal work you probably don't have portable drill motor that turns that fast. And unless you've got the jigs to position a VW crankcase on the drill table, you can't use your drill press. Just do the best you can. If you've ever wondered why your holes come out sorta raggedy, perhaps you should look up 'SFM' (surface-feet per minute) and do a bit of reading.

Once you've drilled the pilot hole, put a #8 sheet metal screw in your slide hammer, screw the thing into the hole and do what comes naturally. In about three slaps of the hammer you'll have a greasy little plug in your hand.

### WHICH PLUGS TO PULL

The rule is easy to remember: When in doubt, take it out.

On a used crankcase, pull them ALL.

On a late model crankcase we're talking about TEN plugs; eleven if you plan to install a temperature sensor\*\*.

On the pulley-end of the crankcase pull the little (6.25mm) plug on the #4 main bearing gallery, the pair of 14mm plugs associated with the main oil gallery and the 12mm plug on the gallery going to the oil cooler. On the top of the crankcase pull the 12mm plug just beside the threaded boss for the oil pressure switch. On the left side of the crankcase pull the small plug between the spigot bores for #3 & #4 cylinders. On the flywheel end of the crankcase pull the pair of small plugs for the lifter oil galleries, the 14mm plug blocking the end of the main oil gallery and the small plug just below it that goes to the oil pressure control valve. You may ignore the small plug on the bell housing flange; you can reach it's void space with a pipe cleaner. The above is for a late model crankcase.

Early model cases have fewer plugs to pull and the location for the oil temperature sensor is sealed with a THREADED plug. To install the oil temperature sensor, simply remove the plug and replace it with the VDO adapter. [see the footnotes]

### PLUGGING THE HOLE

Before pulling the plugs give the crankcase a cursory cleaning so as not to turn your shop into a grease pit but don't bother making a serious job of it until you've tapped all the holes. The drilling and tapping will generate a lot of swarf which can only be removed by cleaning the case all over again.

Some of the holes are the right size to accept a large set screw. Back in the Good Old Days, whenever that was, I used mostly set screws to plug the holes. Of course, being steel and having a straight thread, they tend to leak a bit but being an idiot kid I was more interested in going fast than in the trail I left while doing so.

The proper way to plug the hole is with a pipe plug. They're tapered and when properly installed, don't leak. Assuming they're aluminium. Steel pipe plugs, which are a lot cheaper and easier to find than aluminium pipe plugs, tend to loosen up after a few years because of the different coefficient of expansion between steel and magnesium alloy. Properly installed, aluminium pipe plugs don't leak. Ever.



The coefficient of expansion for aluminium and magnesium alloys are very close together; the plug expands at the same rate as the case, insuring the plug will remain oil-tight.

Whatever pipe plug you use, steel or aluminium, you want the ones that are installed with an Allen wrench. Ask for the 'internal wrenching' type. Earl's sells them. Cost the earth but it's a one-time thing.

### TAPPING THE HOLE

Tapping the hole to accept the plug is where most mechanics come to grief. Not so much in the tapping but in starting out with the wrong diameter hole, or making it too deep. Being tapered, a pipe-thread tap is happiest working into a tapered hole, which is accomplished by drilling a starter hole that's too small then opening it up with a tapered reamer. Most mechanics, VW or otherwise, have never even seen a tapered pipe-thread reamer and their eyes pop open when they see what they cost. But there it is.

The depth of the threaded hole is fairly critical. Go too deep on some locations and you're liable to block the oil flow. Ideally, the plug should be fully seated either flush with the case or no more than one thread below. If you start with a properly tapered hole you can achieve this fit every time by putting a reference mark on your tap but if you've never done this before it would be best to keep trial-fitting the plug.

### WHAT'S ALL THIS COST?

I probably spend about two hours total, pulling the plugs and tapping the holes. I could probably do it faster but a single mistake can take hours to repair. I've found I make fewer mistakes if I work at a steady - but fairly slow - pace.

Anodized aluminium pipe plugs are expensive. Figure a couple of bucks each for the small ones, more for the larger sizes. See the web site of any automotive supplier that sells Earl's Performance Products; they usually list the prices. There are commercial manufacturers of aluminium, internal-wrenching pipe plugs but I've never found one interested in selling small quantities.

As for the price of the tools, I honestly don't know. Most of my tools are older than you are; some are older than me (I've got a half-inch pipe tap that belonged to my dad.) You need pipe taps for one-eighth, one-quarter and three-eighths, plus half-inch if you're doing the temperature sensor in a late model crankcase. Good taps, not that Chinese junk.

And you need a reamer for each. And you may need TWO of the same size, since some of the holes you need to tap are shallow; you have to grind the tap to the right length.

Instead of a reamer you can 'step-drill' the hole, assuming you have a drill press and the right drill bits.

Bottom line is that you need a fair amount of tooling. Which is one of the reasons I started out using set-screws :-)

### CLEANING THE OIL GALLERIES

If it's a used crankcase it's going to have some oil trapped in the galleries. If the case has been laying around for a while the oil is liable to be harder than a bride's biscuits. I'm fortunate in having a cleaning tank large enough to submerge a crankcase. After the thing is tapped, if it's a used crankcase I generally leave it to soak overnight before attempting to clean the oil galleries. Soaking in diesel or mineral spirits will soften the oxidized oil, allowing it to be scrubbed out without too much trouble.

Most the brushes I use for cleaning oil galleries are bore brushes designed for cleaning rifles, pistols or machine guns. I'm ex-Navy and have access to used, surplus bore brushes all the way up to 20mm. I chuck them into a Makita cordless drill-motor and run them slowly up & down the oil gallery while keeping the thing flooded with mineral spirits. In a pinch, you can use nylon bristle brushes but it takes longer than with a 'soft' stainless steel or bronze brush. Suitable brushes are sold as coffee percolator pump brushes, baby bottle brushes and the like. Be prepared to cut them down to the right diameter when necessary.

All of the oil galleries on the VW engine are drillings, meaning they are perfect circles with a smooth finish. The main oil gallery runs straight through the case and you can inspect it the same way you'd check the barrel of a gun. But it's also possible to VISUALLY inspect the other galleries if you provide yourself with the right light source. Such inspection lights come in all sizes; I've got one that's only a sixteenth of an inch in diameter. Not very expensive but you'll have to shop around. (The little one is a fiber optic thingee on a pen light. I think I got it from American Science & Surplus.)

The passageways are clean when you can SEE they are clean.

### MODIFYING THE PIPE PLUGS

I use a round Swiss file (i.e., a little file with a fine tooth) or a small carbide burr to make a SMALL round-bottomed notch in the top edge of the plug. Just a little one; maybe an eighth of an inch across and maybe the same for depth, although it's shallower on small plugs, deeper on large ones.

Once the plug is installed I use a ROUND NOSED drift to swage the metal of the crankcase into the notch on the plug. Don't hit it hard; use a series of light taps to gently flow the metal into the notch. You'll probably have to make the round nosed drift. Just polish the point of a centre punch. Swaging the metal of the crankcase into the notch on

the pipe plug keeps it from coming loose.

### SEALING THE PLUGS

Mostly, I use #3 Permatex. I start by putting the plugs in a little cup with some lacquer thinner to make sure they are free of oil. I use a cotton bud to wipe down the threads in the crankcase with thinners. Put the plug you're about to install onto the Allen key, blow it dry then put a dab of Permatex onto the threads of the plug and smear it around the full circumference. Then thread it in and bring it up to a firm fit.

For high temperature applications I use high-temp Loc-Tite. To remove the plug you'll have to use heat and the trick here is to put the Allen wrench into the plug then use a small tipped high intensity torch, such as MAPP or O/A to heat the area locally while applying torque to the Allen wrench. As soon as you feel it turn, move the torch away.

### IS THIS TRIP REALLY NECESSARY?

As with all VW engine work, the answer to that question depends on you. But to give you a hint, when you order a rebuilt crankcase from a reputable shop it usually comes with the plugs pulled and the holes threaded. On the other hand, I know some big name builders who insist such care isn't needed because their engines are built on new crankcases.

So how do they remove the swarf that gets into the oil galleries?

"Oh, we blow them out, really good."

And how do they KNOW the galleries are free of swarf?

They don't. They ASSUME blowing them out 'really good' is all it takes, in every single case, to leave the galleries perfectly clean.

'Assume' is another term for 'guess-work.' In my opinion, and that of many other engine builders, the wiser course is to leave nothing to chance. By pulling the plugs you don't have to assume anything, you can visually inspect the oil galleries. Good engines are not built on guess work.

Bob Hoover

\* - They aren't 'freeze plugs' and never were. Those holes in the side of iron and steel monoblock castings are to facilitate removal of the fragile sand cores used in the casting process.

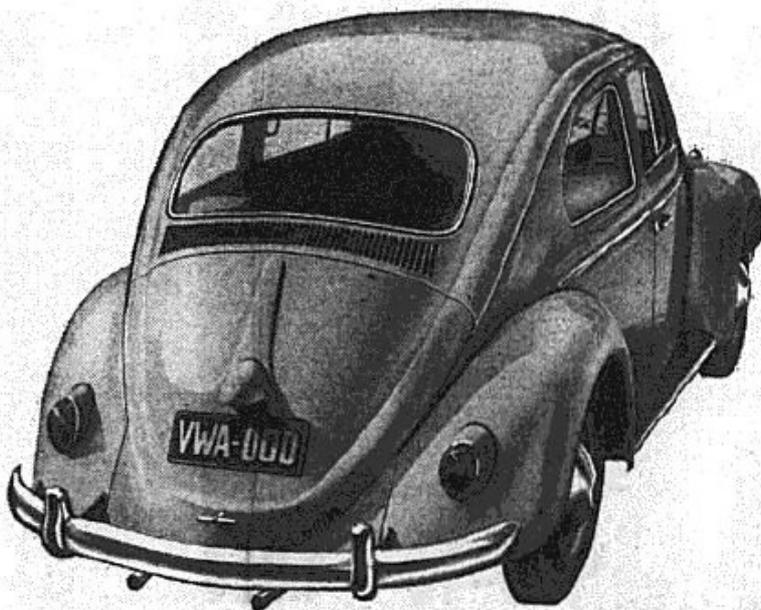
\*\* - Volkswagen provided oil temperature and oil pressure gauges on some of their industrial engines. The oil temperature sensor was placed at the inlet to the oil pump. Early model crankcases had a threaded hole (M16x1.5) at that location. To install the sensor the threaded plug was replaced by the matching VDO temperature sensor.

On later model cases the hole is no longer threaded and is sealed by a Welch plug about 19mm in diameter. To install the temperature sensor, pull the plug and thread the hole to accept a suitable adapter. Be sure the temperature sensor extends far enough to be constantly bathed by the oil being drawn from the sump but not so far as to obstruct the flow.

On most late model crankcases, a half-inch NPT hex-head plug, drilled and tapped to accept the temperature sensor, makes a suitable adapter.



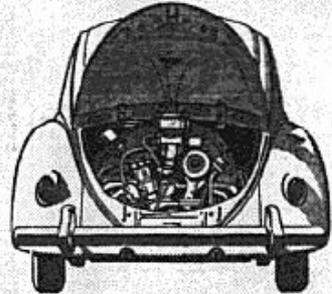
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