

# Zeitschrift



Is it a Samba? Or a T1 Type 24 Deluxe Microbus?

**January 2015**

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Rod's Bali Safari  
The VW SP**

**The Toy Department  
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Erwin Komenda  
Plus lots more...**



**The Legend Never Dies**

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

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



# Club VeeDub Sydney Committee 2014-15.

|                                       |  |  |
|---------------------------------------|--|--|
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| <b>Tool Librarian:</b>                | Bob Hickman<br>tools@clubvw.org.au                                       | (02) 4655 5566   |
| <b>Merchandising:</b>                 | Raymond Rosch<br>sales@clubvw.org.au                                     | (02) 9601 5657   |
| <b>Assistant Merch:</b>               | Kira and Bettina Rosch   |  |
| <b>Raffle Officer:</b>                | Christine Eaton  | (02) 9520 4914   |
| <b>Vintage Registr:</b>               | John Ladomatos<br>vintage@clubvw.org.au                                  | 0449 236 076   |
| <b>VW Nationals<br/>Committee:</b>    | David Birchall<br>Aaron Hawker<br>Mark Stevens, Bob Hickman, Craig Adams | (02) 9534 4825<br>0413 003 998                                 |
| <b>Motorsport<br/>Captain:</b>        | Rudi Frank<br>motorsport@clubvw.org.au                                   | 0418 442 953   |
| <b>VW Motorsport Committee:</b>       | John Ladomatos<br>Andrew Corless   | Craig & Martha Adams<br>Norm Robertson (JP)<br>Brian Walker    |
| <b>General Committee:</b>             | Martha Adams<br>Leigh Harris<br>Jeff Swords<br>Eddie Fleita              | Shirley Pleydon<br>Ken Davis<br>Sue Monaghan<br>Atakhan Yilmaz |
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| <b>Vice-Chair:</b>                    | Rhiannon Walker  | rhiannon_w@live.com.au   |
| <b>Secretary:</b>                     | Mandy Conway   | mandycnwy@gmail.com  |
| <b>Treasurer:</b>                     | Rhiannon Walker  | rhiannon_w@live.com.au   |
| <b>Registrar:</b>                     | Iven Laufer  | (02) 6254 1142   |
| <b>Merchandise:</b>                   | Jay Pozzi  | jay_1965vw@hotmail.com   |

## Canberra Committee.

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 1340  
Camden NSW 2570

## Our magazine.

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

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

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

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

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

## We thank our VW Nationals sponsors:

### 27 years.

|                            |                                |
|----------------------------|--------------------------------|
| Volkswagen Group Australia | Klaack Motors                  |
| Andrew Dodd Automotive     | Stan Pobjoy Racing Engineering |
| C & S Automotive           | Vintage Vee Dub Supplies       |
| H&M Ferman                 | Volksbahn Autos Pty Ltd        |

### 20 years and over.

|                            |                         |
|----------------------------|-------------------------|
| Aust VW Performance Ctr    | Shannons Car Insurance  |
| Mick Motors                | Wolfsburg Motors Sydney |
| North Rocky & Import Parts |                         |

### 15 years and over.

|                     |                              |
|---------------------|------------------------------|
| Harding Performance | Reliable Automotive Services |
| Indian Automotive   | Unicap Pty Ltd               |
| Mobile Model Cars   | Wayne Penrose VW Engineering |

### 10 years and over.

|                             |                           |
|-----------------------------|---------------------------|
| All Metal Bumpers           | Custom Vee Dub            |
| BWA Auto                    | Defender Safety           |
| Black Needle Auto Upholstry | Euro Automotive           |
| Canberra VW Centre          | NRMA Insurance            |
| Classic Vee Dub             | Wolfsburg Auto Melbourne  |
| Cupid Wedding Cars          | Wurth Fasteners Australia |

### 5 years and over.

|                        |                        |
|------------------------|------------------------|
| Antique Tyres          | Red Van Tyre Colouring |
| Artemi's T-Shirts      | Rod Penrose Racing     |
| Camden GTI Performance | Volkscare Melbourne    |
| Custom T-Shirts        | Volkshome Automotive   |
| Expert Signs           | Volksmuller            |
| Gold Coast Vee Dub     | VW Classic Kirrawee    |
| Nulon Australia        | VW Magazine Australia  |
| Quik Strip Bankstown   | Westside Mufflers      |

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

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

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



## The 9<sup>th</sup> Annual VW Watercooled Summer Cruise 2015

**Sunday the 1<sup>st</sup> of  
February!**

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

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

# MB Classic Car Club Inc.



MBCCC's Show & Shine for All German Vehicles, held at The Foreshore, Newcastle, Australia, is the Club's premier event.

This one-day event takes place on a Saturday in February each year. The 2015 Show will be held on Saturday 7th February. Our beneficiary this year will be Nobby's surf club.

The event is for both classic and modern cars, show cars or every day drivers, produced by German factories including

MERCEDES-BENZ

BMW

NSU

BORGWARD

GOGGOMOBILE

VOLKSWAGEN

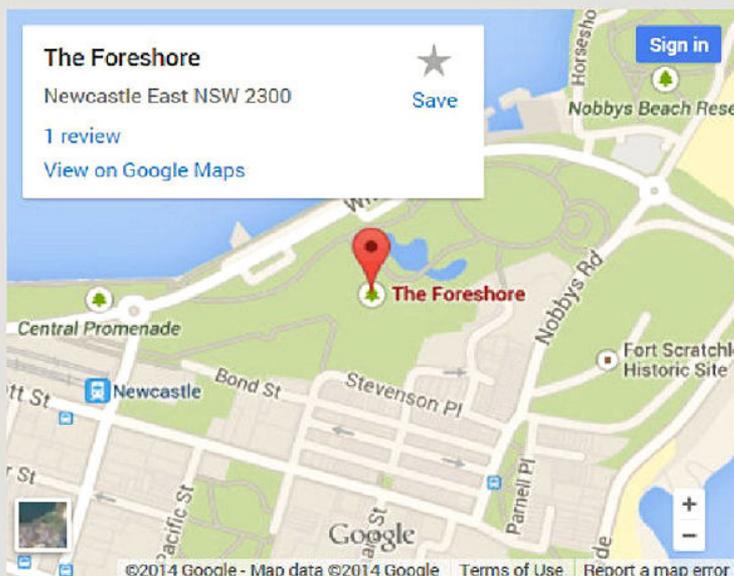
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The event is well supported by our sponsors and by the media. The site is marvellously located alongside Newcastle's working harbour, one of the largest export ports in the world, in close proximity to Nobbys Beach, and to historic Fort Scratchley and the Customs House precinct. Some food is sold on site, and a wide variety of restaurants are within a pleasant short walk along the foreshore. Come and see some stunning vehicles, including some quite rare ones!

The Show location at The Foreshore, Wharf Road Newcastle is shown in the Google Map below.



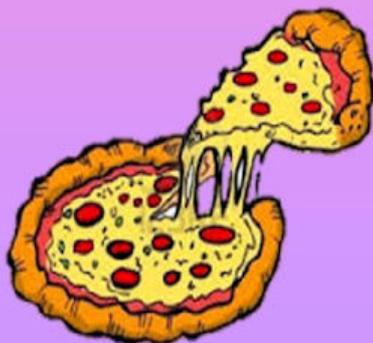
# VW Pizza and Pasta Restaurant Night!

When: **Saturday 7<sup>th</sup> February from 7:00 pm**

Where: **Monte Carlo Pizzeria. 208 Belmore, Riverwood**  
(parking in the rear – enter laneway off Cairns street)

RSVP: **To Dave Birchall on 9534 4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday the 4<sup>th</sup> of February**

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



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



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



# 1/4 MILE VW DRAG RACING

Where Volkswagen Power Comes To Play!



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

SATURDAY FEBRUARY 21ST 2015  
SYDNEY DRAGWAY EASTERN CREEK



# THIRLMERE FESTIVAL OF STEAM

## Sunday 1st March 2015

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

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

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

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

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



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

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

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

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

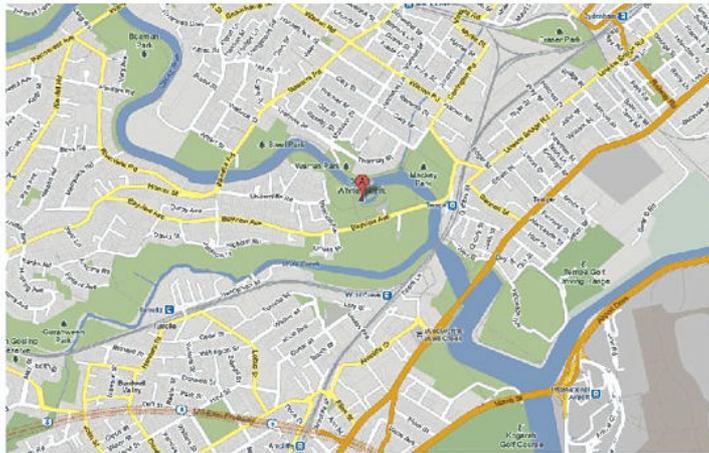
Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email [krmmodels@gmail.com](mailto:krmmodels@gmail.com)



*Keiran Ryan, Events Manager*

[www.thirlmerfestivalofsteam.com.au](http://www.thirlmerfestivalofsteam.com.au)

# 4th annual German Autofest



**Sunday 1st March 2015**  
**Gough Whitlam Park**  
**Bayview Ave, Earlowood**  
**9:00 AM - 3:00 PM**

All German vehicles welcome – Volkswagen, Audi, BMW, Porsche, Mercedes etc. Original classics and late model.

**\$10 to show your car.** Bring your own picnic lunch.  
Organised by the Mercedes Benz Club of NSW.

Contact John Assarapin on 0418 785 815 for more information.



## Von dem Herrn Präsident.

I hope you all had a great Christmas and New Year! I hope everyone enjoyed our Christmas meeting at the Greyhound Club in December. The new caterers in the Greyhound club are much improved and the food provided was very good. Thanks also to the people who organised nibbles. Thank you too to everyone who brought a present, and to Christine for running the Christmas raffle.

We had a guest presenter at the Xmas meeting, David Lane, who brought along a couple of his car racing motion simulators. Just like playing Xbox or Playstation, but in a racing seat with wheel and pedals that moves. Those who had a go agreed it was very tricky but a lot of fun. Thank you David for coming along, and we might see you and your simulators at the VW Nationals.

2015 is going to be a busy year for VW events, with some great things coming up for you to do with your VW. You should make a note in your diary or calendar so that you don't miss out on these events.

First of all, the VW Watercooled Summer Cruise is on again on Sunday the 1st February. Don't worry about the name, new AND old VWs are welcome. Aaron has moved to Melbourne but we have a willing group of helpers for the convoy and ready to cook up some snags on the BBQ at Stanwell Park. See flyer in this issue for more details.

Then it's our annual Pizza night at Monte Carlo Pizza at Riverwood on Saturday 7th February. Don't forget to book your spot by phoning Dave Birchall on (02) 9534 4825 with your numbers – and to wear a bright Hawaiian shirt or dress!

And rounding of the month on Saturday 21st is the Sydney Showdown VW Drag Racing at WSID, Eastern Creek. Let's hope that Sydney weather can shine again this time. This event is part of the drag racing series run by VWMA (Volkswagen Magazine Australia). Craig Hughes the editor of VWMA has pulled off a major win for the VW racing fraternity when he secured this venue. We need as many people to support this event as possible so that it can continue even if you just turn up for a look. In 2013 this event was rained out twice so please come along to support this event, either to race or just have a look.

March is yet another busy month. On Sunday 1st we have two events – the classic car show at the Festival of Steam 2015 at Thirlmere, and the Sydney German Autofest at Earlwood, organised by the Mercedes Club. Normally this is in April, but they had to schedule it earlier as the council had otherwise booked the park and it was not available. A pity these two great events clash this year.

Our Club celebrates its 30th birthday this year, so Phil and Lily are organising the Club Veedub 30th Anniversary Cruise on Sunday 8th March. Back in 1985 we cruised from Old Government House in Parramatta Park to St Albans, but today that carpark in Parramatta Park has been removed. Instead, we will start from Hungry Jacks at North Parramatta (opposite Bunnings). We will be going an all-tarmac route to St Albans, with no gravel or dirt roads. More about this one next month.

Later in the year is the Robertson Classic Car show, Ian and Rose's Bugs and Buses near Newcastle, and of course the VW Nationals on 23-24 th May. We are supersprinting at

Eastern Creek for the first time, so don't miss that. The Winter Break at Sawtell is on again on 28-30th August. You will need to book accommodation, so more on that next month.

Hopefully this huge choice of events might inspire you to get out in your VW and meet with your fellow VW enthusiasts. If you've never been to any club run before, don't be shy! Polish up your VW (old or new) and come along to any event you like. You will be very welcome!

Anyway enough from me, I hope to see you at an event in 2015 soon.

Steve Carter



## Kanberra Kapitel report.

Happy New Year all, I hope you had a great break with family and are raring to go for another year.

In December we had our Christmas Dinner and checked out the world-record light display in Civic. Have a look at the event report elsewhere in the magazine.

We're having a quiet month during January to let everyone get back to work / school / family routines. We are having our club meeting at the end of the month though (26 Jan). February will see a run to hopefully Gundaroo for lunch and a general catchup; we'll let you know shortly about the dates. This will coincide with the AGM where we will be asking for assistance in running the events and such. If you have a 'need' to assist and would like more information, contact any of the committee who will be glad to tell you more. We'll be looking to fill all positions, and we'd love to see you there. Even if you can't take a spot, we still want you to come along to the cruise and lunch.

In March we will be attending the Wheels Car Show, 8th March to be exact, more details to come.

As we have been reporting, there is a VW Drive For the Community on Sunday 29 March 2015. More details are coming, but as per last year, this will be a huge event, with hundreds of Volkswagens driving in convoy through Civic, and a large VW fun day afterwards, with shows, displays, and rides. Mark the date in the calendar and be ready to register. There will be a cost and the proceeds go to the Canberra Hospital. Lennocks are organising this one and they have been sponsors of the club for some years, so it would be great to return that commitment by having a big club involvement for the convoy. Keep the date ready and when we hear more we'll let you know.

A final note congratulating Megan and Aidan on the birth of Maeve in late December - we hope she takes to Volkswagens early!

Looking forward to catching up soon,

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.*

### January.

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

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

### February.

**Sunday 1st:- VW Watercooled Summer Cruise 2015.** Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 09:30am. Cruise departs at 10:00am. Brief stop at Appin, then to Stanwell Park by 12:30pm. Families and kids invited, with free BBQ sausage sizzle and drinks. Large grassy park with kids playground, kiosk and surf beach. All profits to the Cancer Council. All VWS welcome, new and old. Phone Matt on 0423 051737.

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

**Saturday 7th:- Newcastle All-German Show n Shine** at the Newcastle Foreshore, organised by the Mercedes Classic Car Club. All German vehicles are welcome; lots of old and new VWs wanted. 9:00am start, \$10 entry per car at the gate. All entries eligible for prize or trophy. For more info visit [www.mbcc.org.au](http://www.mbcc.org.au) or phone 0410 553549.

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

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

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

**Saturday 21st:- Sydney Showdown VW Drag Racing** at WSID, Eastern Creek. 1/4-mile VW drag racing, dial your

### Attention Members:

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

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

Cheers  
Joe Buttigieg

own time. Air and water-cooled VWs, stock to all-out, novice to pro! Non-elimination competition. Top VW shootout, show'n'shine, traders/swap meet, twilight cruise, pizza run. Family friendly! Plenty of food and drink. Presented by VW Magazine Australia. Visit [www.vwma.net.au](http://www.vwma.net.au) for more info.

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

### March.

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

**Sunday 1 st:- Sydney German Autofest** at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes-Benz Club of NSW. All German marques are invited to display on this classic picnic day. A celebration of the German automotive industry, both traditional and modern. Displays from Merc-Benz, Porsche, BMW, Audi, Volkswagen and micro cars. All cars in place by 9am, \$10 to display a car. Contact John Assarapin (MBC) on 0418 785815 aft 5pm.

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

**Sunday 8th:- Club Veedub 30th Anniversay Cruise.** Celebrate our Club's 30th birthday by coming on a tribute

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

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

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

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

## April.

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

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

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

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

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

## May.

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

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

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

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

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

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

**Monday 25th:- 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, PO Box 1340 Camden NSW 2570.

## New Ads.

**For Sale:- I have a blue 1993 VW Golf Cabriolet** that I am looking to sell. It is slightly damaged, however, I thought someone in the club may like to purchase it as a project to do up or to use as spare parts as they are hard to come by (it is only some sections of the body that are damaged, no mechanics. The car runs fine, has sports suspension and several other upgrades. May someone please be in touch with me should any members be interested or have a the same model and might be interested in my offer. Price \$1800 ono. Please contact Miss Victoria Davies on 0406 383205 or email [victoria@davies.ws](mailto:victoria@davies.ws)

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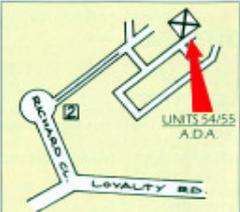
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**For Sale:-** Hi I have several 1950's 60's and 70's original **Volkswagen advertisements** which I sell through E-Bay and to collectors. I was wondering if any of your members would like to know about my collection. I look forward to hearing from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

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now overtaken the Holden Cruze, Nissan Navara, Ford Focus and Hyundai ix35 in sales.

The overall new vehicle market contracted by 2.0% from the record figures of 2013, though sales once again topped the magic million mark. 1,113,224 new cars, SUVs and commercials were registered in Australia last year, which is 23,003 fewer than in the previous year over the same number of selling days.

Passenger vehicles, which include the light, small, medium, large, sports and people-mover segments across all price points, fell 6.1% to 531,596 sales. Light commercial vehicles dropped 3.2% to 197,956 sales.

## VW's 2014 sales - a Golf record.

Volkswagen has recorded its first Australian sales drop since 2003-04, according to VFACTS sales figures released this week.

However the drop is very slight, with VW sales showing remarkable stability over the last three years. Volkswagen sold 54,801 vehicles in Australia in 2014, a slight drop of 91 vehicles (0.17%) over the record 54,892 VWs sold in 2013. Last year's figure is also slightly less than the 54,835 sold in 2012. However, the 2014 result is still the third-best ever.

Volkswagen finished in 8th place on the list of most popular makes in Australia, behind Mitsubishi and Nissan and ahead of Subaru and Honda, for the fourth year in a row. Volkswagen celebrates the year as Australia's most popular European brand, for the tenth year in a row.

Volkswagen Australia reduced the number of models and variations available in Australia in 2014, with both the Eos convertible and Up! city car discontinued. The Scirocco was also slated for the axe but will remain on the Australian menu into 2015. However, model choices on other VW ranges such as the Polo and Passat were also simplified.

The Golf was again Volkswagen's best-selling vehicle, as it has been every year since 1997. It was back in 1996 that the Golf was last beaten, when the T4 Transporter sold 1,888 (plus 49 Caravelles), compared with the Golf 3's 1,638 (plus 250 Cabriolets). The Transporter was VW's top (and in fact ONLY) model during the 1980s, but for the last 18 years the Golf has been VW's Australian #1. Annual VW Golf sales have grown twelve-fold over that time.

2014 was in fact the highest Golf sales figure ever in Australia, with 19,178 sales, a improvement of 1,836 Golfs (10.6%) over the 17,342 sold in 2013. That beat the previous Golf all-time record of 18,383, set in 2011. This is VW's fifth-best ever one-model one-year sales result, behind only the VW 1200 Beetle from 1960 (24,388); 1964 (22,293); 1962 (21,273) and 1963 (20,135). The Golf finished in the top-10 list of best selling vehicles for the first time ever, up from 14th in 2012-13. From the previous year the Golf has

The Small Car segment is Australia's largest, with 233,887 sales from its ranks. The Golf (19,178 sales, up 10.8%) was fourth in this category, behind the Toyota Corolla (43,735 sales), Mazda 3 (43,313) and Hyundai i30/Elantra (31,505/8779).

Medium car sales dropped 14.9% for the year. The VW Passat finished third in this category with 3,079 sales, behind the dominant locally-made Toyota Camry (22,044) and Mazda 6 (5883).



The downward trend for small and medium cars was reversed at the luxury end. Small cars above \$40K grew 24%, thanks largely to the Mercedes-Benz A-Class, Audi A3 and Golf GTI/R. Medium cars above \$60K grew 9.4%; upper large cars above \$100K grew an amazing 94.4%, and sports cars above \$80K were up 16.2%.

Australia's unquenchable appetite for SUVs continues. SUV volume grew across the board by 5.6% to 352,347 units, or almost one-third of all vehicles sold in Australia. Medium SUV sales were up 4%; Medium SUVs above \$60K were up 12.5% (the Audi Q5 was best-seller with 3,432 sales); Large SUVs under \$70K dropped 0.8%, but the over \$70K class grew by 12.1%. No VW SUVs featured in the top-selling models.

Volkswagen Australia will therefore be keen to introduce the redesigned Tiguan and upgraded Touareg in the near future, as well as VW's other new SUVs as they appear.

#### Australia's best-selling brands for 2014:

1. Toyota - 203,501 (down 5.2% on 2013)
2. Holden - 106,092 (down 5.3%)
3. Mazda - 100,704 (down 2.4%)
4. Hyundai - 100,011 (up 3.1%)
5. Ford - 79,703 (down 8.6%)
6. Mitsubishi - 68,637 (down 4.0%)
7. Nissan - 66,025 (down 14.0%)
8. Volkswagen - 54,801 (down 0.2%)
9. Subaru - 40,502 (up 0.8%)
10. Honda - 32,998 (down 15.9%)
11. Mercedes-Benz - 31,895 (up 15.8%)
12. Jeep - 30,408 (up 37.2%)
13. Kia - 28,005 (down 6.0%)

#### Australia's top 10 best-selling cars for 2014:

1. Toyota Corolla - 43,735 (up 0.5%)
2. Mazda3 - 43,313 (up 2.9%)
3. Toyota HiLux - 38,126 (down 4.5%)
4. Hyundai i30 - 31,505 (up 3.0%)
5. Holden Commodore - 30,203 (up 8.8%)
6. Ford Ranger - 26,619 (up 22.3%)
7. Mitsubishi Triton - 24,256 (down 1.0%)
8. Toyota Camry - 22,044 (down 11.3%)
9. Mazda CX-5 - 21,571 (up 7.2%)
10. Volkswagen Golf - 19,178 (up 10.6%)

## 2015 Polo GTI.

The new Volkswagen Polo GTI will launch locally this year, but its keynote adjustable suspension will not be made available, at least initially.

Volkswagen Group Australia general manager of communications Karl Gehling said our local division is not planning on offering the adjustable 'Sport Select' suspension come the model's second-quarter Australian launch.

"There's a lot of equipment that's available with the new [Polo] GTI and obviously we offer what we think is appropriate for the vehicle in our market. We have planned to release the GTI with a great level of standard equipment plus some option packs - as we have done with the regular Polo - and there's only so much we can package up," Gehling said.

A first-time addition debuting on the fourth-generation Polo GTI, the new electronically adjustable dampers are optional equipment in overseas markets (commanding a yet-to-be confirmed 285 Euro) and are exclusively teamed with a 'Sport Performance Kit' - effectively a 'Sport' mode button that



stiffens suspension along with impacting steering weight, throttle response and the car's sound actuator system.

Asked if 'Sport Select' could be added to the sports model at a later stage, Gehling said, "It's always a possibility.

"I mean never say never for any feature. Costs locally would depend as it would ideally be packaged along with other features rather than as a singular option.

"It's more about whether we see that there's a demand for it in that segment. It's not something that is offered, as far as I'm aware, in any of the other models in that segment either."

As yet, the 'Sport Performance Kit' too remains off any Australian specification equipment list.

On a more positive note, the local PR head also said VW's decision to reintroduce a manual transmission into the light performance hatchback was based on buyer feedback.

Backing up comments made by a Volkswagen executive back in April, Gehling said, "[It was] simply the customer demand.

"Of all of our model range, performance variants have the highest uptake on a manual and when we launched (third-generation) Polo GTI it was only offered as a DSG. Now we've got the option of both and clearly, if we have the option, we'll make it available where we see it's appropriate."

Defending Volkswagen's switch from the five-speed manual-only second-gen GTI to the seven-speed DSG unit exclusively available on the outgoing GTI, Gehling said the move has proved inarguably successful, with the third-gen GTI being the brand's most successful to date.

Still expecting DSGs to make up the majority of sales on the new Polo GTI, Gehling said, "It's always interesting to see how much demand there is. But we think there is clearly an additional opportunity with a manual."

Powered by a 141 kW/320 Nm (in six-speed manual trim) turbocharged 1.8-litre four-cylinder petrol engine, the 2015 Volkswagen Polo GTI is tipped to start at around \$1540 less than the outgoing \$29,540 GTI, with DSG adding \$2500.

## New models for Australia.

Volkswagen Australia is doing all it can to get local buyers behind the wheel of the Volkswagen Golf R wagon and the production version of its T-Roc concept.

The hot Volkswagen Golf R wagon was unveiled at last month's Los Angeles auto show, while the as-yet unconfirmed for production, Evoque-rivalling T-Roc premiered at last March's Geneva motor show.

Volkswagen Group Australia general manager of communications Karl Gehling said both sat high on the local division's wish list.

Maintaining that the Golf R wagon remained simply a concept - despite full performance figures and technical specifications being previously released - Gehling said that car was "something we would love to be able to offer in Australia.

"We have certainly indicated our interest for this model and if it was to go in to production we'd hope that they wouldn't forget about us," Gehling said.

"But given that we've had such success with the existing



R models, I think there's every chance that we'd be successful - We'll have to wait and see what they come back with."

Claiming a 5.1-second 0-100 km/h and an electronically limited top speed of 250 km/h, the 221 kW/380 Nm Volkswagen Golf R wagon (in European spec) exclusively ties the Golf R hatchback's turbocharged 2.0-litre four-cylinder petrol engine with a six-speed dual-clutch transmission (DSG). It also offers 605 litres of boot space compared with the standard Golf R's 343 L.

Revealing that a replacement for the ageing Tiguan "is still a little while off" and definitely won't be seen this year, the local PR head also reaffirmed VW's interest in locking down a right-hand-drive version of the seven-seat CrossBlue SUV developed for the North American market, "if they were to make [it]".

Sharing its platform with the upcoming Audi Q1 - confirmed for production in 2016 - Gehling says the diesel-powered T-Roc is, "an interesting concept and obviously is a good pointer to future variants.

"We've had some discussion in the past regarding having an SUV that would sit below Tiguan and above (the Up!-based) Taigun, and again, it's something that has some potential. And if there were such a model offered we would, again, put our hand up for it. But it's early days."



Expected to evolve into the fifth member of Volkswagen's SUV family, alongside the second-generation Tiguan, third-generation Touareg, baby Taigun and previously mentioned CrossBlue, Gehling says the 4179mm-long T-Roc would easily find space in the Australian market.

"Absolutely," he said. "Yeah, I mean, clearly there is a light car segment SUV, and there's a number of models in that segment and there seems to be some interest in us expanding that."

## Volkswagen wins WRC - again.

At the last World Rally Championship event for 2014, the Wales Rally GB in November, Sébastien Ogier and Julien Ingrassia claimed their eighth win of the 2014 FIA World Rally Championship season, clinching the Driver's Championship. It was Volkswagen Motorsport's 12th victory of the season from the 13 rallies held, giving Volkswagen the Manufacturer's Championship.

After their team-mates Jari-Matti Latvala and Miikka Anttila crashed out, the duo were able to control the pace with a healthy advantage and go over the finish ramp with 37.6 seconds in hand to second-placed Mikko Hirvonen and Jarmo Lehtinen in their Ford Fiesta. The Citroën Total Abu Dhabi World Rally Team crew of Mads Østberg and Jonas Andersson climbed into third after problems struck their team-mates.



In the 2014 FIA World Rally Championship, Ogier, Ingrassia and Volkswagen Motorsport raise the trophies for the second consecutive year, with their team-mates Latvala and Anttila second in the Championship and Andreas Mikkelsen third. In the Championship for Co-drivers, Finland's Jarmo Lehtinen takes third position. Behind Volkswagen Motorsport on 447 points, the Citroën Total Abu Dhabi World Rally Team claimed second with 210 points, just ahead of the M-Sport Ford Fiesta Team on 208 points. The much publicised Shell Hyundai WRC team was fourth on 187 points.

Volkswagen won the World Rally Championship for the first time last year, in their first year of competing, when



the Polo WRC won 10 of the 13 rallies. It was an amazing success for VW, after moving on from winning the Dakar rally with the Race Touareg three times in a row prior to that.

This year the VW Motorsport team had to defend their title, which they did in convincing fashion. The Polo WRC started by winning the famous Monte Carlo Rally in January, then the Swedish, Mexican and Portuguese rallies in the northern spring. VW then won in Argentina, and back in Europe took out the Rally d'Italia, Poland and Finland. The VW team was 8 from 8!

The only glitch came, ironically, at the Rally Deutschland in July. The main VW Polo WRCs crashed out, and the remaining Polo of Andreas Mikkleson finished third behind two Hyundais. VW also missed out in their home rally last year, when Danni Sordo won in a Citroen. Before that, Sebastian Loeb had won the previous 10 events in his Citroens – back to the first German WRC event in 2002. Before that the Rally Deutschland was only part of the German Rally Championship. Jochi Kleint won it in 1976, driving a Golf GTI – VW's only success at Rally Deutschland.

But the 2014 WRC season continued in September at Rally Australia at Coffs Harbour, which the VW Polos won 1-2-3 – their most dominating result of the season. Then further victories for the Polo WRC at Rallye de France, Catalunya in Spain and, finally, Rally GB (Wales). 12 wins from 13 starts, and in 7 of them the VWs finished 1-2.

Volkswagen Motorsport joins their fellow VW Group rally team, Audi, with two world rally manufacturer's championships, and two driver's championships (2013, 2014 for both). Audi won the WRC championship in 1982 and 1984 with the legendary Audi quattro, as well as the driver's championship in 1983 (Hannu Mikkola) and 1984 (Stig Blomqvist).

We can now think of the VW Polo WRC with the same legendary status as the Audi quattro!

The curtains may be drawn on the 2014 FIA World Rally Championship but the contenders will be back in action all too quickly, with the famous Rallye Monte-Carlo kicking off the 2015 season on 22 January.

## Golf R400 for launch this year.

If reports are on the money, Volkswagen will, towards the end of this year, launch a super-hot hatch based on the Volkswagen Golf R400 concept car.

Sources within VW have told Car UK magazine that the company will unveil the new Golf variant at the next Frankfurt motor show, which takes place in September 2015.

Under the bonnet there will be VW's most powerful 2.0-litre turbocharged four-cylinder petrol engine yet.

Final output figures have yet to be finalised, but expect it have between 295 kW (400 bhp) and 310 kW (420 bhp) of power at its disposal. If VW does decide to go with the more powerful state of tune, the car may be rechristened as the Golf R420.

The 295 kW concept car had a claimed 0-100 km/h time of 3.9 seconds and a top speed of 280 km/h. The production Golf R, by comparison, requires five whole



seconds to hit 100 km/h.

Like the Golf R that it will sit above, the production car will ship with all-wheel drive as standard. There will also be an updated braking package.

Although the super-hot Golf is inspired by the R400 concept car that was unveiled last year at the Beijing motor show, it's not known how closely the production vehicle will resemble the earlier concept.

As the R400 or R420 will be a regular production model, not a limited edition job, the British Car magazine expects the uber-Golf to be not too overt about its powertrain. At the very least there will be a revised aero package consisting of new spoilers and splitters.

It's too early to say whether the Golf R400 or R420 will make it to Australia, but with previous GTI versions like the Adidas and Edition30 being imported, it is quite likely that it will too. Stay tuned.

## Golf HyMotion wagon.

The VW Golf Wagon HyMotion was revealed at last month's Los Angeles auto show, debuting a near-production-ready hydrogen fuel cell propulsion system in Volkswagen's top-selling small car.

Volkswagen claims the introduction of the HyMotion makes the Golf the first car in the world to be offered with "all forms of currently available powertrains", with the hydrogen-powered research vehicle joining petrol, diesel, natural gas, plug-in hybrid and electric production models in Europe. Not all of these are sold in Australia, of course.

Though Volkswagen has never launched a hydrogen-powered production car, VW has experimented with H<sub>2</sub> fuel cells since the 1980s. The Golf Wagon HyMotion uses VW's fourth-generation fuel cell - also featured in sister brand Audi's A7 h-tron concept in LA.



The hydrogen drive system produces 100 kW of power and can launch the compact wagon from 0-100 km/h in 10.0 seconds.

All drive components are integrated under the bonnet, while a high-voltage lithium-ion battery is housed above the rear suspension. Four carbon-fibre hydrogen tanks are mounted in the vehicle floor, meaning interior space is identical to that of a petrol-powered Golf.

Volkswagen says the tanks' capacity enables a driving range of 500 km, and they can be refilled in about three minutes.

The battery stores kinetic energy recovered from regenerative braking to both assist in the starting phase of the fuel cell, when the cell has not built up enough electrical power to drive the motor by itself, and also act like a turbocharger to add a boost to the car's maximum acceleration.

Volkswagen says the Golf Wagon HyMotion is designed to demonstrate how a hydrogen fuel cell could be implemented in a vehicle based on the MQB platform.

A production version could be some way off, however, with the company insisting the infrastructure of a broad network of hydrogen fuel stations, and production of hydrogen from renewable sources needs to be well established before it will introduce the technology to market. It takes the same energy to split hydrogen and oxygen from water as is released later when hydrogen is burned.

Volkswagen has been running a fleet of Passat HyMotion research vehicles on the streets of California using the same drive components as those fitted to the Golf Wagon HyMotion.

## More autonomy for VW in Americas.

The bosses of Volkswagen's diverse group of brands, as well as regional managers, will be given more power by head office in an effort to address underperformance in certain key markets.

VW has designs on becoming the world's number one automotive group by 2018, but that's being put in jeopardy by declining sales in two key markets, the USA and Brazil.

In the USA, sales of Volkswagen-branded vehicles are down 11 per cent or around 40,000 units compared to this time last year. In August, the Wall Street Journal reported that VW sales in Brazil were down roughly 17 per cent to 320,300 in the 12 months to July 2014.

Drops in the rest of South America (down 22 per cent) and Russia (down 10 per cent) are also bad news, but these are offset by strong growth in Western Europe and Asia. In the year to July, sales in China jumped 17 per cent to 2.1 million, German deliveries rose almost seven per cent to 724,300, and sales in the rest of Western Europe expanded over eight per cent to 1.2 million cars. Annual sales in Australia have been static at around 55,000 for three years.

Despite the ups and downs, Volkswagen expects sell over 10 million vehicles for 2014 calendar year.

Reuters reports that the problem lies with over-centralisation at the group's headquarters in Wolfsburg.

Bernd Osterloh, chairman of Volkswagen's Works

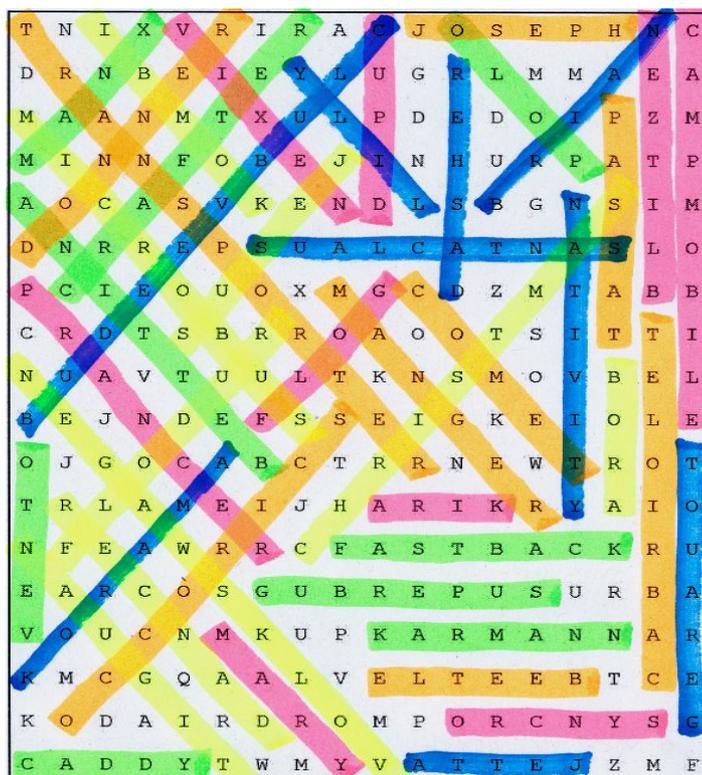


Council, told the news agency: "I think a company of this size cannot steer everything from Wolfsburg. Our approach is: centralise as much as necessary and decentralise as much as possible."

To that end, Volkswagen is in the process of starting up a planning centre and hiring 200 engineers for the US market. Similar moves were rumoured earlier this year for Volkswagen's Brazilian arm. The Brazilian VW company has undergone significant upheaval and modernisation, with older local designs such as the Gol and Saviero redesigned to European standards, and popular ancient designs such as the T2 Transporter killed off entirely.

VW of America recently killed off the Chrysler-based Routan people mover that was a US sales flop, and does not import European VWs such as the Polo, Scirocco, Touran or Transporter/Caravelle. In July, Volkswagen HQ finally gave the green light for an SUV, based on the seven-seat CrossBlue concept, to be built in the USA. It has not yet been confirmed whether the new VW plant in Tennessee will also make RHD versions for export.

## Lily's puzzle answer..





## The Toy Department.

Welcome to the Toy Department for 2015 as we explore what seems to be a never ending release of new VW toys and models.

Shortly before Christmas I was contacted by Club member Norm Elias, and he was telling me about the new release of Scalextric VW cars which he just ordered from overseas.

I could tell by his excitement that this was going to be good, and as promised Norm sent me some images of these scale Scalextric sets and these are no doubt a must have for your collection even if you don't have a track (well yet anyway).

Scalextric is a British slot car racing company that was founded in 1958 and is now part of the UK Hornby model train company. Their cars are mostly is 1/32 scale, and are usually bought in a kit form with track, controllers, accessories and cars. You can see more of Scalextric and buy some of their many kits at [www.scalextric.com/](http://www.scalextric.com/)

The Scalextric Sand & Surf VW Beetle and VW T1b Camper Van set was selling originally in Europe but now can be bought on line here down under.

This is a limited edition set of only 2500. The detailing is great, with the 'Camper Van' showing off its table and seating in the rear section of the Bus. It's really more a 'semi-

camper', as there is no fridge, cupboards or pop-up roof.

In case you are wondering about the terminology, all Transporters up to 1990 are VW 'Type 2', which includes the three generations - T1, T2 and T3. 'T1b' such as this one refers to the 1955-63 'intermediate' model, which has two rear hatches and a windscreen overhang. 'T1a' refers to the earlier 1950-54 'barndoor' models, while 'T1c' is the 1964-67 wide rear hatch model, the last one before the 1968 T2a came along.

The Beetle seems to be a Euro deluxe 1966, with the large windows and slotted wheels with flat hubcaps that our Aussie '66 models didn't have. It's definitely NOT a 1963, as the box says! The model number for this set is C3371A.

This is an officially licensed product by Volkswagen and it's great to see Scalextric using the classics in their range, as they never used the Air Cooled models in the Scalextric sets in the 60's, 70's, 80's, 90's or 00's.

The caption on the inside lid of the boxed set is as follows:

"VW Beetle 1963: The Volkswagen Beetle was designed as a practical, durable and affordable car in Germany in the 1930s. By the 1970s it had reached cult status and was popular all over the world. The Beetle was often converted for leisure pursuits and was a must-have vehicle for



the out-door activities.

“VW Camper Van T1b: With its fold away bed, table, sink and cooker, the Volkswagen Camper, or bus in the US, has been the starting point for many an adventure. First built in 1950, the popularity of the T1b reached its peak in the 1960s. Today, these early classic models are as popular as ever.”

Yes both vehicles have working headlights and tail lights.

'Happy hunting' has just turned into 'Happy spending'.

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

## Canberra Christmas Dinner.

On Tuesday 23 December, the Canberrans held a Christmas Dinner, to replace the usual Christmas Lights Cruise of past years. We met at the Labor club in Civic and enjoyed a great meal and conversation over the year that was, and the future.



After dinner, the plan was to visit the Christmas Lights Display outside the club. For the last few years, a family in Forrest ACT has been adding an extraordinary number of Xmas lights to their house, in an attempt to break world records. This year they decided to move the lighting display into the city. So, over the last few months, it has been setup in Petrie Plaza (Civic) for the public to view during the holiday season.



It supports the SIDS charity and all visitors are asked to give a gold coin donation. This year's display broke the Guinness record for the most number of bulbs in a display.

Unfortunately when we left to view the lights, the rain had started, leaving some members to head home. After heading off to buy umbrellas (and then having the rain stop), we checked out the lights and gazed in wonder at the mammoth job of making this display.

Beside the lights display is the Canberra Merry Go Round, which has just turned 100 years old. Whilst not normally running at night, it was also lit up with Xmas lights and was full of young children enjoying the ride.

Adjacent to the Merry Go Round was the Canberra Christmas Tree, which rounded out the lights display.

Thanks to everyone who came along. I hope you enjoyed the night and that it capped off the holiday season for you.

Bruce



# 2014 Car Awards.

## CarsGuide COTY.

The CarsGuide COTY accolade is awarded by News Ltd (and their Sydney daily paper the Daily Telegraph). It is a single 'best car' award based on significant models released during 2014. There are no 'category' awards.

Last year the new Golf 7 won the CarsGuide Car of the Year accolade, awarded by News Ltd and their nation-wide panel of judges. It was VW's third CarsGuide award since they began in 1997, following the Golf 6's win in 2009 and the Polo's in 2010.

A field of ten new vehicle finalists were selected from 2014 releases, all tested over two days by a panel of six automotive judges. This year's judging was run later than usual so a number of late arrivals in showrooms could be assessed for the contest. They included the BMW i3 electric car, the luxury Hyundai Genesis, the BMW 2-Series Active Tourer and the updated FG X Falcon.

As they do on the road, city runabouts dominated the line-up, with half the field made up of small cars. From the tiddlers, there was the new Mazda2, the revised VW Polo and Honda's versatile Jazz. Stepping up a class were the Toyota Corolla and Mazda3.

Two full-size family cars made the cut - the Honda Odyssey people-mover and the Nissan Pathfinder - while the Subaru WRX and XR8 added a little spice to the field. The most expensive car was the Mercedes C200 at \$60,900. Too pricey for the average motorist? Maybe, but since its launch it has been Australia's second best selling medium-sized sedan.

Finishing out of the running (in ascending order from last) were the Nissan Pathfinder Hybrid, Honda Odyssey VTi; Mazda2 Neo, Toyota Corolla and Subaru WRX.



The Polo was "composed and confident on the open road, with engine performance that belied its size. It made the cut ahead of the new Mazda2, which looks cute, but can't match the hushed quality of the Volkswagen, nor the strong value and cavernous interior of the Jazz." However, the report said, "A noise in the engine bay of the Polo set off a discussion about past VW reliability problems, while some judges thought the cabin was a bit plain and tight for space." The Polo finished fifth.

Finishing above the Polo in fourth was the Mazda3 Neo, and in third was the Honda Jazz. Finishing second was the Ford Falcon XR8. The winner of the CarsGuide Car of the Year for 2014 was the Mercedes-Benz C200.

## Drive COTY.

The competing Fairfax press has their 'Drive' COTY awards, which comprise a number of category awards and an 'overall' winner. Volkswagen has won the Drive 'overall' award twice, for the Golf in 2009 and the Polo in 2010. However Fairfax chose to snub the Golf 7 last year, contradicting every other car award in Australia. VW has won numerous Drive category awards over the years, including best convertible the last two years with the Golf Cabrio.

In the **2014 Best City Car** category, the Polo finished second to the Mazda2 Maxx. "Not only does it start at a relatively high \$18,790 it also requires a diet of more expensive premium unleaded petrol," said the report. "And despite that it comes without some niceties you would normally expect for that price in this segment - notably alloy wheels and a reversing camera - which cost it points with the judges on the value front.

"The base-level Polo also failed to impress the judges with its interior. Not only was it tight on space in the rear the design was labelled 'bland' by several judges."

VW's family cousin the Skoda Rapid finished second behind the Mazda3 Maxx in **Best Small Car**. There were no VWs in this category this year (the Golf 7 was beaten by the Ford Focus last year).

Skoda went one better in **Best Family Car**, winning the category with the Octavia Ambition by beating the Mazda6. "This is a family car category and, in looking at both vehicles broadly, the Octavia is a more rounded family car," they reported.

Another VW family member Porsche finished second in the **Best SUV > \$40,000** with the Macan Diesel (VW Touareg family), behind the Kia Sorrento.

**The Volkswagen Golf R won the Drive Best Performance Car < \$60,000.** The Golf R beat the Subaru WRX STI, Audi S1 Sportback and Toyota 86 in this category. "It delivered respectable fuel economy and plenty of usable power from its punchy 206 kW/380 Nm 2.0-litre four-cylinder turbocharged engine," Drive reported.



"The all-wheel drive pocket rocket is based on the same platform and uses the same architecture and running gear as the prodigious Audi S3 (some may even say it's a \$5000 cheaper version of the Audi). That means a Haldex all-wheel drive system tied to a six-speed manual or, in our case, six-speed automatic transmission.

"The Golf R was comfortably the fastest of the Under \$60,000 finalists during in-house testing, clocking 4.9 seconds

in the sprint to 100km/h.

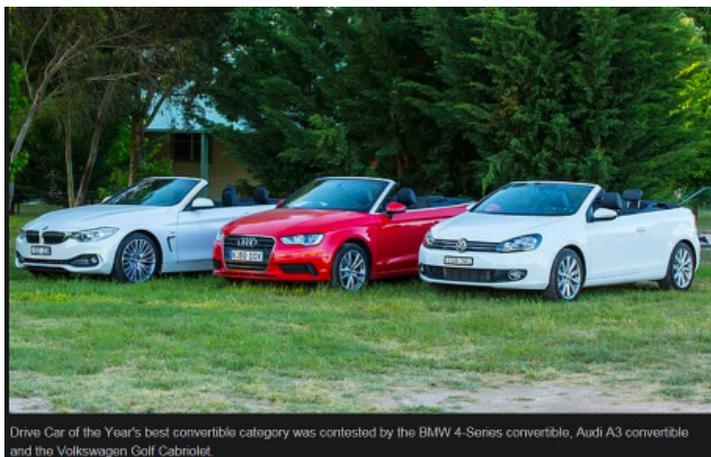
“Once at speed, the Golf R was lauded for its razor-sharp and precise handling during dynamic track testing. Crisp, well weighted steering, excellent body control and strong braking power were among the highlights. These factors culminated in the Golf being one of the most effortless vehicles to drive continuously at speed.

“The Golf R is hardly one-dimensional either. During extensive road loop testing, it was found to be the most accommodating and cossetting package of the four Under \$60,000 finalists.

“Judges praised the Golf R's clean, Teutonic interior layout, commendable storage space and outright ergonomics for a small car.

“While the performance category lends to having an inherent focus on going fast, which the Golf R offers in spades, it also does an equally commendable job of trundling down to the shops to buy milk – something none of its competitors are yet to master to the same degree.

“And so the Volkswagen Golf R finished ahead of the pack, with the Toyota 86 coming in a strong second, the Audi S1 finishing third and the WRX STI rounding out the category in fourth.”



Drive Car of the Year's best convertible category was contested by the BMW 4-Series convertible, Audi A3 convertible and the Volkswagen Golf Cabriolet.

In the **Best Convertible** category, it was a VW Group 1-2. The winner was the Audi A3 Cabriolet, with last year's winner the VW Golf Cabriolet second. The runner up was the BMW 428i Convertible.

“In the end, the BMW couldn't overcome its \$60k price premium and finished third in this contest,” Drive reported.

“At the other end of the price spectrum, the value of the Golf wasn't ignored. With a starting price of just \$40,390 (plus on-road costs), it remains one of the most affordable convertibles on-sale in Australia.

“The 118kW 1.4-litre turbo engine is refined and quiet with good low-down pulling power for effortless cruising, but the seven-speed DSG automatic can be jerky getting away from a standstill and the judges still had reservations about its long-term durability.

“Even though it still uses the underpinnings of the previous-generation Golf, the Cabriolet offers an enjoyable, but hardly energetic, driving experience with a good balance between overall comfort and solid road holding.

“Its age also means it misses out on a few modern niceties that make open-top motoring more enjoyable throughout the year, such as heated seats (which are standard in the BMW and optional in the Audi), and there's little in the

way of cabin storage. It lacks airbag protection for rear seat occupants, automated emergency braking isn't even on the options list and its overall presentation is a bit blander than the others.

“On the plus side, the fabric roof is the quickest to retract and sits neatly on top of the rear bulkhead so that it doesn't compromise its 250-litre boot.

“Although two judges placed the Golf at the top of their votes, the rest considered the A3 Cabriolet offered a more stylish and refined open-top experience for not much more, handing it the crown for the best convertible in 2014.”

The Drive COTY overall winner was then judged from the 42 different vehicles spread over the 13 categories. These were reduced to four finalists – the Tesla Model S P85+, Mazda2 Maxx, Mazda3 Maxx – and the winner, the Mercedes-Benz C200.

## NRMA Best Car Awards.

Australia's Best Cars awards are Australia's largest and most important car awards. They are conducted by the Australian Automobile Association, the NRMA and six other state auto clubs - RACV, RACQ, RAASA, RACWA, RACT and the AANT.



There is no 'overall' winner, but rather 15 different category winners judged to be the top cars in the country. The awards are conducted by expert judges from auto clubs around Australia, with NRMA represented by Senior Motoring Writer Tim Pomroy and Open Road Editor Suzanne Monks.

In total, 220 cars were assessed through the year. Of these, 45 finalists were chosen to undergo rigorous road tests over five days. Factors such as Running and Repair Costs, Fuel Consumption, Depreciation and Safety were all taken into consideration when selecting the winners. Volkswagen has won numerous Best Car categories in the past, including the Golf GTI (Best Sports Car <\$50k) and Touareg V6 TDI (Best Luxury SUV >60k) last year.

This year Volkswagen won three categories. The **Best Small Car <\$35k** was the **Golf 90TSI Comfortline**; the **Best Sports Car <\$50k** was the **Golf GTI**, and the **Best SUV \$65k-\$135k** was the **Passat Alltrack**. Volkswagens were runners-up in other categories too.

In **Best Light Car**, the VW Polo finished second, beating the Honda Jazz, but behind the Renault Clio. “The Polo 66TSI Trendline put up a strong showing and was just pipped at the post by the Clio,” the NRMA reported.

In **Best Small Car <\$35k**, the winner was the **Volkswagen Golf 90TSI Comfortline**, beating the Hyundai i30 and Mazda3 Maxx.

“Even though the Comfortline variant is not the



1 2 3

cheapest vehicle in this category,” the NRMA reported, “the same Golf DNA courses through the entry-level 90TSI six-speed manual that can be had for around the \$21,500 mark plus on road costs. Volkswagen made the way the car drives its top priority and that was the winning aspect for the Golf. There are many good vehicles in the small car class, but the Golf is the most appealing when the driver is behind the wheel.

“The Comfortline variant is the second level into the range, followed by the equipment-packed Highline variant which also has a diesel on offer. The 90TSI Comfortline and entry-level 90TSI are powered by Volkswagen's renowned 1.4-litre turbocharged 90kW engine coupled to either a six-speed manual or seven-speed direct shift automatic transmission (DSG). The DSG option costs an extra \$2500.

“With rain sensing wipers, front and rear parking sensors, dual-zone climate control, a low tyre pressure indicator, alloy wheels and a reversing camera, the Comfortline certainly scored highly for standard features – in fact, it was class leading. Throughout the interior there is a strong sense of quality and also very good functionality and ergonomics, and on scoring in this criteria the Comfortline was again a class leader.

“Also standard across the range are Volkswagen's driver fatigue and multi-collision braking systems. The driver fatigue system monitors the driver's inputs, general driving characteristics and steering movements and will sound an alert if the system assesses behavioural changes in driving. The multi-collision braking system will mitigate the potential of a second collision occurring after the initial incident by continuing to brake the vehicle after an airbag deployment. Naturally, a five-star ANCAP crash test rating complements the efforts by Volkswagen to make the Golf a safe vehicle.

“The Golf scores well for fuel consumption and this is backed up by a healthy 4.5 star emissions rating on the Green Vehicle Guide. Engine stop-start is included across the range as part of Volkswagen's BlueMotion technologies.

“But it is on the road where the Golf excels and this should become apparent during a test drive of this globally popular vehicle. The Golf leads the class in performance – in

fact, it is almost sports-like, but without the heavy fuel usage. Scoring for ride also saw the Golf leading the rest of the field, and while a comfortable ride usually means a dip in handling prowess, this was not the case with Golf.

“With a generous mix of usable features, capped-price servicing, high levels of safety, low fuel consumption, and great on-road performance, the Golf 103TSI Comfortline should appeal to many looking in this segment of the market.”

Volkswagen again won the **Best Sports Car <\$50k** with the **Golf GTI**, this year beating the Skoda Octavia RS and the Renault Megane RS265.

“Volkswagen's Golf GTI has recorded back-to-back wins as the best sports car under \$50,000,” the NRMA reported. “And while there is little externally to distinguish it from a standard Golf, it admirably fulfils the sports car mantra. It's all about mechanical refinement, and how well the GTI's capabilities in each area are distilled into a focused yet totally accessible high performance driver's car.

“Performance-orientated Golf models, including the GTI, employ Volkswagen's 2.0-litre turbo petrol engines. While required to run on 98 premium fuel, they're tuned to deliver superior power and torque outputs. Peak readings for the GTI are 162 kW at 4500rpm, yet more significantly, 350 Nm starts at just 1500rpm and is maintained right through to 4400rpm, giving the car sublime driving flexibility. This willing power is delivered via a strong yet silken clutch to the



rifle-bolt precision of the six-speed manual gearbox. A 0-100 km/h time of 7.3 seconds is recorded consistently and with absolute ease, while powerful four-wheel disc brakes haul the GTI from 80 km/h to rest in less than 23 metres. 245/40 R18 continental tyres complement the car's balance, are not over the top and ensure the suspension delivers its intended pin sharp turn-in and tenacious cornering grip.

“There is judicious balance and precision in the entire mechanical package, which never leaves you feeling that some aspect has been overlooked or overdone. If that's not enough useful technology, electronic differential lock, engine braking control, counter steer assist and even ESP-sport mode for club track days are all there to back you up. ESC and ABS are

joined by multi-collision braking, adaptive chassis control, adaptive cruise control and driver fatigue detection.

“One of the nicest aspects of this sports car is that it has no unwanted temperament. It rides well over all surfaces and is just as enjoyable for day-to-day commuting or touring.

“Physically you're looking at the same body architecture, cabin space and versatility as the regular Golf, but GTI models have a heightened entertainment factor inside, ranging from tartan seat covers to the golf-ball gear knob. That character, however, is always underlined with Volkswagen's sharp instrument presentation, functional ergonomics, classy ebony finish and superb seat comfort and support. Mechanical seat adjusters and a space-saver spare wheel are more justifiable in terms of weight saving.”

Volkswagen also almost won the **Best Sports Car >\$50k** category with the Golf R, which finished above the Audi S3 Sportback. However it was beaten by the Mercedes-Benz A45 AMG.

The VW Passat Alltrack finished third in the **Best SUV, \$45k-\$65k** category, behind the Hyundai Santa Fe and Kia Sorrento.

“The Passat Alltrack probably appeals to a slightly different buyer than one looking at the Sorrento and Santa Fe, since it really doesn't look or drive like an SUV and doesn't have the same elevated driving position. But the buyer it does appeal to will be less likely to cover it in mud on the weekend, and any off-road limitations the Passat Alltrack has will be irrelevant.”

The **VW Touareg V6 TDI** again won the **Best SUV \$65k-\$125k** category. Having won the category previously in 2013, the Touareg was again in a strong position this year. But it also faced some new challenges.

Not only was it competing against a new Range Rover Sport, but a change in the Australia's Best Cars category structure also meant the Touareg was also up against the more serious off-roaders such as the Land Rover Discovery and Jeep Grand Cherokee. It meant the winning vehicle had to combine superlative luxury with excellent abilities both on and off road, and all for a reasonable price.

“The Volkswagen Touareg V6 TDI did just that,” the NRMA reported.

“With an indicative drive-away price of just under \$87,600, the Touareg offers a highly refined, luxurious and well-insulated cabin. In fact, the interior is little different to that of a prestige sedan.

“At the same time, the Touareg's air suspension with adaptive damping control also allows it to vary its ride height by more than 150mm, meaning it can traverse muddy and rocky trails while cossetting its occupants in the utmost luxury. When the road smooths out, it can also lower itself close to the road and optimise its centre of gravity.

“The Touareg was not alone in having air suspension; both the other finalists, the Range Rover Sport SDV6 SE and Land Rover Discovery TDV6, also ride on little cushions of air. However, the Range Rover is almost \$35,000 more expensive than the Touareg, so while it scored slightly better for its handling, it lost significant ground in the areas of Pricing and Depreciation. At almost \$12,000 less than the Touareg, the Discovery had the best scores of these three for

its pricing.

“In this company, where refinement, build and finish and handling also count for much, the Discovery simply couldn't compete with the Touareg.

“Another standout feature of the Touareg is the comfort of its front seats, which are class-leading thanks to their wide adjustability and excellent overall support. The rear seats also have good adjustability, and critically, there is also good leg room for the second-row passengers.

“The Touareg's 3.0-litre turbocharged V6 is the strong, silent type. Its smoothness and refinement are to the extent that many passengers won't even know it's a diesel – that is until its muscular 550Nm of torque comes in at 2000rpm. Rated power is 180kW. Sending all of that to the wheels is an eight-speed automatic transmission, which directs torque through Volkswagen's 4MOTION all-wheel drive system.

“Vehicles this size are commonly assumed to be expensive to fuel, but the Touareg is surprisingly thrifty given its 2159kg bulk, with an ADR consumption figure of 7.4L/100km.

“Safety is another strong area for the Touareg, boasting nine airbags, fatigue detection and an off-road function within the anti-lock braking system.

“In the end, the Touareg V6 TDI offered an unbeatable combination of safety, build quality, off-road ability, on-road handling and pricing. A thoroughly deserving win.”



Finally, the VW Amarok finished third in the **Best 4x4 Dual Cab Ute** category, behind the Ford Ranger XLT and Mazda BT50.

“With a tailgate rated at 250kg, the Amarok has the largest load tray in the pack. And while it also matches the leaders with a five-star safety rating, it doesn't provide the rear head protection airbag and so scores marginally lower in the ANCAP crash test.”

The Wheels Car of the Year award is due next month. It is the longest running and arguably the most prestigious of the Australian Car Awards. VW has won the Wheels COTY award five times – the Passat (1974), Golf (1976), Golf (2009), Polo (2010) and Golf (2013). This makes Volkswagen the defending champion. However with only the uprated Polo, and Golf GTI and R possibilities for 2014, VW is unlikely to win this time. We suspect the winner will probably be the Mercedes C200.



Wayan with his 1976 Safari. 5-stud wheels seem to have been borrowed from a Beetle.

## Bali Safari.

Whenever I'm travelling I find myself on the lookout for the local VW population; I just can't help it. This brings groans from accompanying family, but they mostly have learned to live with my affliction.

We find ourselves in Bali right now and the obvious thing to do in any foreign location is look around. My first impulse would normally be to hire a car, but that's not a practical proposition in Indonesia: firstly you must have procured in advance an international driver's license, which in my view is no more than an expensive bit of paper, and secondly, well the rules that we grow up with in Australia, the unwritten rules of the road, like "drive defensively", "do unto other drivers as you would have them do unto you", "aim for the gaps in traffic", do not apply here, where it's more like "give way to the big vehicle", "just drive, they'll get out of the way", "yes, it will fit through there" and "blinkers are optional."

OK, no hire car then, so the alternative is to book a car + driver for a day. Along the main street of Sanur, where we're staying, the drivers will find you: "transport? Transport?"

Their mode of transport is invariably a type of Toyota Asian People-mover not found in Australia, the model name of which I won't even bother with out of contempt.

So when I saw a poster in a restaurant for "VW Tour", I got, well, more than interested and naturally ignored the family groans.

The offer in question was a half- or full-day tour around the Denpasar area in a VW Safari.

You will probably know this vehicle as "the Thing", officially designated as Type 181 or Type 182 for right-hand-drive countries, as Indonesia is. As a sideline, this car has a different name in virtually every market it was sold in: "Kurierwagen" in Germany (but people with a

memory called it "Kübel"), "Safari" in Mexico, where most of them were made and Wikipedia tells me that they were assembled and sold here in Indonesia as "Camat", though I have only seen the name "Safari."

We were supposed to go on our day tour the next day, but instead of a Safari, we were greeted at our hotel by Wayan, the owner, on a motorbike. The story went that the accelerator cable had snapped, it was Sunday and no parts were available. Should have taken the Toyota option? Most people, family included, would have thought that. I opted for "same time and place tomorrow."

Monday morning, and Wayan shows up with his Safari.

I let him know straight away that I was a hard-core enthusiast; I wondered what he must have thought of me. It turns out that Wayan is quite an enthusiast himself and is saving up to buy an air-cooled Kombi as well. He told me that parts are hard to come by and I could see that some compromises had been made: a push-button switch on the dash to start and rear-vision mirrors from some Japanese vehicle. There were no vertical seatbelt posts, but a roll cage had been installed, though without provision for seat belts.

The Safari kept up with traffic very well with lots of audible fan noise; I unexpectedly found myself grinning with enjoyment of the air-cooled experience. It rode over rough roads very comfortably, though I must say that generally, the roads in Bali are pretty good. My mechanical senses picked up on a few things: the brakes pulled to the left, but that's pretty hard to get right on an all-drum set-up at the best of times. I could see the left tie rod moving up and down through the hole where the speedo cable comes through: rubber pieces like grommets are the first to fall victim to age. And there was a sudden miss under load, which might have been high-



tension related. But for a 38-year-old car, it did pretty well.

Wayan put the top down and we set out for Ubud to visit the monkey forest. The whole area including car park is under a forest canopy; Wayan rightly put the roof back up and I found out why upon our return from feeding monkeys: I got hit in the head by a big berry or something which came from above, and the soft top had all sorts of forest debris over it.

Next we headed towards a mountain top where you can get a first-class view of two volcanoes.

I asked Wayan if he had ever driven with the windscreen down. He hadn't, and agreed to hinge it down onto the bonnet. Now that's how you get that real wind-in-the-hair experience. Don't try this without glasses, as every bit of grit and insect which the windscreen normal filters out will land in your eyes. Also, raindrops hurt your face at speed.



Not as ambitious as the 160 km/h of a Beetle.



At the top of the mountain there are vultures. Not birds - vendors of paintings, batik, weaving and stuff. If they smell rupiah, they descend on you and don't let go. I made up so many excuses, but nothing works, even "no". Even when we were back sitting in the car, one of them leant right into the interior where the windscreen, window and roof would have been and dangled his wares in my lap. Whatever Wayan said to him did the trick though.

I couldn't help myself from checking out the business end of the Safari and picked up a few things for Wayan to improve:

- the vacuum advance tube had fallen off - easily fixed
- there was no hose from the crankcase

breather to the air filter

- there was missing tinware

I let him know how important these things are and made him promise to fix them.

The whole day cost \$65 and really was worth it; being with somebody who has local knowledge is a great advantage. Although Wayan's English is not great, I learnt things from him.

If you're visiting Bali and share my affliction for international VW investigation, send an email to Wayan: [wayanmbung1@gmail.com](mailto:wayanmbung1@gmail.com)

There is also an operator using Kombis sourced from Brazil.

Rod Young

Las cuatro puertas se pueden desmontar, al igual que las ventanillas.

Su capota es plegable.

El parabrisas puede abatirse sobre el cofre.

Los asientos traseros pueden plegarse, proporcionando una gran capacidad de carga.

Motor enfriado por aire, situado sobre las ruedas de tracción, con 1493 cm<sup>3</sup> de cilindrada.

Altura libre mínima sobre el suelo: 205 mm.

**El mundo es más ancho con el VW Safari '72.**

## Erwin Komenda. (1904-1966)

Erwin Komenda was born on the sixth of April 1904, in Jauern am Semmering in Austria. He spent his childhood and adolescence in the small market town of Weyer an der Enns, near the town of Steyr in Upper Austria. He always held his home town in high regard, and would later acquire a history-laden fifteenth century house there, choosing it as his principal place of residence, despite year-long stays abroad as a result of his work.

His education was centred entirely on metal. After successfully completing his studies at the Technical Institute for Iron and Steel Work in Steyr, he attended the coachbuilding course at the Technological Trade Museum in Vienna. The course was taught by the renowned Viennese coachbuilder Johann Feldwabel, whose book 'The Coach and Automobile Bodywork Builder', with its completely new concepts, had caused an international sensation. In 1920 Komenda began his professional career as a draughtsman, designing tools and automobiles in a Viennese bodywork factory.

In 1926 Komenda married his Viennese sweetheart, Auguste Eugenie Hauptmann. In the same year their son Erwin was born and in 1945 their daughter Ingrid. It was to be a lifelong marriage.

In 1926 Komenda moved to the automobile plant in Steyr, where he met Ferdinand Porsche for the first time. Porsche had come to Steyr to take up the position of technical director after leaving Daimler-Benz AG. In Steyr Komenda shared his drawing board with other famous engineers such as Bela Barenyi, who later claimed the invention of the Beetle as his own; gearbox specialist Karl Fröhlich, engine expert Josef Kales and axle specialist Josef Zahradnik. This first-class team of engineers discussed the possibility of realising a European dream: a car for the people to match the American Ford Model T. In 1929 the technology of the Steyr 30 revolutionised car building.

In 1930 Komenda, aged just twenty six, was appointed deputy head of the serial construction department at Daimler-Benz AG. He would be responsible for the testing and development of Daimler-Benz's new models. Development plans of that time reflect a progressive dynamism in vehicle building. Proven Steyr methods such as independent wheel-suspension, spring axle-suspension and countless studies of the variations on weight-saving, self-supporting bodywork construction gained a foothold in Stuttgart and formed the basis for the following generations of successful Daimler-Benz vehicles.

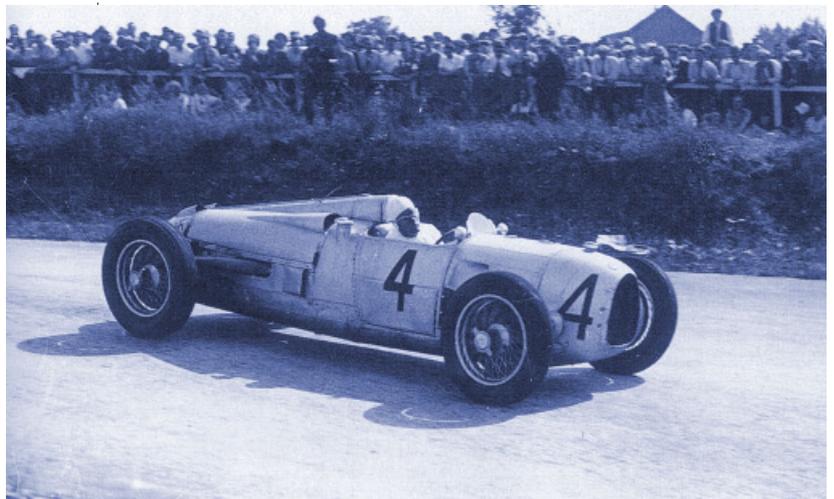
In 1931 in Stuttgart, Ferdinand Porsche founded his own design company, in order to bring a small practical car for the masses onto the market, something that was missing in Germany at that time. In November 1931 Komenda left his highly paid job at Daimler Benz and joined Porsche's newly



founded Stuttgart design office, as the manager of its bodywork construction department. In the 1932 Porsche Type 12, developed for Zündapp, and the Porsche Type 32 for NSU, completed in 1934, the company had two ancestral 'people's car' designs, which both displayed Komenda's innovative bodywork design.

When Hitler came to power in 1933, he financed Porsche's development of a new Grand Prix racing car, which Porsche then offered in a joint contract with Auto Union. Aerodynamics expert Josef Mickl worked out the design for the bodywork of the legendary Auto Union Type-A racing car. Ferry Porsche considered Erwin Komenda the founder of the 'silver arrow' era. Komenda designed the bodywork for the first Auto

Union racing car, made from a special corrosion-resistant aluminium alloy that did not have to be painted. This meant that an extra 2.5kg of weight was not added to the car, and thus the car met the requirements for the 750 kg racing class. It is said that when the Mercedes engineers saw the shiny, silver Auto Union racing car, they immediately had the paint scraped off all their Mercedes racing cars.



On the 17th of January 1934, Porsche submitted his idea for a car for the masses to the German Reich's ministry of transport, with the title, 'Exposé regarding the construction of a German Volkswagen (people's car)'. Porsche's racing cars had been extremely successful, and he and his design bureau had an excellent reputation with the German government. As a result, in 1934 he received the commission from Hitler – who regarded the successful fellow Austrian Ferdinand Porsche highly – to build a German people's car, a 'Volkswagen'.

Porsche signed the contract for the construction of the German Volkswagen with Hitler and the RDA (Reichsverband der deutschen Automobilindustrie, the

Reich's federation for the German car industry). This fact was noted in Porsche's project register. The contract encompassed the development of a saloon, a convertible saloon, an open-topped 'bucket car' and a synthetic resin saloon with a rear motor in the form of the Volkswagen.

Erwin Komenda was responsible for the design and styling of the KdF car. He developed the bodywork for the Volkswagen based on his design of the earlier NSU Porsche 32. In 1935, the question of a definite bodywork design had not yet been answered, so Komenda came up with a number of design ideas and sketches.

However, even before the contract deal was done, many of the member companies of the RDA were suspect of Porsche's idea for a cheap people's car. Deep, mutual mistrust gave the result that the question of financing the project became only one of many points of disagreement. Despite this, the RDA took charge of the expenditure for the construction of the first two pre-prototypes: the V1, the covered saloon, and the V2, the convertible, which were built in 1935 in the garage of Porsche's villa in Stuttgart's Feuerbachweg. After the successful testing of the 1935 prototypes, the V1 and V2, three further prototypes emerged from the Porsche garage in 1936: the VW I, the VW II and the VW III. One car with bodywork made entirely from steel was produced. Due to costs, the other two were constructed in a mixture of wood and sheet metal.

A milestone in Volkswagen history was Komenda's sketch, dating from the 18th of January 1936, in which Komenda first realised a definite VW Beetle shape. Its headlights were integrated into the mudguards, and it had a rear window. Komenda's principle for the Beetle bodywork consisted of large pressed metal sheets, which were placed next to each other. The main parts were simple to replace, because the guards and running boards were bolted on. In this way repair costs were minimised. Another advantage was the fact that parts in the Volkswagen body shell were only attached to each other by spot welding. Not one welded seam existed which had to be covered up with solder. Thus the Volkswagen profited from high protection from rusting. The new bodywork technology also reduced the total weight of the vehicle and had the positive effect of improving both the

performance and the economics of the vehicle.

As a result of the new construction method, the possibility of the chassis twisting and of the oscillation of the axles, which occurred at high speeds, were reduced. This also increased steering safety and handling. Well thought-out was Komenda's hot air regulation system, which by means of a cleverly devised system of ducts inside the bodywork, improved the resistance to corrosion in addition to improving heating inside the car.

Further work on the Beetle bodywork included altering its shape to give protection during accidents, which provided passengers with clear safety benefits and was one of the first ever designs to even consider passenger crash safety. Above all, Komenda's work on the Volkswagen bodywork was in 1936 exemplary and very advanced.

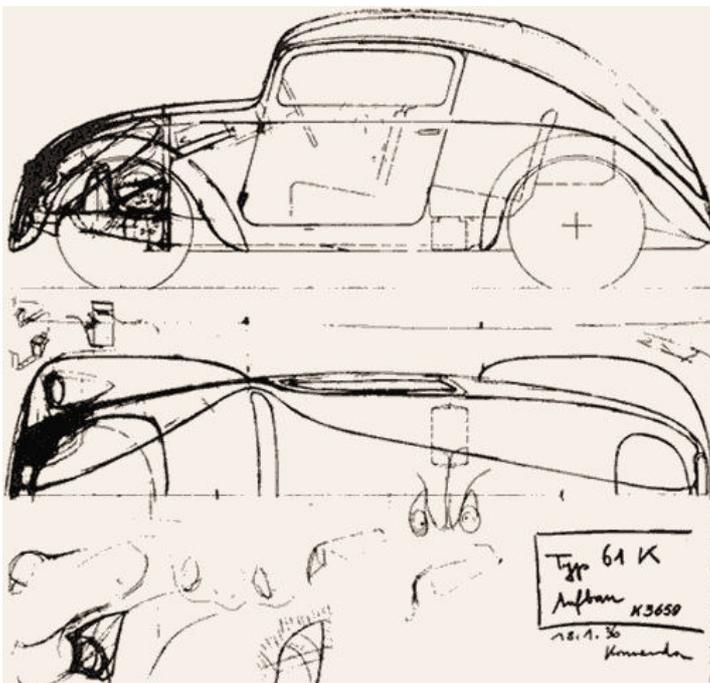


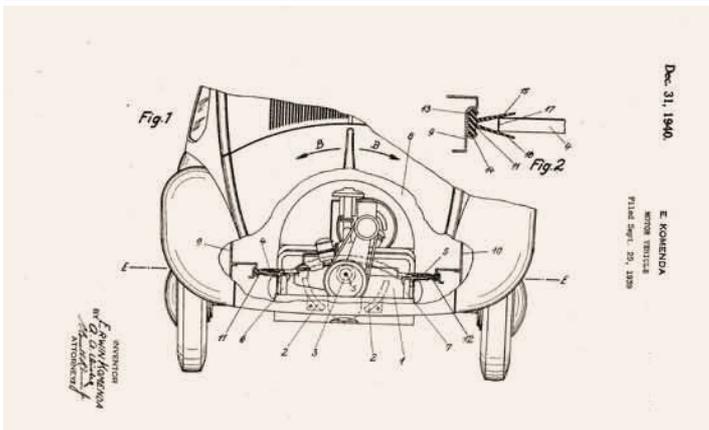
In 1937, thirty pre-series 'Volkswagens', designated the VW 30, were built at the Daimler Benz bodywork plant in Sindelfingen. Every one of the 29 saloons (without a rear window) and one convertible, had a fully steel bodywork with a small bonnet, visual and ventilator slots, and headlights which had been moved forwards. The doors opened towards the back. The indicators were fixed into the sides at the front of the car. An air-cooled 4-cylinder boxer rear engine achieved 22 horsepower. In 1937 one of the VW 30 pre-series was equipped with machine guns and three seats to serve military test purposes, an omen for things to come.

During the Second World War Komenda's family suffered the horror of the Nazi dictatorship. The young son Erwin was called to serve in the army, and Mrs. Komenda miscarried twins during the terror of bombing raids on Stuttgart.

Ferdinand Porsche was in charge of the Volkswagen plant at Wolfsburg. Car construction was pushed into the background as the construction office was kept busy with developments for the war effort. Due to the prevailing petrol shortages Komenda invented the most frequently used alternative to power vehicles during the war, the 'wood-gas' generator. Vehicles were modified and fitted with a gas generator into which wood or charcoal was introduced. Heat was applied, which in the oxygen-deprived environment of the generator, changed into gas which in turn powered the vehicle. Komenda made a patent application for this invention. A further patent application was made for Komenda's construction method for the legendary VW Type 82 Schwimmwagen, the 'swimming car'.

Although Porsche company regulations of 1937 placed all employees under obligation to become members of the





National Socialist Party, Komenda preserved his neutrality and never became a member, as later investigations by post-war American military authorities and registers of party members proved. His resistance to the regime found expression in a meeting with Hitler. Komenda never raised his hand to greet the Führer and constantly addressed him as “Mr Hitler”, a risky undertaking that a development engineer, who was responsible for the technical integrity of complex major projects, could hardly allow himself. His provocative behaviour repeatedly outraged high-ranking Nazi officials.

After the bombing of Peenemünde, Porsche founded the controversial company for subterranean production of the V1 flying bomb. Porsche reluctantly accepted the financial risk and entrusted the development of optimal rocket-flight to his best engineers. Komenda worked intensively on subjects orientated towards the future, such as atomic physics and space research. From this time onwards he carefully maintained contact with Wernher von Braun, who he visited many years later at Cape Canaveral when von Braun was designing the Redstone, Atlas and Saturn rockets that would eventually land men on the moon.

By the end of 1944, when the loss of the war was already inevitable and the Volkswagen plant was already largely in ruins from Allied bombing, Porsche’s first-class development team was evacuated to Gmünd in Carinthia, Austria, while Porsche himself went to Zell am See.

Mrs. Komenda escaped from the bombing of Stuttgart to Weyer in Upper Austria where she gave birth to a healthy daughter in January 1945. During the last days of the war, to the joy of the family, their son Erwin returned.

Everyday life for the Porsche team become more difficult following the end of the war. Zell am See, Porsche’s



main place of residence, was located in the American zone and Gmünd fell into the area controlled by the British. The Porsche construction office in Stuttgart was also in a zone occupied by the Americans, who brought in Karl Kirm to manage Porsche’s assets there.

The shock of Porsche’s imprisonment and the economic depression cast gloom on the design team, who remained in Carinthia. The Morgenthau plan, named after the American finance minister, intended that German industry be completely scrapped and that Germany should be changed into a purely agricultural country. The end of the design office appeared to have arrived. One officer from the occupying forces of the time commented, “If Professor Porsche had been a shoemaker, then he would have certainly worked again. However, he will definitely never build cars again.”

The period of occupation was marked by the military authorities’ suspicion. Every design drawing had to be submitted to the British authorities in Klagenfurt to be examined, in order to prove that new, secret weapons were not being designed by the engineers. In May 1945 Karl Rabe was forbidden from carrying out any further design work. And there was still worse to come. Following the end of the war, the country was subjected to the denazification process. As a result Komenda, Ferry Porsche and other engineers found themselves in the American internment camp at Glasenbach. Extensive questioning of the Porsche development engineers followed, but they were found to have spotless records. Shortly afterwards, however, the male members of Porsche’s family became French prisoners of war.

The remaining, hastily thrown together members of the Porsche team developed automobile legends such as the Cisitalia racing car, the Porsche 370 four-seater and the legendary Porsche 356. Komenda designed the bodywork of the Porsche 356, the form of which met with a very positive public response.

In November 1946, in Gmünd, Erwin Komenda’s ideas for a sports car were committed to paper. He sketched an articulate design for a 2-seater sports coupé, which at that time was without a name. The technical features of the car, such as the engine, gearbox, brakes, wheel suspension and the form of the bodywork, came from the Volkswagen. Komenda kept this historically significant design drawing safely in his home town, Weyer.

Officially, the Porsche 356 project began on the 11th of June 1947. Provisional bodywork structures and frames were completed by the 17th of July 1947. Only a few people knew that Erwin Komenda began design work on the Porsche 356 coupé and convertible at the same time. Komenda’s design study for the prototype of the open-topped Porsche 356-001 was a sports car built from many VW parts, with low-mounted aluminium bodywork with graceful, soft contours.

During the winter of 1948/49, production in Gmünd was slow and irregular. Major difficulties of the post-war period were the procurement of materials, the prevailing lack of tools and restricted mobility due to occupation. The project in Gmünd was never profitable, therefore other companies were given the vehicle manufacturing contracts. In addition to the Swiss company Beuttler, bodywork construction companies Keibl in Vienna’s Landstraße district, Tatra in the Simmering district of Vienna and Kastenhofer in Margareten in Vienna built the first Porsche 356. All of the

companies were given the design plans as well as raw materials, which included the chassis with front section and accessory parts, for assembly manufacture. The creation of the first model of the Porsche 356 by five different companies demand a great deal from Erwin Komenda, who held the central role in the design and manufacturing department. During the post-war years, Komenda travelled to Switzerland many times, in order to supervise the production of the Porsche 356 bodywork.



Soon Komenda's influence reached far beyond the German and Austrian borders. In 1947 he worked for Cisitalia in Turin, Italy. He repeatedly travelled to Switzerland to deal with the production of the Porsche 356 there. In 1949 there were problems in the Volkswagen construction office in Wolfsburg. After the completion of a consultation contract between Porsche and Volkswagen, Komenda was summoned to the Volkswagen development department in Wolfsburg for one year. Komenda also spent time professionally in the United States, in 1952 and 1953 he worked on development contracts in Great Britain and he even travelled to China for professional reasons.

In 1949, when Professor Porsche was allowed to enter Germany again, the family applied for the return of the occupied areas of their company for the first time. During the post-war period, the American military had used Porsche's premises to produce engines for US army vehicles.

Thus, in early 1949, three comparative tenders for the planned production of the Porsche 356 in Germany were received in Gmünd. These tenders were from Reutter in Stuttgart, Druaz KG in Heilbronn and from Binz & Co in Lorch. Initially, it was thought that 500 Porsche 356 sports cars could be produced per year; a monthly rate of 40 cars.

Although in price, Reutter's tender fell between the two others, they were awarded the contract. A business deal was established. Unnecessary transport costs were saved thanks to Reutter's premises being located right next to Porsche's. Additionally, Reutter had proved to be a good business partner over the years. Once, Reutter had produced Komenda's Wanderer's stream-lined coupé, the Zündapp and NSU prototypes, the KdF model from the VW 38 series and the 3 pre-prototypes for the Porsche 60 K 10. Moreover, Reutter had a large premises at their disposal, which Porsche could rent if required. In 1963, Porsche finally bought up Reutter's no. II premises. Following that, the manufacture of Recaro sports seats was the only work which continued to be done by Reutter in Stuttgart's Augustenstraße.

In 1950, with the beginning of the Porsche 356 production in Stuttgart, the engineers returned from Carinthia. Porsche acquired a 200m<sup>2</sup> wooden barrack buildings for temporary accommodation of the construction department.

On Maundy Thursday in 1950, a dream became reality: the first pale grey painted Porsche 356 left the Reutter plant in Stuttgart.

During their stay in America in 1952, Ferry Porsche commissioned Komenda to design the Porsche Emblem. US importer Max Hoffmann had suggested that Porsche cars have a proper emblem, so Ferry did a rough sketch and handed it to Komenda to complete. Komenda included Stuttgart's heraldic animal, the state heraldry of Baden-Württemberg and the words 'Porsche' and 'Stuttgart' to express the importance of the company's link to its roots. The stag horns come from the crest of the German state of Baden-Württemberg, where Stuttgart is located. The rampant horse was inspired by the city's origins as a stud farm on the banks of the Neckar river. After Komenda had worked out the design and its colours, he also clarified the legal situation regarding the use of town and state heraldry and had the design approved by the authorities. The Porsche emblem first appeared on the steering wheel hubs of 1953 model cars.

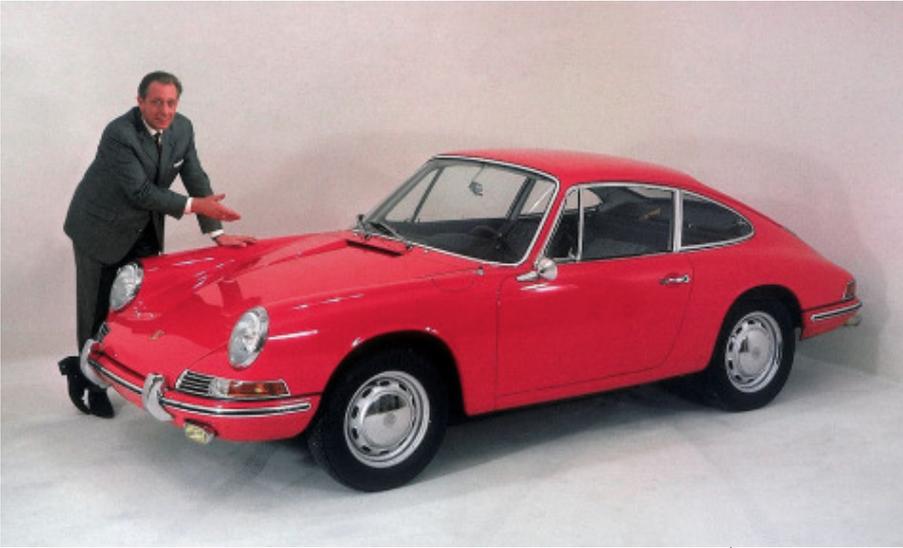
Komenda led the development of successive versions of the Porsche 356. He also designed the bodywork of the first large-capacity Porsche, the 530. It was largely based on his post-war design for the Porsche 370. Two prototypes of the 530 were built.



In 1953 Komenda designed the bodywork for the extravagant Porsche 550 Spyder. Serial production of the Porsche 550 Spyder began at the end of 1954, equipped with magnificent 'Fuhrman' DOHC 1.6-litre flat four mid-mounted Porsche engines. These exotic race cars were a sensation on the racing tracks of Europe.

Komenda designed the world-famous bodywork of the 'American Roadster', also known as the Porsche 540 Speedster, which made its debut in September 1954 on the recommendation of American Porsche importer Max Hoffmann. It was described as the 'fresh air legend' and went on to become the most loved and cheapest design from the Porsche 356 range.

In autumn 1955 Komenda's bodywork variations for the Porsche 356 A superseded the original 356. Similarly,



Professionally Komenda remained loyal to his own ideas, but he also understood how to work with his colleagues to solve the most difficult of problems. Privately he was a modest, unselfish man. He never spoke of his own success. To him joy in achievement was of more importance than the aim of making money.

Komenda was an active worker up to his early sudden death on 22nd August 1966. His last patent applications were made in 1965. He left us over 100 Porsche patent applications, as well as the body design technology of over 20 million VW Beetles. Timeless beautiful cars confirm his progressive work. Komenda's final resting place is in the family grave in Weyer an der Enns.

under Komenda's overall control, the 356 B emerged and was presented at the 1959 Frankfurt Motor Show. Preliminary work for the new Porsche 911 was already underway in the successive technical Erwin Komenda Porsche Designer - 911 engrogrammes T7 (1959) and T8 (1961).

The Porsche 911 first appeared while the company was experiencing a period of reorientation. There was a change of generation within Porsche's management team. Professor Porsche's grown-up grandson joined the company, took charge of managing developments projects and occupied leading positions in the company. Ferdinand Alexander Porsche was known affectionately in family circles as 'Butzi', and was the third male descendant of the Porsche family to bear the name Ferdinand. One thing he did, on assuming management of the company, was to found a new design studio. In 1963 Hans-Peter Porsche joined the company, and became its production manger in 1965. Ferdinand Piëch, son of Louise Porsche (Ferry's sister) and Dr Anton Piech, had gained his engineering diploma at the ETH (Swiss Federal Institute of Technology) in Zurich and began his professional career at Porsche in 1965 as the manger of the testing and development department.

So the changes to the background of long-established structures and hierarchies affected the complexity of the history of the origins of the Porsche 911. The subject of the technical evolution of Porsche's most successful model, which could truly fill a book of its own, inevitably produced an exciting psychological agenda among the differing characters of the engineers involved.

The final years of Komenda's life were sadly marked by conflicts with members of the Porsche family within the company over the development of the Porsche 904 and 911. To Komenda's great pleasure the 911 was built corresponding closely with his design and he was delighted further when the Porsche 904 Carrera GTS Coupé, the first car with synthetic resin bodywork, realised his countless patent applications for synthetic resin structures.

Erwin Komenda lived to see the fulfillment of his earlier dreams. On the fifth of August 1955 the millionth Beetle in its original unchanged form was produced and was being exported to more than one hundred countries. During 1965 the number of Beetles produced exceeded the one million per year barrier for the first time. With the help of his widely-accepted bodywork designs Komenda saw how successful the German economic miracle and the rise of Porsche were. Testament to his life's work are the construction drawings, development protocols and patent applications, in addition to the easily recognisable and easily classifiable avant-garde car designs which still bring joy to the heart of car enthusiasts today.

Jurgen Traum





MODERN MOTOR sees the SP series as a really positive move to update Volkswagen's image. Leiding's appointment was controversial, and he had barely been seated in the Number One chair, when he reviewed and discarded some of Volkswagen's most ambitious new car projects. These included the Porsche-originated mid-engined small car prototype, which Leiding felt was impractical. He is strongly in favour of the type of vehicle we featured in last month's MODERN

## VW SP: Sports Projectile.

*Modern Motor, October 1972*

Volkswagen is about to release a brand new sports car. Designed and built in Brazil, it is the most important new Volkswagen in years - far overshadowing the importance of the Volks/Porsche 914 released a few years ago.

Our Brazilian correspondent captured these exclusive pre-release photos from a secret location adjacent to the photography compound of Volkswagen Brazil where the car had been rolled out for a photographic session - apparently for brochures.

He also filed a complete report on the car - in Portuguese! The translation proved difficult except for the specifications, which are internationally recognisable irrespective of language. The new sports car is called the SP and is produced in two standards - SP1 and SP2, with 1600 or 1700cc engines from the Type 3 (or Fastback).

The engines are low-compression to comply with Brazilian fuel standards and produce 65 DIN hp at 4600rpm and 75 DIN bhp at 5000 rpm respectively from two downdraft Solexes of 32/34mm.

A four-speed all-synchromounted gearbox is mounted via transaxle system as per normal-Volkswagen practice.

Front suspension is by two torsion bars with stabiliser bar and the rear wheels are held up on torsion bars with a compensating bar. Hydraulic double-acting shockers are used all round.

Road equipment is 5½J x 14in. made of metal on the SP1 and magnesium on the SP2 - both equipped with 185R radials. Disc brakes are used at the front, drums at the rear. The car is built on a 2415 mm wheelbase with close-fitting body. Weight is a relatively light 895 kg. It sits only 117 cm high.

The new Volkswagen SP series has been fostered by Rudolf Leiding, Volkswagen's new Managing Director in Germany. But it was started while Leiding was still in control of Volkswagen's Brazilian establishment, which he left earlier this year to take up Volkswagen General Command.

MOTOR in our exclusive report. The new SP series is further proof of Leiding's dynamic attitude to vehicle marketing.

And Brazil is the logical place to market the vehicle first. Volkswagen totally dominates the Brazilian market commanding 66.3 percent of total sales last year. This gave VW a 295,725 production figure of the total 516,000 market - which has an annual sales level remarkably close to Australia.

Brazil is Volkswagen's largest overseas plant and the company employs nearly 19,000 men. Virtually the entire Volkswagen range is sold there but the company has no real sports model. The Volkswagen SP has been brought in to compete with the Puma - another two-seater sports coupe that sells strongly.

The car is produced in left-hand-drive, and the specifications suggest that it could probably meet the stringent American safety and anti-pollution legislation already - making the northern continent an ideal export market.

However, Volkswagen is likely to develop the SP Type's market by making Brazil the manufacturing centre and exporting to all world markets. A right-hand-drive model is expected so Australian sales could eventuate.

VW's aggressive Brazilian establishment will market the new baby under a bold program reeking of American influence. Promotional blurb describes it as 'The Hot Machine' and claims it will stir up interest in VW when it circulates "along the avenues" and "particularly in high speed roads." Apparently the Brazilian manufacturers are not intimidated by Government stand-over tactics in relation to performance advertising of vehicles.

And this volume production sports special certainly





for Australian temperatures. The rear quarter panes also jack-open on forward hinges. Face-level fresh-air vents from the through-flow system supplement directional vents to windscreen and floor.

All other aspects of exterior design suggesting this no Brazilian freak, but a genuine world-class machine. Radial ply tyres are standard on 5½-inch safety style rims (J type). The design of the lighting system gives multi directional vision from wrap around lenses, yet is well protected by the bumper system. The trapezoid front headlight panels are made of anti-glare buffed aluminium to avoid dangerous reflections. The front look is reminiscent of the German VW 412.

The tail treatment, which has more than a slight resemblance to the famous old Mercedes 300SL sport scar, is bulky but neat. The engine is fed cool air from the induction system on the rear quarter flanks, and hot air extracts through a vented alloy panel below the bumper. This is protected by the bumper - even the exhaust outlet is within the bumper line.

To avoid unsightly fittings, the tailgate opens by a cockpit lever (greater security too). There is E-Type standard luggage capacity under the tailgate on a carpeted floor and this is supplemented by a big boot under the front deck lid.

This gives the Volkswagen sports easily the biggest luggage space of its class - a legacy of the space-saving flat four which lies under the luggage compartment.

The interior has advanced specification, but is not quite up to the European standard in terms of styling and layout. Full instrumentation is supplied on both models, with additional gauges on the SP2 model for the hard-core enthusiast.

Two buckets are supplied, anatomically designed with built-in adjustable headrests and provision for extensive rake adjustment. A simple chock system provides a wide range of adjustment for height. Seats are finished in high quality vinyl, with leather offered on the options list.

Between them is a stand-up console housing the fly-off handbrake and the ventilation control levers. Forward of this, on the main centre-console is stubby four-shifter and a panel for the ashtray (incorporating lighter).

On the vertical face of the dashboard is a row of rocker

looks like it has the goods, from the various angles of performance, equipment, comfort and safety.

Most interesting is the safety aspect. The car's general mechanical specifications suggest little more than you would expect from a modern sports design. But the car has apparently been developed to qualify for admission to the American market by complying with all safety regulations.

The brakes are built on a double-circuit system, and the steering is collapsible. Quartz iodine high-speed headlights are fitted to the SP2 model, and both versions use long-range quad-light system.

But the SP is also the world's first sport scar to get a 'collision belt' enveloping the entire body. It consists of a band of collision-proof material that traces the perimeter of the car, incorporating the bumpers front and rear, with extensions down the flanks for side-impacts.

It's not known yet whether the side barriers comply with the upcoming US regulations on side impacts, but it's anticipated they will. The impact belt is covered in heavy-duty gloss-finished rubber to provide good appearance and also protect the car from day-to-day parking bumps.

The designers blended this safety idea into the body with a very simple and neat styling idea - a coloured dress-panel let into the flanks extending from headlights to taillights.

The front and rear bumpers are built on spring-steel 'claws' that are intended to give on impact and return the bumper to its original position. This appears to be designed to comply with the latest American 5-mph bumper-impact legislation.

A further safety emphasis is the good visibility provided in the design. The car uses deep screens front and rear, both cut high into the turret. The rear screen projects low into the lift-up tailgate to provide good rearward visibility. Front pillars are slim and the rear quarter-panel is reduced to the minimum to accommodate the air-induction ventilators for the rear engine.

Big styled exterior mirrors are fitted. Racing-style articulated-arm windscreen wipers are employed for maximum vision in wet conditions.

A sophisticated ventilation system is another safety-plus. The car is fitted with through-flow ventilation but quarter vents are retained - as necessary for Brazilian heat conditions as they are



switches and blanks, and above that a push-button radio (optional) and group of instruments recessed in nacelles. These cover fuel, oil temperature amps and time (clock), and two them (oil temp and clock) are fitted only to the SP model.

The driver is provided with a neat deeply recessed three-spoke leather-bound alloy-spoked steering wheel, with centre horn boss. Visible through the top sector of the wheel are the tachometer (redlined from 5-6000) and the 200 km/h speedometer. Odometers give total, trip read-outs. The instruments have rheostat-controlled lighting.

The horn boss (a bad idea) operates what the Brazilians term a 'bi-sonic foghorn' (good idea). Guaranteed clear the fast lane!

The steering column is fitted with two fingertip levers. One controls the turn indicators, high and low beam and flasher, and the other a mini-computer for the windscreen wipers/washers. The four-position lever gives a four-jet water gush, the two wiper speeds and an intermittent wiper action for drizzle conditions.

The interior is clinically decked-out. The dashboard is of flat-black imitation stitched leather with heavy mouldings for instruments and controls. The doors have upholstery panels colour-keyed to the seat trim and fitted with the latest safety-standard recessed levers, but strangely no armrests. The floor is completely carpeted with high quality material.

With two passengers up and a pile of luggage big enough for an extended holiday, the VW SP will apparently comfortably cruise at 150 km/h. Even at high cruising speeds, the small capacity four gives good fuel economy, due chiefly to the low-profile wind-cheating shape.

VW Brazil claims the ride standard is exceptionally high despite the sporty suspension. The long wheelbase (2415 mm) is consistent with modern sports practice and should give a clean ride with moderate suspension rates. The car sits on a wide track - 1345 mm front and 1370 mm rear - which should give bite in the corners especially when combined with the front anti-roll and the rear compensator.

Price is yet to be announced in Brazil, but it's believed Volkswagen has aimed the car at the "average sporting motorist". It's expected to retail there for an equivalent of \$5,000 Australian money.

#### Historical Note:

As mentioned, the VW SP was designed and built by Volkswagen of Brazil. In the 1970s the Brazilian market was closed to imports, and the Brazilian version of the Karmann Ghia (the Karmann Ghia TC) was a flop. It was left to aftermarket suppliers such as Puma to fill the gap.

VW Brazil had considerable independence from Wolfsburg, and in 1969 they decided to design their own coupe project, under the direction of Rudolf Leiding (who later became boss of the entire VW company). A prototype was revealed in 1971, but production did not start until June 1972. The 'SP' name does NOT come from 'Sports Projectile'! It comes from the initials of the city where VW Brazil's factory is located - São Paulo.

The SP was based on a Type 3 platform, not Beetle, and used a Type 3 'pancake' engine. It came

in two versions. The SP1 used a standard 1600cc Type 3 engine with twin Solex carbs, that made 65-bhp SAE. Performance was inadequate for a sports car, so VW Brazil soon made an updated SP2 version with 88mm 'big-bore' cylinders to make 1700 (1679 cc). Power increased to 75 bhp, enabling a 0-100 km/h sprint in 17.4 sec and a top speed of 153 km/h. However this was still inadequate compared with the more modern Opel and Dodge coupes, and Brazilians quickly joked that 'SP' actually stood for 'Sem Potência' - Without Power in Portuguese.

Despite its revolutionary looks, the VW SP failed to beat the Puma in performance. Although they used similar engines, the fibreglass Puma was much lighter. This resulted in low sales, and the SP was discontinued in February 1976.

A total of 10,205 units were made in four years. Nearly a thousand were exported, mostly to Nigeria but some were also sold in Portugal. The VW SP is now much sought-after as a valuable and unusual VW collector's item. A white example is in the VW museum's collection. While the SP was only moderately more expensive in Brazil than the Beetle when new, the price of a well-preserved example today is considerably higher.

In 1975 VW Brazil did consider upgrading the SP further with a more modern engine but did not pursue the idea. However the Brazilian Porsche agency Dacon did build one prototype with a water-cooled 100 bhp 1.8-litre twin-carb engine, sourced from the Brazilian Passat TS. Unfortunately the 180 km/h 'SP3' idea went no further.



Como chegar a um lugar importante sem paletó e gravata e continuar importante.

Quando v. entra num VW SP, velhos e absurdos tabus vão ficando para trás.

Visto por fora, o VW SP, acaba com aquela velha lenda de que só os europeus sabem desenhar carros esportivos.

Visto por dentro, ele põe abaixo outro velho tabu: o de que só carros importados têm certos requintes de sofisticação. Como bancos reclináveis em forma de concha, luxuosamente revestidos. Tapetes de puro buclê de nylon. Painel acolchoado e console integrado.

Rádio. Velocímetro com dois odômetros. Relógio elétrico. Conta-giros. Amperímetro. Indicador da temperatura do óleo do motor. Ventilador com duas velocidades. Botões tipo teclado. Volante esportivo. O VW SP tem todas essas bossas - e um pouco mais: sua mecânica é Volkswagen.

Agora dê a partida e sinta a emoção de dirigi-lo.

E note como as pessoas vão olhar para v. de um modo diferente, com um outro tipo de respeito.

Mesmo que v. esteja de "blue-jeans" e camisa esporte.





# Victory for Volkswagen\*

The 1990 Sydney to Darwin Safari . . . 9 days of hell on earth . . .  
The ultimate testing ground for man and machine.

Team Volkswagen . . . one Syncro Double-Cab Pick-Up . . . one Syncro  
Trakka Camper . . . both finished with nearly half the field left behind.

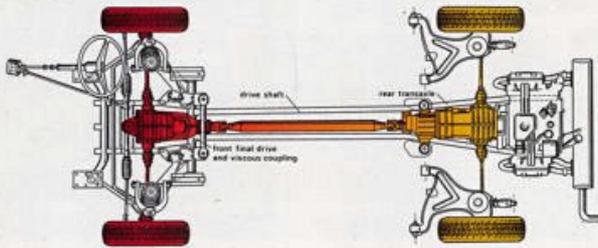
\*Trakka Camper 1st 4WD passenger car under 2.5 litre (Class /C2).

\*Northshore Volkswagen Double-Cab Pick-Up  
1st 4WD pick-up under 2.5 litre.



Volkswagen is *get* back.   
Syncro 4WD

# Volkswagen Syncro 4WD.



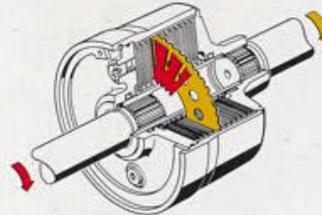
## Syncro: The superior four-wheel drive system.

Exceptional driving pleasure coupled with ultimate safety standards. With the new four-wheel drive technology of the Volkswagen Syncro, even the most extreme road or weather

conditions can be overcome effortlessly.

With Syncro, a central drive-shaft transfers power to a front-mounted final drive and, as needed to the front wheels. Incorporated with the front final drive is the heart of Syncro technology, the viscous coupling. The viscous

coupling, basically explained, is a can within which a special silicone oil and alternating layers of plates rotate.



Here's how it works: Syncro operates in the rear-drive mode as long as there is no difference in wheel speed between the front and rear – say, when driving on a smooth, level highway.

As rear-wheel slippage occurs, the viscous coupling responds to the difference in wheel speed by transferring power to the front wheels. The amount of power moved to the front wheels can vary from very little to all the power available. The silicone oil in the coupling actually thickens as frictional forces act upon it. The thicker it gets, the more power it transfers. This surprisingly simple system provides near-instant response to poor traction situations.

An extra low "creeper gear" is standard equipment on the Syncro.



## VOLKSWAGEN SYNCRO DOUBLE-CAB PICK-UP

The Double-Cab Pick-Up is the most economical way to transport equipment, personnel and materials. There is comfortable seating for five with vast leg room and walkthrough access from front to rear seats. The load platform is large (3.24m<sup>2</sup>) and flat with drop sides, rear tailgate, lockable storage under and a 960 kg payload. So, for builders or surveyors, contractors or farmers, the Double-Cab Pick-Up provides a truly versatile transport concept.



## VOLKSWAGEN SYNCRO KOMBI VAN, MULTIVAN AND CARAVELLE

The Kombi Van is a strong reliable workhorse with a cargo space of 5.7m<sup>3</sup> (7.2m<sup>3</sup> Hi-Top) and a 960 kg payload. The load space is easily accessible from the driver's cabin without needing to get out of the van.

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## Technical Specifications

|                                    |   |                              |   |                             |   |
|------------------------------------|---|------------------------------|---|-----------------------------|---|
| <b>Engine Type</b>                 | 4-Cylinder, horizontally-opposed, water-cooled      | <b>Gearbox Gear Ratios</b>   | 4 + G manual<br>1st 3.78<br>2nd 2.06<br>3rd 1.225<br>4th 0.85<br>"G" 6.03<br>final drive 5.43 | <b>Rear Springs/Dampers</b> | "Minibloc" coil springs and telescopic dampers  |
| <b>Location Capacity</b>           | Rear 2109cm   | <b>Suspension Front</b>      | Independent with double wishbones, anti-roll bar and self-stabilising steering                | <b>Braking Type</b>         | Dual-circuit system with front discs and rear drums; brake servo and brake pressure regulator |
| <b>Maximum Power (DIN)</b>         | 70kw at 4800 rpm                                    | <b>Rear</b>                  | Independent with semi-trailing arms   | <b>Steering Type</b>        | Power assistance rack and pinion.   |
| <b>Maximum Torque</b>              | 160 Nm at 2800 rpm                                  | <b>Front Springs/Dampers</b> | Progressive-rate coil springs and telescopic dampers  | <b>Wheels and Tyres</b>     | Wheels 6J x 14; Steel<br>Tyres 205 R 14 C steel radial  |
| <b>Fuel Induction</b>              | Digital controlled fuel-injection                   |                              |   | <b>Warranty</b>             | 12 months/unlimited distance  |
| <b>Transmission</b>                | Front and Rear                                      |                              |   |                             |   |
| <b>Driven Wheels Drive to rear</b> | Via single dry-plate clutch, all syncromesh gearbox |                              |   |                             |   |
| <b>Drive to front</b>              | Via propeller shaft and viscous coupling            |                              |   |                             |   |

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