

Zeitschrift



40 years of the VW Golf in Australia.

March 2016

IN THIS ISSUE:

40 years of VW Golf in Oz
Historic VW sprint car
From Our Website
Painting your crankcase

The Toy Department
VW Hannover Bus
No More Das Auto
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2015-16.

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Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Conie Heliotis	Norm Robertson (JP)
Eddie Fleita	

General Committee:

Martin Fox	Shirley Pleydon
Jeff Swords	Sue Monaghan
Craig Adams	Aaron Hawker

Canberra Committee.

Chair:	Bruce Walker	chair@canberra.clubvw.org.au
Vice-Chair:	Rhiannon Walker	vicechair@canberra.clubvw.org.au
Secretary:	Rhiannon Walker	vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer	(02) 6254 1142
Merchandise:	Shari Walker	merchandise@canberra.clubvw.org.au

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. 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.

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 at www.clubvw.org.au under the Media - Zeitschrift tag.

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

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

Old Car Social Club

12th Annual Show & Shine Sunday 13th March 2016

(Wet Weather Date: 10th April 2016)

at Flower Power, Moorebank

In conjunction with

The Lions Club of the City of Liverpool, in aid of diabetic awareness

- Gates open 7:30am
- Cars in position by 9:00am
- Trophies will be presented at 2:00pm

We invite you to show off your classic Volkswagen!



Entry Fee: Display Cars \$10.00 (includes driver and passenger)
Spectators \$2, Family \$5

More info and entry forms available at www.ocsc.com.au
For further enquiries contact: Neil 0418 943518 or Ray 0411 251120

Volkswagens meet at McDonalds Revesby — cnr River Rd & Milperra Rd — at 7:30am.

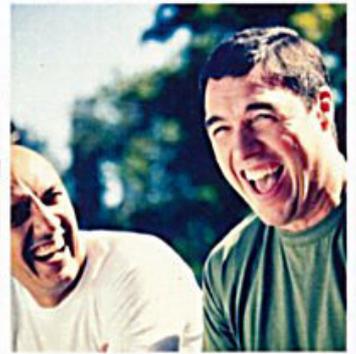
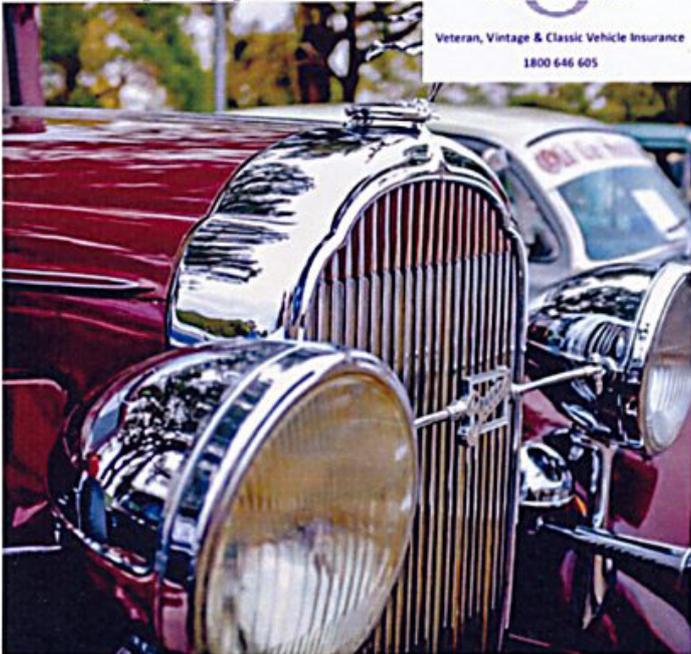
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Sunday 17th April | 8am - 11am

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CLASSIC AND VINTAGE CAR CLUBS WELCOME
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Call Frank: 9725 4329 (work hours)

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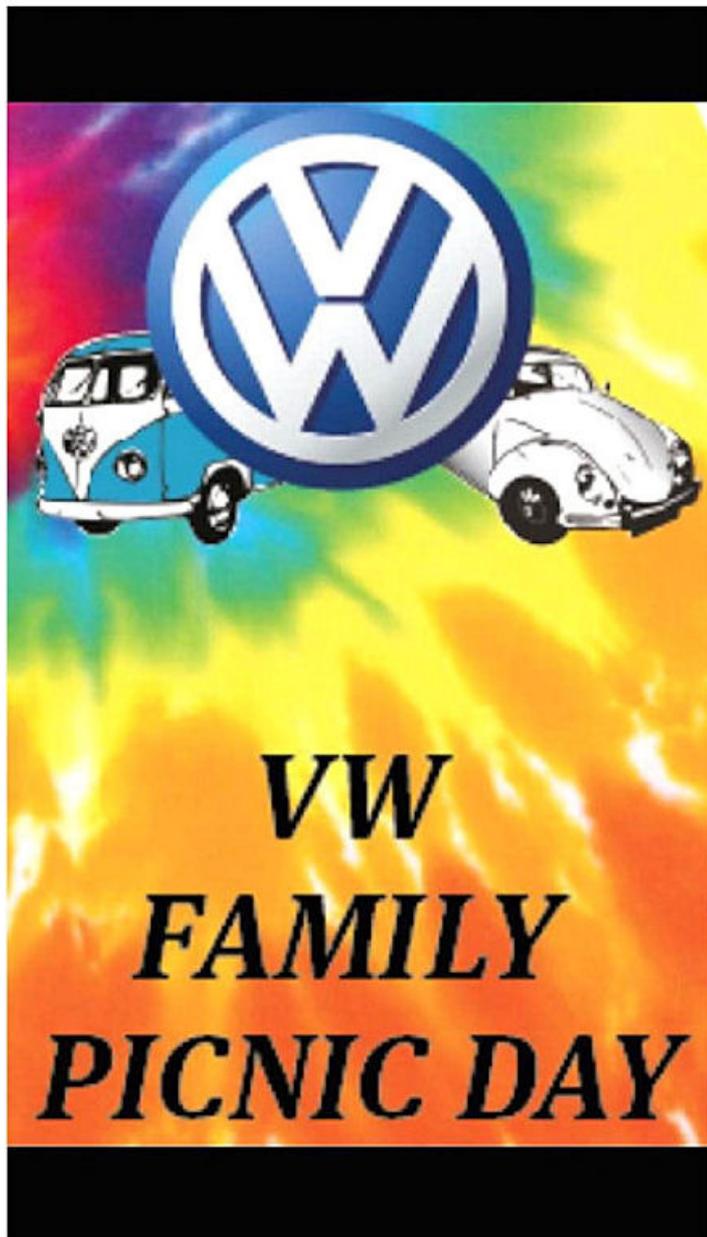
26 HUMPHRIES RD, WAKELEY NSW 2176

Website: www.canleyheightsrsl.com.au | Email: info@canleyheightsrsl.com.au

2016 Breakfast with the Cars
dates below:

Sunday 17 January
Sunday 21 February
Sunday 20 March
Sunday 17 April
Sunday 15 May
Sunday 19 June
Sunday 17 July
Sunday 21 August

* Dates are Subject to Change



**Sunday
15 May**

from 10am



**All VWs welcome!
"Andmar",
10 South Esk Drive
Seaham NSW**

**(turn off at
Raymond Terrace)**



**GO TO THE SHOW YOU'VE
BEEN DREAMING ABOUT.**

VW NATIONALS 2016 SYDNEY AUSTRALIA

**SATURDAY 21ST MAY
SYDNEY MOTORSPORT PARK**

**SUNDAY 22ND MAY
FAIRFIELD CITY SHOWGROUNDS**

INFO AT WWW.CLUBVW.ORG.AU OR CALL DAVID BIRCHALL 02 9534 4825

Von dem Herrn Präsident.

I entered a twilight Supersprint at Sydney Motorsport Park in my Beetle with the aim of getting some seat time before the VW Nationals Supersprint in May. Well the red mist descended and I hit the wall at the top of the main straight and did some serious damage to my Beetle. So now I'm busy rebuilding it and making it better, but it most likely will not be ready for the VW Nationals Supersprint in May – but I have a rice rocket as a backup plan.

By the time this issue is out a few events will have been held, hopefully with the current great weather they were a success.

Coming up is the Old Car Social Club show at Flower Power at Moorebank, and then Breakfast with the Cars at Canley Hts RSL. I'm told both of these are excellent events to attend with all sorts of classic cars present. After that is Andy Roberts' Family VW Picnic Day at his house near Raymond Terrace. Andy is a VW fanatic of the first order and the day is full of great things to do, including drooling over Andy's VW collection and the varied cars that turn up on the day. Of course the weekend after is the VW Nationals, nearly forgot that (only joking).

There are lots more events coming up, so keep an eye on the club calendar in the magazine or on the club website for more details about upcoming events.

Planning is well under way for the VW Nationals, and we will need some help setting up and packing up and during the day. If you can lend a hand at either the Supersprint at Sydney Motorsport Park or on show day at Fairfield it would be much appreciated.

Chris Fraser is again our Supersprint secretary – thanks Chris.

Entries will soon be open so keep an eye on the club website for entry information. We will again have a raffle for one entrant to have their entry fee refunded. This only applies to early entries and there will also be a dollar penalty for late entries and entries on the day.

Speaking of the Supersprint our club is very short on CAMS trained officials to help on the day. If you would like to gain your CAMS qualifications please contact Rudi or Norm Robertson, they will tell you how to go about it.

See you soon,

Steve Carter



Kanberra Kapitel report.

Happy Autumn to you all! On 28 February the Canberrans had a great cruise to Gundaroo, where we dined on pizza at a local café, and showed the cars off to the locals. We'll have a small report in next month's magazine. Thanks to Tony for arranging that trip. As part of this event we held our local AGM, and I thank those members who were our

past committee – we could not run the chapter without you.

Our new committee looks very similar, and we still have a number of positions vacant. Do you have some spare time to help run the local events? Want to help us get local dubbars together? Let us know if you can afford some time on the committee, we would love your help. Thank you to those members who volunteered their help for this year, we are very appreciative of your time.

As per my recent emails to members, our calendar has taken a beating due to 2 major events being moved. As a result we are reshuffling events. Currently our calendar looks like this:

March – event being organised – watch your email

April – event being organised

01 May – VW Drive For The Community (awaiting more details)

15 May – Shannons Wheels Car Show (Old Parliament House)

21 / 22 May – VW Nationals, Sydney

We have members working on the March and April events as we speak and we'll let you know when they are ready.

Have a good day, talk to you all 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 for the latest information and any changes.**

March.

Sunday 13th:- 12th Annual Flower Power Show & Shine at Moorebank, hosted by the Old Car Social Club. We invite you to bring your classic VW to the show. Gates open at 7.30, cars in position by 9am. Trophy presentation 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Food and drinks available. Enquiries Neil 0418 943 518 or Ray 0411 251 120. Club VW Convoy meets at McDonalds Revesby (cnr River Rd and Milperra Rd) at 7:30am for 7:45am departure. This allows to arrive, and park, all together.

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

Sunday 20th:- Kool Kruisers Annual Charity Car Show at Liverpool Catholic Club, cnr Hoxton Park Rd & Joadja Rd. Show cars \$10 entry. Classic cars, hot rods, street machines. Trade stands, BBQ, drinks, ice cream, carnival. Trophies for the best cars. All proceeds to the RFDS. Enquiries to John on 0417 401402.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

April.

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

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

Sunday 17th:- Breakfast With The Cars, at Canley Heights RSL & Sporting Club, 26 Humphries Rd Wakeley. Join your fellow classic car enthusiasts for an informal gathering and breakfast. From 8am to 11am, Gold coin donation for charity. Coffee, tea, bacon and egg sliders etc available. Trophies presented on the day. All VWs welcome!

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

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

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

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

Sunday 15th:- VW Family Picnic Day 2016, at VW HQ Seaham (Raymond Terrace), from 10am. Come one come all to celebrate all things Volkswagen. Great day out bring your VW along. Lots of awards and activities for everyone. Who will be this year's VW Hubcap Throw Champion? Contact Andy for directions and more info. 0407 016903 or email vwsamba57@gmail.com

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

Saturday 21st:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek (South Circuit). We're back at this famous Sydney track! VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet

required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 22nd:- VW Nationals 2016 at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, great food and drink, VW fun all day.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

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

New Ads.

For Sale:- VW model collection. I have for sale, 115 Beetle models in a glass fronted display case, including working telephone, bar light and Jim Beam bottle plus other collectables. I'm asking \$500. These models are located in Baukham Hills, NSW. Please contact Bob Shaw on 0418 692 239.

For Sale:- I have a 1973 Superbug L for sale which I would initially like to advertise through your club. If you are interested, please contact Mr Peter Leppanen on 0410 029244 or email peterleppanen@bigpond.com

For Sale:- 1962 Volkswagen Beetle. Mileage: 28,785 original. Transmission, manual. Engine: 1200. Body type: Sedan. Exterior: Grey. Rego expires: 11 May 2016. Has been converted to 12 volts. Inherited from grandmother who didn't drive much. Garaged since new mechanically sound. \$10,000. Please call Anna Ursino on (02) 4023 17889 (BH) or (Mob) 0410 499973, or email anna1.ursino@gmail.com

Wanted:- Interested Kombi adventurers for the England to Australia 50th Anniversary VW Kombi Rally. The 1960s saw waves of travellers doing the overland 'Kangaroo Route' from UK to Calcutta then shipping on to Australia. Everything from bicycles to double-deck buses thronged the roads. Around 50% of the chosen vehicles were VW Kombi buses, vans and campers.

2017 is the 50th anniversary of the heaviest traffic 1967 year and it seems a great time to recreate the journey. In

VW Nationals Supersprint Team Members wanted!

Club VW is again holding its annual Supersprint at Sydney Motorsport park, Eastern Creek South Circuit.

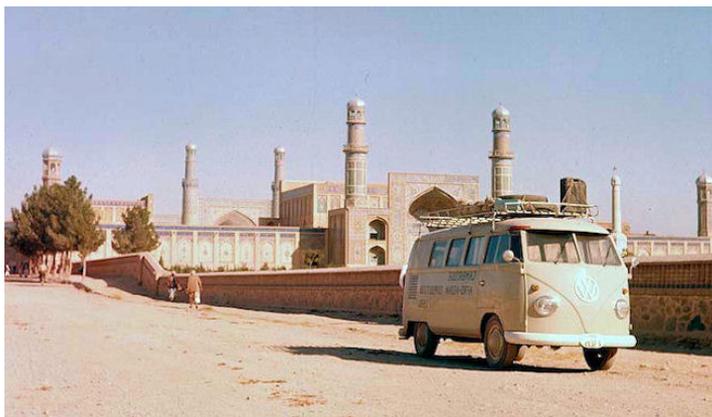
To build on the success of last year's event, we wish for more members joining the team that makes this event happen. This is a demanding circuit, and we need more team members to have a light-of-sight of the whole circuit.

Last year we increased our team from club members, but still required support from outside. Over the next months leading up to the Supersprint, please nominate to be part of the team that makes this event work.

Contact me, or any of the Motorsport Committee to register. There is still time to do a training day at Eastern Creek before the VW Nationals Supersprint, and be qualified after an on-line test.

Norm Robertson 0409 771822
Email nrobertson462@optusnet.com.au

September 2017 it is proposed to run the rally from London to Sydney using only rear-engine VW Kombi variants. A maximum 15 vehicles will be entered and no support vehicles or camp followers will be allowed. There will be an entry fee to help cover the cost of the survey trip in late 2016 and support the lead vehicle on the journey (a Kombi of course). There will be guidance and assistance with route planning, administration and group shipping from Calcutta to Perth. Everyone will get about 3 weeks break during the shipping before finishing with the Perth to Sydney drive. The entrants will be responsible for their own costs to allow each person to control his finances according to his means. There will be camping most of the way but nearly everywhere there will be a nearby hotel for those so inclined. To keep the numbers under control there will be a maximum 4 people allowed per vehicle (2 per vehicle is highly preferred). Crews may be changed or rotated at any convenient place. Although there will be planned maintenance/sight seeing days it will be a



long constantly moving trip and adults will be very glad to get to bed on some nights – no children under 14.

The route will hopefully be the original via Turkey, Iran and Pakistan but if security becomes a problem it will be on the safe route via Turkey, Georgia and through the “Stans” and China into India from the north.

A very rough estimate of your total outlay for two people shipping a vehicle from Australia including airfares, 6 weeks enroute costs, Calcutta-Perth shipping, entry fee etc might be about \$A35,000. If you buy a vehicle in Europe it will reduce the cost by around \$A5,000. If we go via China it may add \$A5,000 for the Chinese clearances and compulsory escort.

If there is enough interest we will continue the planning of the event. We have successfully run quite a few international expeditions with old vehicles in the past. Contact Lang Kidby on 0439 677279 or in Brisbane on (07) 3886 1688, or email langleykidby@gmail.com Our website is www.next-horizon.org

Wanted:- To complete project on 1973 beetle : **Paper hoses** from inside lower guard to demister /air intake box and one **plastic hose** from demister duct to air intake. Can anybody help or where I could purchase them. If you can help, please contact Robert (bob) and Jenny White on (02) 4730 4863, or mobile 0419 437132, or email rwjwhite@bigpond.com

For Sale:- I have a 71 Superbug that I have just finished and the boss is giving me grief to get rid of some of my toys. The body was taken off to do the rust repairs so some of the replaced items are: New body and window rubbers, custom hood lining, carpet and mats, also under bonnet carpets, new TMI seat and door card upholstery, new paint, music system, tyres and moon caps. 1600 motor was fine so just had tinware painted and replaced fuel pump and lines ,exhaust system, plugs, points and fitted stainless steel in engine bay. Gearbox

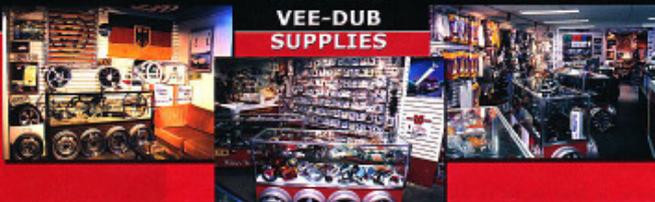


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Volkswagen Spare Parts

is good. Its got 12 months rego so its good to go for someone. I would like to put \$15,000 on it, don't know if that's ok or over the top but open for offers. Please contact Steve McCudden on 0415 675756 or email vw2002v@gmail.com

For Sale:- VW Beetle, 1972 model 'S' Superbug. Outstanding Country Car in excellent condition, travelled just 51,657 miles. Radar red in colour, radial tyres, May rego 2016, Log Book & Radio. This vehicle has only been used for car club excursions since 2000 and has been garaged all its life (Rust free). Garaged at Booker Bay. Central Coast. Price: \$ 12,000 Contact Kerry Nicholson on 0428 782627 or email kerrynicholson822@gmail.com

2nd Month Ads.

For Sale:- 1975 Kombi, automatic, 8 seater Microbus, original plates from new, NSW rego to August. The car is white, very original, with tinted windows. This Kombi has been a wedding car for four years and is being sold due to closure of the business. Maintained only by mechanics, the car has had to be kept in good condition inside and out. Enquiries to Bruce on 0400 119 220, the Kombi is priced at

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Wanted: Some historical info! I have a 67 split-window Kombi with a Chassis no. 237124075. There is also a K6299 stamped in the engine bay I'm not sure what this is? The Coachwork was also done by A. B. Wilkinson Melbourne. Do you know anything about this place? If you can shed any light, please contact Chris Pfeffer on 0420 924350 or email pfefferct@gmail.com

For Sale:- Hi there, Just after some advise please. I have a old **VW motor** that I'm wanting to sell, just hoping for some advise on where to start with this. I'm in Newcastle NSW if you know of anywhere near my area? Regards Brett Brett Fenwick. Phone (02) 4963 5120 (BH) or email chrysal@shopgear.com.au

For Sale:- We recently found the **Owners Manual** for my late father in law's 1968 VW 1600 (Type 3). It's in average condition but is complete with its original cover. If anyone is interested in the manual, please contact me by email - we should love for it to go to an enthusiast. Free to an enthusiastic taker. Contact Mr Geoff Collett on 0414 704002 or email gacollet@inet.net.au

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Trades and services directory.

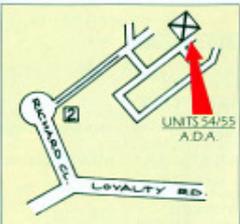
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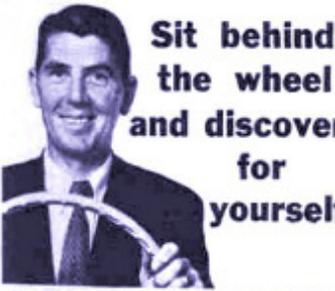
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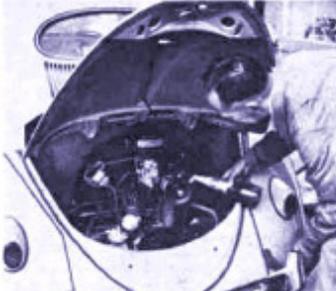
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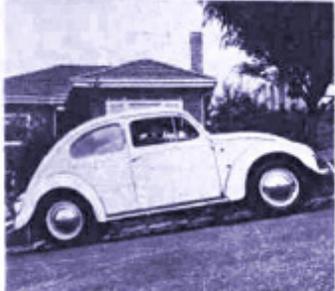





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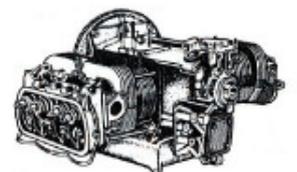


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Amarok Atacama released.

The new 2016 Volkswagen Amarok Atacama is now on sale in Australia, debuting as a special specced-up variant of the TDI400 and TDI420 models.

Entering as a successor to the limited-edition Canyon model, the Atacama builds on the Amarok TDI400 and TDI420 Highline variants, bringing a handful of sporty styling tricks to the party – for the same price.



Based on the TDI400 Selectable 4Motion manual and TDI420 Permanent 4Motion automatic models, the Atacama adds bi-xenon headlights with LED daytime lights, 18-inch 'Durban' black alloy wheels wrapped in 255/60 R18 Bridgestone tyres, a black sports bar, black side steps and a black rear step bumper.

A spray-on Durabed tub liner is featured in the back, and Atacama graphics appear along the body.

In the cabin, there's a new 'Quad' fabric trim with a quilted look, while standard technologies include the 13-cm RNS315 display with satellite navigation, along with dual-zone climate control, automatic headlights and wipers, front and rear park distance control, and a rear-view camera.

Limited to 500 units, the Amarok Atacama is available for order from your Volkswagen dealer now.

2016 VW Amarok Atacama pricing (plus on-road costs):

Amarok TDI400 Atacama – manual – \$53,990

Amarok TDI420 Atacama – auto – \$56,990

Das Auto? Nein.

As you might have already noticed, Volkswagen has ditched its 'Das Auto' global advertising slogan after eight years of service. This was done in the wake of its US diesel emission scandal, according to reports from Reuters.

The slogan – which simply meant "The Car" – had been deemed too bold for the German car-making giant after its cheating of US diesel emissions tests came to light in September last year, and has been phased out as Volkswagen seeks to refresh and rebuild customer confidence.

According to a US Volkswagen spokesperson, no new slogan will appear in its place in future advertising campaigns for the time being.

"Wherever our logo appears in future, it will be backed by the simple wording, 'Volkswagen,'" they said. "The new



Das Auto.



Das Auto.

design will be rolled out in stages across the world." It's already happened here.

The loss of the world famous slogan is a result of a closed-door meeting of Volkswagen top management as it tries to stem a sharp sales drop in the US market, although sales only paused briefly in Europe, the UK and Australia before returning to normal.

In fact, in spite of the US scandal, Volkswagen Australia achieved a new all-time sales record of just over 60,200 vehicles for 2015, a 10 per cent increase over 2014 and almost three times the growth rate of the Australian market in general.

Volkswagen did not use a slogan in their advertising for much of their early history; their ads just featured a different heading, some text and the famous VW emblem. VW's US agency experimented with various catchlines from the 1970s, such as "If Only Everything In Life Was As Reliable As A Volkswagen", "Volkswagen Does It Again", "It's Not A Car It's A Volkswagen", "Drivers Wanted" and the bizarre 'Fahrvergnügen'.

In Europe in the 1980s VW used 'Da weiß man, was man hat' (which means 'because we know what you have'), and the more familiar 'Aus Liebe zum Automobile' (for the love of the car), which was used from 2003, including in Australia. 'Das Auto' was a development of that and was used from 2007 until its recent axing. Australian ads are already just displaying 'Volkswagen', or 'Commercial Vehicles' in their print ads, and in our local VW TV ads the same male German voice now just says 'Volkswagen' instead of 'Das Auto' at the end.

Thankfully the famous VW logo will not be redesigned, with the current bulged and shaded '3D' variation continuing in use. We think it would be nice to go back to the older more classic, less fussy 'flat' design, such as that used in the 1980s and 1990s.

VW has also changed the fonts used in all their ads. The famous 'Futura' font used for the headings in VW ads and brochures for over 50 years (and in this magazine!) has been rested, and replaced by a new font designed by Germany's major media design firm MetaDesign, called 'VWHeadline.' It is especially licenced for Volkswagen's use. See the top of this column to compare.

"Having a typeface that we can use in both our communication and our products is a new quality for Volkswagen. This typeface is obviously inspired by our vehicle design, communicates the character of our brand and



Sportlichkeit

Passat **Golf Sportsvan**

Nur die wenigsten Athleten sind nach Tausenden Kilometern noch so gut in Form.

Golf Variant

offers Volkswagen customers a distinct and sustainable brand experience," says Xavier Chardon, head of marketing at Volkswagen Brand Cars in Germany.

VW's US press office described the new font as "more contemporary, less geometric and features dynamic contrast"; and agreed it was "inspired by VW's distinctive vehicle design." Both these pronouncements sound like so much marketing guff. Nonetheless, VW is moving to include the new font in brochures and owners' manuals, as well as vehicle dash controls and instruments.

Volkswagen has used the familiar Bauhaus-style Futura font since the late 1950s, when the US ad agency DDB first used it in VW ads. After years of using Helvetica Italic, Australian ads used Futura from 1969, and it's been used pretty much ever since. We use Futura on all headings here in Zeitschrift, which gives it a true traditional VW flavour.

VW did commission its own font once before in the late 1970s, called VAG Rounded. This was similar to Futura but had rounded rather than square ends to the letters. It was used extensively in Europe in the 1980s but was phased out in the 1990s when the 'Volkswagen Audi Group' was restructured and Audi became more independent (Audi uses 'Univers' font in their ads). We have also used VAG font in Zeitschrift in the past, and it remains useful for advertisements and flyers.

VAG Rounded by Volkswagen VAG Rounded by Volkswagen

However our club does not have a copy of the new 'VWHeadline' font, and nor are we prepared to buy a copy, even if that were possible. We will continue using Futura (which the Editor prefers anyway).

Golf 7.5 update for Geneva.

Volkswagen's work on its top-selling Golf never stops. An updated version of the Golf will reportedly make its world debut at the 2016 Geneva motor show this month.

German publication AutoBild reports that the updated VW Golf will bring a range of technological updates, not to mention new engines and new styling.

The report suggests that the new face of the Golf will be sharper than the current version, with likely revisions to the grille, bumpers and the headlights, which are expected to switch to LEDs.

The current Golf sold in Australia has a 1.4-litre turbocharged petrol engine and a 2.0-litre turbo diesel engine in the standard range, while the Golf GTI and Golf R models are powered by 2.0-litre turbocharged petrol engines in varying states of tune.

The new engines confirmed by Volkswagen recently will see the 1.4-litre petrol models jump in displacement to 1.5 litres, while the 1.6-litre diesel – not sold here – will drop to a 1.5L. However, these engines may not go on stream until 2017.



The interior is expected to carry over largely unchanged, with Volkswagen having updated the media system in the Golf for 2016 models – but there is the possibility of a new 23.5-cm media screen with extended voice control and capacitive touch controls, as presaged by the e-Golf Touch concept car shown at the Consumer Electronics Show early this year (see below).

New interior trims are likely, but there's also a chance that the fully-digital instrument cluster seen in the Passat (and Audi models such as the TT and Q7) will be seen in some versions of the new model – possibly the GTI and R models.

Speaking of the R, Volkswagen is expected to release a limited run of the Golf R420 later in 2016. Yes, VW has decided that 400 horsepower (298 kW) in the earlier Golf R400 concept wasn't enough, so now the 2.0-litre four-cylinder turbo engine in the R420 will pump out 420hp (313 kW). Apparently the aim was to better the Mercedes-AMG A45, which has 280 kW of power.

At the other end of the spectrum, the Golf GTE is reportedly set to get an updated plug-in hybrid drivetrain, the same seen in the Passat GTE. That means 162 kW instead of 150 kW, and 400Nm instead of 350 Nm. Consumption is already miserly, at a claimed 1.5 litres per 100km.

More details on any interesting VW developments from Geneva next month.

Expanded Tiguan 2 range.

An expanded range of the newly revealed 2017 Volkswagen Tiguan is on its way, according to reports out of Europe this month.

As has been previously speculated, the new second-generation Tiguan range will reportedly see the standard five-seat model joined by a longer wheelbase variant with a third

row of seating on offer. A more sports-styled model with a tapered coupe-like roofline is expected to follow.

The standard version of the new 2017 Tiguan will be hitting the showroom floors later this year and, according to the UK's Autocar, the seven-seat variant will join the lineup in 2017. Both versions of the new Tiguan should also be coming to Australia, given our market's thirst for SUVs and VW Australia's much larger sales targets for the next Tiguan.

The so-called 'coupe' version (similar to the BMW X4) could follow in 2018, with all three models based on the MQB A2 platform and could offer either front or four-wheel drive. An Australian decision on a coupe Tiguan will follow later, once the normal models are established.

Both the standard five-seat variant and the coupe are expected to share the same 2681 mm wheelbase, while the extended version model will reportedly stretch to a 2791 mm wheelbase.

"We are planning to introduce a whole family of Tiguan models in coming years," Jochen Böhle, head of product development for VW's compact car lineup, told Autocar.

"Tiguan has developed into a sub-brand, and we intend to build on it".



"The coupe was not originally on the plan," he said. "It came later." Among the keen supporters for the new styled coupe model is Volkswagen's newly installed brand chairman, Herbert Diess.

"Mr Diess is pushing the Tiguan coupé project," said Boehle.

While an R variant of the standard version has been quashed currently, it has been indicated that the R badge could make its way onto the coupe version at a later time.

Tiguan 2 GTE Active.

The Volkswagen Tiguan GTE Active Concept with petrol plug-in hybrid architecture recently made its world premiere in Detroit.

The rugged-looking GTE Active Concept follows on from the world premiere of the 2016 Volkswagen Tiguan — replete with a GTE plug-in derivation — at the Frankfurt motor show last September. It joins the existing Passat GTE and Golf GTE.

One might suggest the appearance of the Tiguan GTE Active Concept is an attempt on Volkswagen's part to re-



iterate its fuel efficiency drive that doesn't rely on diesel. The company's US sales have been hit by the TDI emissions saga.

The Volkswagen Tiguan GTE Active Concept spinoff pairs a 110 kW 1.4-litre four-cylinder petrol engine with two electric motors (40 kW at the front and 85 kW at the rear) and 12.4 kWh of battery cells. The front motor is situated inside the same casing as the six-speed DSG transmission.

Total maximum system output is 165 kW. The fully electric driving range is 32 km, meaning it's a pure EV for daily commuting — the EV system only works without assistance from the internal combustion engine below about 110 km/h.

Unlike a regular Tiguan, the GTE Active Concept's engine torque is sent by default to the rear wheels, and to the front only when there's a traction loss. The car also always starts up in EV mode.

It works like this: If the battery is sufficiently charged, the rear electric motor powers the car by itself, while the TSI engine and the front electric motor are decoupled from the drivetrain and shut off to save energy.

But as soon as the driving situation demands it (eg. the roads get slippery) or the driver manually activates a related mode, the front electric motor is engaged. Therefore the Tiguan GTE Active Concept is a zero-emissions AWD.

Finally, and depending on what mode the car is in, the driving speed, and the state of the on-board batteries, the 1.4 engine can either provide additional torque to the front wheels directly, or (it appears) can instead assist in turning the front motor into a generator for the rear unit.

Inside the cabin, the Tiguan GTE Active Concept sports a redesigned infotainment system that follows on from the company's impressive array shown at the CES show (see below).

This includes a 23.5-cm touchscreen with gesture control and a high-end glass surface. There are also fully digital instruments and a head-up display.

Externally, the Tiguan GTE Active Concept looks the business, with its rugged BF Goodrich off-road tyres, roof rails and unique bumpers.

The regular petrol and diesel versions of the new, second-generation Tiguan arrives around October this year, with VW Australia hoping to double sales to over 10,000 a year. It's too early to say whether the electric-hybrid versions will be included, but it's unlikely.

New batteries for e-Golf.

Volkswagen will give the e-Golf nearly 30 percent more range thanks to an upcoming improvement in the cars' batteries. Volkmar Tanneberger, the company's head of electronic development, says the lithium-ion battery cells in the e-Golf will grow to 37 kWh from 28 kWh currently, and this jump allows for the improvement without any physical changes to the battery design.



"It's the same package but just with the next generation of cells," Tanneberger said during a roundtable discussion at the 2016 Consumer Electronics Show. He didn't indicate specifically when VW will introduce the update.

The current e-Golf has an EPA-estimated range of 135 km, so the extra 30 percent would push it to about 175 km. If Volkswagen can make these gains, the electric Golf hatchback could be more of a challenger to the latest Nissan Leaf with its 30-kWh battery that has a 172-km range in the US.

There is no chance of the e-Golf being sold in Australia for the foreseeable future.

VW Budd-e.

The all-electric Volkswagen Budd-e microvan concept, unveiled at the Consumer Electronics Show (CES) in Las Vegas last month, is reportedly poised to enter production in the near future.

In 2011, the world had its first glimpse of Volkswagen's new microvan concept with the Bulli, which introduced a funky design and retro two-tone paintwork that threw back to the Type 2 Microbuses of the 1960s.

Now, the BUDD-e, something of a revised Bulli, could potentially represent one of Volkswagen's first long-range electric vehicles and a key demonstrator of Volkswagen's new and upcoming electric technologies.

It is expected that the BUDD-e would be built upon the MEB modular electric platform – VW's electric architecture that will form the basis

of several VW Group electric models in the future.

Speaking with the UK's Car magazine, Volkswagen's head of electric development and driving, Dr. Volkmar Tanneberger, said that the MEB architecture is designed to be used in a relatively uniform but customisable fashion across multiple models.

"[The] basic idea is to develop a modular toolkit and take this flat battery idea into serial production, one motor on the front, one on the rear," Tanneberger said.

"The California [camper van] and Transporter [panel van and minibus line] will continue separately as combustion engines."

Powering the BUDD-e concept are two electric motors, one at each axle, with current being drawn from a 101 kWh lithium-ion battery pack that is incorporated into the vehicle floor.

The outputs from the electric motors were not revealed at CES, however Volkswagen has reported a driving range of 600 kilometres from a single charge, based on the new European Driving Cycle System.

With such a range, the new VW concept could potentially put the likes of a Tesla model S P90D square in its sights in terms of distance off a single charge.

Volkswagen claims that by 2019, with the proper charging infrastructure, its electric cars could be recharged to 80 per cent within 15 minutes – an improvement which, along with

battery advancements and an increase in charging stations, would go a long way towards reducing 'range anxiety'.

The BUDD-e concept also incorporates VW's evolving design language, including glasshouse styling that stretches all the way around to the rear of the vehicle. One surprising departure, however, is the removal of the well known split-window Kombi V-shaped nose, which the newer concept replaces with a tall grille and integrated headlights. Europeans have increasingly moved away from 'retro' styling cues in recent years, although the Americans still like it.

Interior features, such as the curved Active Information Display, with functions like gesture and voice control over three separate displays, are otherwise yet to be confirmed on any future production models. Volkswagen's stand at CES did, however, preview the carmaker's next-generation infotainment plans.



As Tannenberger has reportedly stated to Car Magazine, “You will see a car that looks a lot like this, on the MEB platform, reach production. I can’t say exactly when, but 2020 or thereabouts.”

e-Golf Touch.

Volkswagen’s Golf R Touch concept, first showcased last year, has moved a step closer to reality this week with the unveiling of the e-Golf Touch concept.

Both concepts, revealed first at the 2015 and now 2016 Consumer Electronics Shows, stand as a preview of Volkswagen’s next-generation display and control systems.

For the Golf R Touch, that meant three large displays: two in the centre stack and one behind the steering wheel, all controlled by a combination of touch and gesture options.



Although a compelling concept, the Golf R Touch’s setup was never likely for a full production plan. The e-Golf Touch, however, is a different story.

Reducing the screen count from three to one (although a small multi-information display would likely continue in the instrument cluster), the e-Golf Touch represents the clearest view yet of the next Golf’s infotainment.

This time, the centre display is a large 1280x960px 23.5-cm screen (down from 32.5 cm in the Golf R Touch), surrounded by a main dial, capacitive touch buttons and, below, the usual array of air-conditioning controls.

The system promises advanced phone connectivity baked in, but – as with the new MY16 range – Apple CarPlay and Android Auto are also supported.

An advanced new voice control system is also featured, introducing a ‘Keyword Activation’ function that – much like Apple’s Siri and Android’s Google Now – allows the user to activate voice control by simply speaking a term like “hello Volkswagen”. The company says that “similar” activation commands will be accepted, although it did not offer details.

As with Siri and Google Now, the spoken voice commands and queries are

displayed on the screen for clarity.

Adding to the voice-specific functions is a new Electronic Voice Amplification system that, for the rear passenger, means no more leaning forward to hear a quietly spoken passenger in the front row.

The system works by using the hands-free microphone together with the rear speakers, lightly amplifying voices for better communication, with the volume adjusted to suit vehicle speed and media audio.

Interestingly, the system does not appear to amplify the voices of rear passengers, suggesting its usefulness may be limited to delivering instructions to the back row.

Wireless charging for compatible devices is on board, not only at the front – a feature common enough with new cars today – but also in the rear armrests. But, if you prefer to use your charging phone rather than lay it away, new-generation USB Type C ports are also featured for charging and data transfer.

Rear passengers can also access many of the system’s functions through the vehicle’s on-board WiFi and their own mobile device. This offers access to features such as the media settings and navigation.

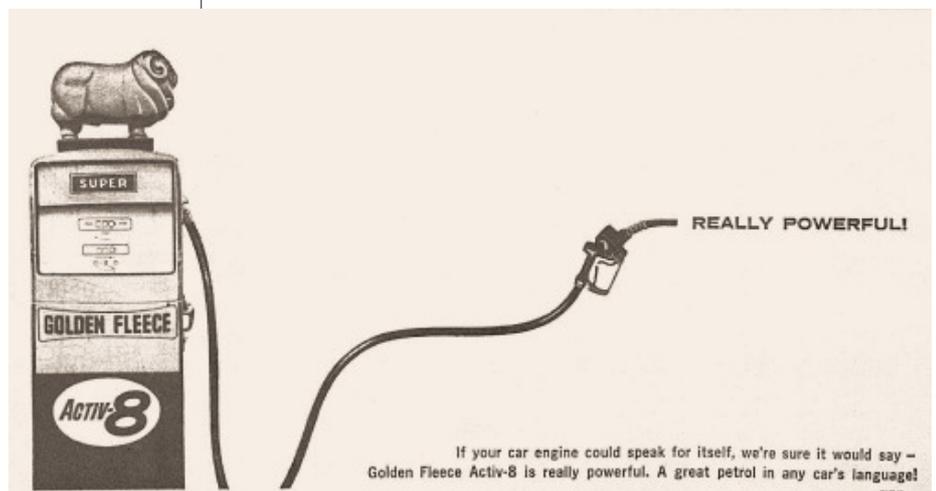
Perhaps the most appealing feature for passengers, however, is the remote streaming function, which allows the infotainment system to stream the same video media to multiple devices simultaneously.

Interestingly – and perhaps concerning for those with fears of privacy and hacking issues – the system also allows users to save

their settings to the cloud with Volkswagen Car-Net ID, enabling their preferences to carry over to another compatible vehicle.

As with the Budd-e minivan concept, Volkswagen says it expects this technology to be offered in vehicles sometime around the year 2019 – although the new voice activation system will actually be available in Europe this year.

Watch for elements of this technology to feature in a mid-life update to the next-generation Golf, which is expected to appear sometime in 2017.



The Toy Department.

In keeping the same theme as last month's edition of the Toy Department and just when things were looking quiet for a while Green light models have stepped up the game with the final release of the long anticipated 1/18 scale T2a buses.



The blue being from the famous TV series 'Lost' and come with the TV series themed box and safely packed in polystyrene boxes.

A nice looking model although pretty clean and straight from the original one on TV except the front VW badge being replaced with the 'Dharma' logo.



The beige bus looks great also and has the VW badge nicely positioned on the front with white interior Microbus seats.

The third version is of course the red featured VW bus in the movie 'Field of Dreams' – even more special because it has to be a first 1/18 scale VW T2b (high light version)

I personally don't have these models however my observations from the images include perhaps the size of the hub caps are not correct to scale and unfortunately no opening doors or hatches. Otherwise a must have because we have been calling out for large scale T2 models for a while now and they have delivered.

For now I suppose availability is on line shopping via

FIELD OF DREAMS



the USA and Germany but I sure some will make it to our local suppliers.



Currently available down under are past versions of the T1 bus, 1962 Beetle and black Karmann Ghia.

Tony Bezzina
kbezzina@bigpond.com

Howard Revell's VW sprint car.

I saw this classic old VW sprint car when I was at Parramatta Raceway recently.



In 1975 Howard Revell commissioned Greg and Gary Gardiner to build the race car chassis. It was the first of the Edmonds-style VW cars built by Gardiners.

When finished the chassis was taken to Revell workshops in Canberra where the car was built into one of the finest speed cars to race the Australian dirt and pavement circuits.

The engines were built and maintained by John Egan (owner of Berco Engine Rebuilders). The car was painted mother of pearl by Barry Dodds and sponsored by long-time friend Farren Kohn (Capital Car Radios), Selby Suspensions



and Levi Strauss.

The car had its first race at Liverpool City Raceway on Saturday 9 August 1975, winning both the twin Bob Tattersal Memorial feature races.

Howard Revell raced the car in Australia and New Zealand, and in 1978 took the car to the USA where he was very competitive with the famous USAC club.

The car has won countless heat races and over 40 feature races; held track records all over the country and at one stage held 9 race records at Fraser Park Raceway Canberra, and Liverpool City Raceway.

Revell sold the car in 1982 to Paul Lees from Victoria. Lees went on to win a string of races including the ACT title in 1985. Later in the same year Lees had a serious crash, ending his race career.

The car came into the possession of Eric Inmon (owner of the Ray Revell Offy). For a number of years it was stored in boxes at Eric's house until taken to Brisbane in 2002. The restoration was completed in May 2004 to its original layout and condition of 1975.

Specifications:

Engine: Scat VW 2180cc. Dry sump oil system.
Methanol fuel injected.

Chassis: 1¼" OD 4130 chrome-moly Gardner space frame

Suspension: Front and rear torsion bars, individually adjusted

Transmission: Direct drive through a Halibrand quick-change rear end

Wheels: Halibrand magnesium, front 7", rear 8"
Car weight: 410 kg race ready

Jeff Swords



40 years of the VW Golf in Australia.

This month marks 40 years since the VW Golf's introduction to Australia!

The Golf debuted in Germany in May 1974, but took another 18 months to arrive here. Like the earlier Passat, plus the Beetle and Kombi, it was locally assembled in Melbourne in the big Clayton factory once owned by Volkswagen Australasia Ltd. By this time though, Volkswagen Australia was only a marketing division of Sydney's LNC Industries, and the factory had been sold to the Nissan Motor Company of Japan.

The ancient VW 1300 Beetle was discontinued in late 1975, and its place on the Clayton lines was to be taken by the new Golf. German CKD kits were imported and set up for assembly, while some Australian suppliers were contracted to supply some local content. Only one model of Golf was available – the mid-range 'LS' spec, with 1600cc engine.

It took a few months for Nissan to set up local assembly of the Golf, source some local components, sort out some teething problems and complete a stock of finished cars for distribution, but the model was finally released for Australian sale in the second week of March 1976. It caused a sensation!

To celebrate the Golf's 40th anniversary in Australia, here are some period magazine and newspaper reports, tests and ads from the time of its debut here.

We'll start with 1974, when the Golf had just appeared in Germany.

The new Golf.

Modern Motor, July 1974

VW introduces a whole new ball game for baby cars – Mini-Golf.

Wolfsburg's new small car is poised to thrust VW back into the top of the small car stakes via a radical change of

concept. Intelligent design and an engine swap from end-to-end gives the new Golf three and five door versatility and fresh appeal for baby car buyers.

Following swiftly on the widely-acclaimed Scirocco sports coupe, comes the VW family-car using many of the same components – the Golf.

The Golf is the car that will have to shape-up as the ultimate Beetle replacement, although production at Wolfsburg continues full-scale on the Beetle and VW insist it will continue to do so until it is proved redundant. They confidently expect that may be five years or more! (in fact Beetle production ended at Wolfsburg later that same year, remaining only at Emden where it ended in 1978 – Ed.)

The car you see here is exactly the same as the one Modern Motor showed in cutaway drawings and scoop pictures more than two years ago. Our stories since then have continued to trace the development of this car, through its various code-names and numbers, including the most recent title – the VW Blizzard.

For VW, it is the real climax to the introduction of the all-new series of VW and Audi cars based on front-wheel-drive principles.

By using Guigiaro and the ItalDesign team for Scirocco and Golf, VW profited from their skill in designing for mass production, and the style matches well with the Passat (which was half Guigiaro and half Audi) to create a new clean-cut VW, very different from the curvy space-cramping lines of the Beetle.

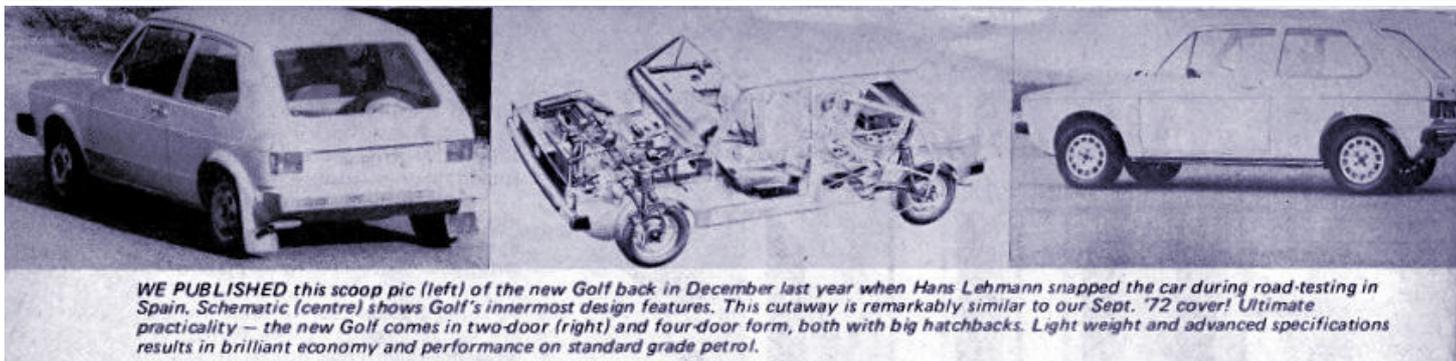
VW had a tricky transition job to do and is handling it with skill. Wheelbase is the same as the Beetle at 2400mm. Yet overall length is 375 mm less – although there's much more space.



Lessons learned in building the VW ESV (which was exhibited at Washington), allied to the latest computer design techniques have produced a family car with good space for four adults and a lot of luggage which meets all current safety requirements but is remarkably light. With European bumpers, and 1100 engine, the three-door Golf sedan weighs no more than the 1100 Scirocco coupe – 750kg dry.

Even with the 1500 engine, five doors and automatic transmission, the weight is only 830kg. The scuttle and firewall carry two box sections, corrugated for controlled crumpling, which extend forward to the front bumper mountings and there is another crumple zone at the rear.

The Golf uses the same floorpan, suspension and steering as the Scirocco, and two of the same engines – the 1092cc 37 kW (50-bhp) OHC four and the 1471cc 51 kW (70-



bhp) version of the same engine.

The latter can be had with automatic transmission.

Front suspension is by the progressive MacPherson struts, with negative steering offset to keep locks. This has become a standard feature of the new generation VWs.

Rear suspension is the unique design first seen on Scirocco – two trailing arms welded to a transverse T-section beam which rides in rubber-bushed pivots on the main structure. It functions very much as a trailing axle, except that the T-section beam twists in corners to exert powerful roll control.

Wheelbase and track are the same as on Scirocco. The wheelbase is long (2400 mm) in relation to an overall length of only 3525 mm, and the wheels project well out into the domed wheel arches, promising fine stability. Those wheel arch domes are more prominent than on the Scirocco, and the rear ones have had to be protected from flying stones by clip-on plastic guards.

The shape is clean-cut and angular, with an extremely short tail. No obvious attempt at streamlining, but note the plastic air dam under the front bumper and remember that VW makes continuous use of its full-scale wind tunnel, one of the best in the world.

This helps to explain why they can claim a fuel consumption of 51.4mpg (5.5 L/100 km) at a steady 50mph (80 km/h) with the 1100 engine, and 47.9mpg (5.9 L/100 km) with the 1500. And having compression ratios of 8.0 or 8.2:1, both engines run happily on regular grade fuel.

Golf is one of the rare cars that feels right from the moment you get in. Careful ergonomic studies have made fullest use of the space. The seats, with firm lumbar support and good restraint against cornering forces, are among the best I have sat in on any car, regardless of price and they can be supplied with built-in head restraints (now mandatory in Australia).

The instrument panel is that same modern, highly legible one used on the Scirocco coupe, with non-reflecting lenses but with a clock in place of the tachometer. Hazard warning the optional heated rear window switches are to the right of the instruments with the main light switch on the left to avoid confusion.

Wipe and wash are on the column, but the horn push is where it should be – you bang the centre bar of the wheel, embellished with an amiable-looking canine which turns out to be the wolf from the VW Wolfsburg crest.

Basic trim is very spartan, and the 1100L and 1500LS have a lot of extras – polished mouldings around the grille, windscreen and windows, bright metal strips with rubber inserts along the waistline, reclining front seats, different visors, glove box lid, grab handles, hydraulic strut to keep the

tailgate up, aluminium mouldings on sill panels, lockable glovebox and padded instrument panel, clock and temperature gauge, variable-intensity instrument lighting, cigarette lighter, two-speed blower for heater, and illuminated heater controls.

The ventilation system is efficient and easy to understand. There is plentiful face-level fresh air and separate ducts demist the side windows.

Like the Sciroccos, the Golf 1500 has disc front brakes with single-piston floating calliper, and servo assistance. But the 1100 has drum front brakes with self-servo action and new finned drums. All have diagonally-connected dual circuits, and 1500 automatics have a load-sensitive control valve for rear brakes.

Vision all round is very good and once again a lot of development has been done to produce gutters that deflect rain and spray from side windows and keep down wind noise.

The impressive thing about these new VWs is their maturity. In spite of the telescoped development time, they feel right. Just 3½ turns lock-to-lock gives light steering when parking, without a lot of wheel spinning when cornering.

There's a good deal more roll in sharp corners and swerves than on the lower-built coupe, but it's over quickly and the car still feels taut and controllable. In fast, tight bends at 80-85 mph (130-137 km/h) it was excellent. This combination of front and rear suspension really controls the normal understeer tendency of front-wheel-drive, and lifting-off suddenly when cornering fast produced practically no change of course. Braking hard from 80 (130 km/h) was no problem, even with variations of surface between left and right – thanks to the negative offset steering geometry.

I was less enthusiastic about the gear change. In their determination to avoid the high level of noise transmitted into the body on the early Audi 80s, VW engineers seem to be sacrificing precision to sound insulation and the Golf shift felt very rubbery.

However they have succeeded in the refinement objective – road noise and wind noise are very low. Mechanical noise is well damped too, except that when accelerating hard on the 1500, there was quite a sporty snarl from the exhaust.

Among the options are light alloy wheels with 175/70SR-13 radials instead of the 155 section radials normally fitted. A two-door 1500 which I tried with these wheels was a very sporty little car, with full family carrying capacity.

The 45-litre fuel tank is mounted well forward, and protected from rear-end impacts by the spare wheel recessed into the floor of the luggage compartment which has a 350-litre capacity, extending to 700 litres when the rear seats are folded away.

In L and LS forms, the Golf is well equipped, but there are further extra items available at still greater cost, including a sunroof and a wiper for the rear window.

The 1500 engine, with belt-driven overhead camshaft operating the valves through bucket-type tappets departs from traditional VW practice in being slightly long stroke (76.5 x 80mm). The downdraft carburettor with automatic choke and the exhaust are on the same side of the head.

The 1100 engine, based on another Audi design, is different. It has a belt-driven camshaft, but this operates the valves through fingers on spherical pedestals, where clearance adjustment is easily made by turning a key.

The head is crossflow and the combustion chambers are a different shape. It is a very compact engine, with a crescent oil pump on the end of the crankshaft and has a five-bearing nodular iron crankshaft with eight balance weights.

The carburettor air filter has a thermostatically operated flap to admit warm or cold air. The 1500 engine slopes slightly to the rear but the lighter 1100 unit is canted slightly forward to give similar weight distribution. The four-speed transmission of the 1100 is also a new unit, about 8 kg lighter than that of the 1500.

Although its height is 1410 mm against 1309 mm for the Scirocco, and frontal area is consequently greater, the 1100 Golf shows up well with a maximum speed of 140 km/h against just under 144 for the 1100 coupe. And it accelerates to 80 km/h in 10.5 sec, or to 100 in 16.5.

The 1500 reaches 160 km/h (156 km/h with automatic transmission). It gets to 80km/h in 8.2sec and to 100 km/h in 14.0secs.

Current production breakdown at the West German factories is 3400 Beetles per day; 1700 Passats, 900 Transporters and 500 of the rest, which includes the Type 412, K70 and Scirocco. But Scirocco is building up to its target of 300 a day and after the retooling over the summer break, Wolfsburg should be building 3000 Golfs a day.

Already one of the Beetle assembly lines at Wolfsburg has been turned over to the Golf, and when the new, still-smaller VW based on the forthcoming Audi 50 arrives in



August, VW will not only be away to a flying start in the new small-car market (ahead of Ford and GM), they will be fully insulated against any decline in Beetle sales. Eventually Beetle manufacture will probably be moved out of Wolfsburg to Emden where the cars for the US market are already being built. The Golf is expected to take a lot of sales from the MacPherson strut 1303 Beetle (Superbug), and the next, smaller car should be an attractive alternative to the economy 1200 Beetle.

Last year, the VW group invested DM1550 million (\$A430million) including DM928million (\$A250million) in West Germany, largely on the new model program. This year the total could be around DM2000million (\$A550million). A good chunk has gone into the new fully automated welding line for the Golf body shells.

Up to now, the most advanced body line in Europe has been the one which assembles together all the parts of the Beetle shell and welds them together with no human intervention at all.

Now a similar line is busy putting together the Golf bodies. Labour is so expensive that it has to be eliminated as far as possible. Besides, machines produce better, more consistent quality, especially where welding is concerned.

No decision on the Australian release of the Golf and Scirocco has been made yet, but we would expect the 1500 Golf to be released sometime in 1975 and perhaps the 1100 and Scirocco to follow in 1976.

Modern Motor magazine

(None of those models were ever sold here. By 1976, our Golf was 1600cc and was locally assembled in mid-spec 'LS' spec only - Ed).

Great Golf!

Modern Motor, March 1975

Volkswagen's Golf is due in Australia in the last quarter of this year and will be one of the most important cars to come to Australia in 1975. The first RHD stocks which rolled from Wolfsburg's production lines were sent to England, where London Editor Harold Dvoretzky filed this exclusive road test report.

Bugs Bunny (alias the Golf) is taking over from the Beetle as VW's, and possibly the world's, most popular small car. And after my first test drive in the right hand drive

VW GOLF SPECIFICATIONS		
	GOLF GOLF L	GOLF S GOLF LS
ENGINE		
Cylinders	Four-in-line	Four-in-line
Bore & Stroke	69.5 x 72mm	76.5 x 80mm
Capacity	109.3cc	149.1cc
Compression	8.0 to one	8.2 to one
Aspiration	Single - Downdraft	Single - Downdraft
Fuel Pump	Mechanical	Mechanical
Fuel Recommended	Standard grade	Standard grade
Valve gear	SOHC	SOHC
Max power (DIN)	50bhp (37kw) @ 6000rpm	70bhp (51kw) @ 5800rpm
Max torque	7.9kgm @ 3000rpm (DIN)	11.4kgm @ 3000rpm (DIN)
TRANSMISSION		
Type/locations	Four-speed manual	Four-speed manual
Clutch Type	single-plate dry clutch	single-plate dry clutch
Final drive ratio	4.57	3.90
SUSPENSION		
Front	Individually sprung with shock absorbers	Individually sprung with shock absorbers
Rear	Crossarm with stabiliser and axleguide	Crossarm with stabiliser and axleguide
STEERING		
Type	Rack and pinion	Rack and pinion
BRAKES		
Front	Drum	Disc
Rear	Drum	Drum
DIMENSIONS		
Wheelbase	2400mm (94.5in.)	2400mm (94.5in.)
Track: Front	1390mm (54.7in.)	1400mm (55.1in.)
Rear	1350mm (53.1in.)	1358mm (53.5in.)
Overall length	2705mm (106.5in.)	2723mm (107.2in.)
width	1610mm (63.3in.)	1610mm (63.3in.)
height	1410mm (55.5in.)	1410mm (55.5in.)
Turning Circle	10.5m diameter (41.3in.)	10.5m diameter (41.3in.)
WEIGHT		
Unladen weight	750kgm/775kgm (1653lbs/1708lbs)	780kgm/805kgm (1719lbs/1774lbs)
2 Door/4 Door		

version I reckon it could become as popular in Australia as the Beetle did in its heyday.

In the present climate of world economy and fuel scares, it couldn't come at a better time. It's rugged, it's cheap to run – with major servicing required only once every 10,000 km – and it offers a choice of frugal power units of either 1100cc or 1500cc. I'd reckon the latter, with its better torque, optional automatic and three and five door options to be the car scheduled for Australia, but it will depend on British demand for the just introduced right-hand-drive version as to when Australia gets them.



The Golf, designed by VW, styled by Italian ace Guigiaro, to be sold stateside as the Rabbit and already affectionately known there as Bugs Bunny, has already become Germany's best-selling car. Production, currently running at 2000 a day, is just starting to flow! Given a bit of luck and six months hence the Wolfsburg Golf line will be cascading away in a manner that could make the Beetle's best days look positively dreary.

Beetle production, with 18-million units behind it, has now been cut to 2500 a day worldwide and falling – some 50 percent less than the previous year. As the new year dawned only 800 Beetles a day were coming from German production lines at Emden and Hannover. Brussels were making a few right-hand-drive versions, mainly for the British market. Australian assembly is winding down, with the Passat going gangbusters and only a few thousand Superbugs and 1300 Beetles to be built this year. Otherwise it's mainly fairly stagnant lines in developing countries keeping the Beetle alive, albeit still as VW's cheapest car (until the Polo debuts).

A Golf takeover is now certain. It's virtually just as ex-VW chairman Rudolph Leiding, who took over the ailing Wolfsburg giant on its sickbed, predicted. Leiding, with the two ends of what looks like a car man's royal flush still to come (the mini Polo, and the C-type planned to replace the K70VW/Audi 100 probably at the end of next year) quit just before Christmas.

His plan to build a US plant, to assemble almost all the VW range, hit political snags in Germany whose car industry is 29 percent down on production overall – with thousands having been made redundant or put on short time. More than ten thousand foreign workers have been fired and VW itself is heading for a projected \$A160million loss this financial year.

The loss was mainly a heritage from bad VW management before Leiding was brought in. Leiding changed the virtual one-model policy, instituted a mighty 12,000-million dollar investment programme and cars like the Passat, the Audi 80, the Scirocco, the Golf and the mini Polo (due in March 1975) and the C-type replacement for the K70/Audi

100 (early 1976) are the result.

Apart from the rising dole queues there was another factor the German VW board didn't like: the US plant would have meant in excess of 150-million dollars being invested in the States.

Leiding has gone (officially because of "ill-health") but he has left behind a worthwhile heritage that will take an awful lot of bad management to mess up. Bugs Bunny is a natural to take over where the Beetle left off. It's front-wheel-drive, its engine is transverse, and it's a very refined package, aimed directly at overlapping the market now dominated by the Renault R5 and the Fiat 127, and VW chiefs make no bones about it. They're the two cars in the market, the best sellers, they're after with the new VW small car range. Because of VW's professed determination Renault and Fiat (not to mention BL with the Mini) will have to look to their laurels.

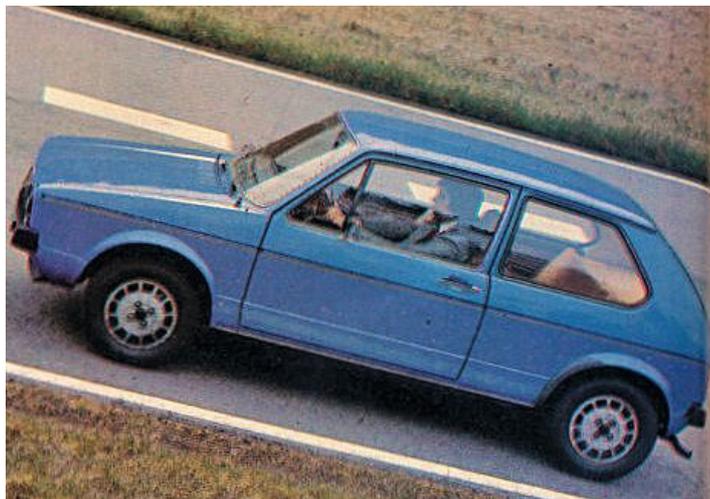
The Golf, which utilises many of the components of the Passat, Audi 80 and Scirocco and incorporates the diagonally-linked anti-skid steering system, measures only 2723 mm overall and is 1610 mm wide, track is 1400 mm front and 1358 mm rear.

The 1100cc job with a high efficiency cross-flow cylinder head with single overhead camshaft driven by a toothed belt produces 50 bhp (37 kW) and pushes the Golf to a top speed of 140 km/h. The 1500cc is the same unit as powers the Passat and Audi 80 – 70bhp (51 kW) and gives the Golf a top speed of 157 km/h. This engine is now getting itself established in Australia in the Passat and it is unlikely that VW would want (at this time) to introduce any snags which may hit servicing if more varied power units were introduced. An automatic is also available on the 1500.

We went over the major points of the Golf in our introduction story in MM's July 1974 issue. There's only one major change in the specs of right-hand-drive versions – only four-door versions of the S and L 1500 models are being made in right-hand-drive, but all versions will have the disc front/drum rear brake system, and not the drum brakes all-round which is standard on the German models.

I'm a bit critical of the brakes – and after my test drive VW admitted they weren't too happy either. They pulled up well enough and there was no reason to suspect fade, but they were spongy and required a bit too much pressure.

VW reckoned that part of the trouble was that the right-hand-drive versions had been sprayed with protective grease and that it took at least three to four thousand km to rub the stuff off the discs! VW are confident however that



they'll be able to eliminate the spongy feeling from the brakes with a new servo, by the time production of RHD versions gets under way.

Up to Christmas only 4500 right-hand-drive Golfs had been produced. Eighteen hundred were already in England with 'sold' notices stamped on them. Australian versions will, therefore, be equipped with the new servo.

The Golf rides extremely well. They roll like the R5, which is more than the Mini, and like the Mini they understeer and the back will come around rapidly if you push on hard through a corner and lift-off in the wet, but like the Mini it is completely controllable.

The ride, even with the crossply tyres on the 1100 version, is inclined to be a bit thumpy. VW say the advantage of radials over the special crossply tyre is minimal in the handling department, but taken over a rough, gravel road the Golf didn't seem any worse and possibly no better than any of its rivals. Where it did score was in straight line driving.

The introduction of the spoiler at the front pushes it through the airstream far more efficiently. VW engineers report that the spoilers gave four percent better economy. They say Guigiaro nearly fainted when he saw what the VW engineering department wanted to do to his design to give it a better coefficient of drag. The result was a compromise – and that four percent better efficiency.

The result is that the Golf runs very quietly, wind noise is minimal. Engine noise is low and there is very little roar from the thermostatically controlled electric engine-cooling fan.

The L versions come equipped with adjustable seats, electric rear windows, screen washers, two-speed wipers and carpeting. The instrument cluster is fairly basic with two big dials in front of the driver – one for an almighty, overlarge, clock the same size as the speedometer.

The wheel of the 1500 is moulded and padded and is nice to the touch. The driving position is virtually faultless (particularly with the adjustable squabs). Even with the seat right back the rear seat knee room is very good for the size of the car. Seat coverings are brushed nylon with (on the 1500 versions) leather side trims. They are cool and comfortable.

In Germany the cars are sold with single, diagonal

IN THE current climate of concern of use of resources and sharply rising vehicle costs the VW Golf may be to Wolfsburg what the Beetle was for many years – a Company

saviour. In Germany Golf looks like overtaking Passat and that situation could well be reflected in other markets if the swing to small cars accelerates further.



passive belts. The idea being that the belt will prevent the occupants chest going forward in a crash, and that the special dashboard would prevent too much damage to the knees. Frankly I'd sooner have the combined lap/diagonal type and belt up myself.

Both engines give the Golf, (with its relatively low overall weight, 750/805kg) good tractability. Torque of 79 Nm or 108 Nm at 4000 rpm means you don't have to change down every time you drop below 40 km/h in traffic. In fact in the 1100 version with two people aboard I put my foot down at 50 km/h at the start of a one in ten hill and was accelerating at 65 km/h at the top, two kilometres away.

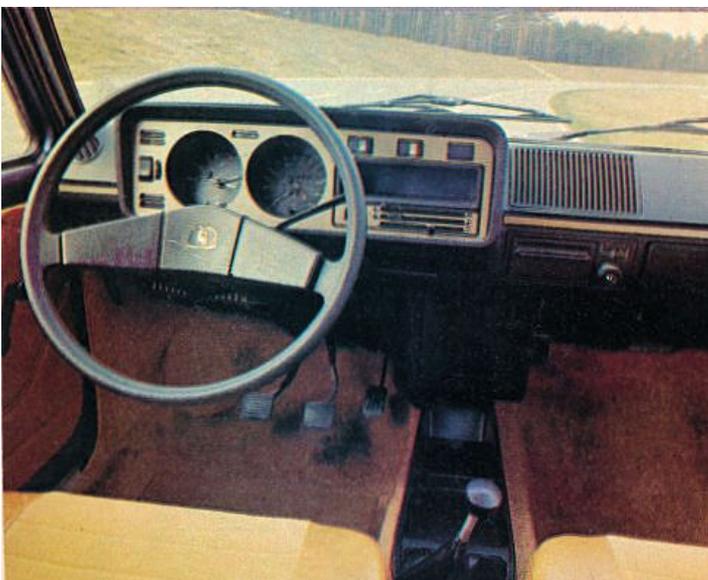
The four-speed gearbox has well chosen ratios with just the right sort of gaps. The box itself is certainly more direct than another family of front wheel drive cars!

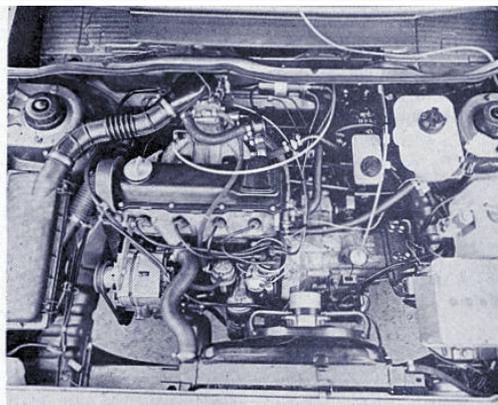
I liked the rack and pinion steering with its 10-metre turning circle and the big boot which takes 350 litres with the rear seat squab up, or 700 litres with it folded down station wagon style.

I also liked the fuel consumption which overall (including some very hard driving) returned 10 litres per 100 km (28mpg) in the 1500 version and 9.1 L/100 km (31mpg) in the 1100 model. The average owner could hope for 8.6 L/100 km and 7.6 L/100 km respectively. You might even better that if you have an extremely light right foot and are prepared not to make full use of the four-speed box.

By the way, both engines with 8 and 8.2 to 1 compression ratios run on very ordinary two star (standard) fuel!

Servicewise the Golf should be extremely cheap to run. A major service is required only every 15,000 km and lubrication, oil change and inspection is required at 7500 km intervals. The cars are equipped with VW's fault-finding computer diagnosis which allows many of the car's major functions to be checked automatically through a single plug connection. VW claim the engine can be removed and installed without having to remove the bonnet and the cylinder head can be moved without having to remove the engine. Crankshaft seals can easily be removed and the clutch release bearing can be replaced without having to remove the transmission, or the engine! The front suspension strut can be





LEFT: With the rear seat folded flat there is 24.6cu ft (700litres) of load space. With the rear seat up, there's 12.36 cu ft (350 litres). The car is well insulated and Dew says it's quiet and comfortable. ABOVE: Engine compartment close-up. The transverse engine is very accessible and all service points are easy to reach. Hot rodders take note – there almost looks like room for a V8 in there. Anyone for a Golf Funnycar?

removed without having to remove the driveshaft and the sump can be dropped without having to remove other items. Body parts can be repaired at low cost as they can be replaced in sections.

You can see by this detail planning which has gone into the Golf that VW thinking is aimed at retaining the enviable reputation which the Beetle made for itself, by its superb reliability and cheap running costs.

I believe that the Golf will do very well, in all the countries in which it will be sold, but I especially think it will go extremely well Down Under. I hear that a large number of Australians have already taken up Passat ownership and that its popularity is increasing – well just wait till you see the Golf, it's a whole new ball game and it's good – from the ground up!

Beetle is coming to the end of its very long reign...

ROAD TEST
by MIKE KABLE

The Daily Mirror, Friday 20 February 1976

But it has a versatile successor. Volkswagen's Beetle is dead – long live the Golf.

Well, not quite. The Beetle is still alive and kicking, but is coming to the end of its long reign.

In just over 30 years, it has set a world production record of nearly 19 million cars.

But the "Wolfsburg Wonder" – the humble little car that revolutionised post-war motoring for the German masses – is slowly but surely being overtaken by its appointed and long-awaited successor, the Golf.

Displaced

The Beetle was displaced by the Golf last year as Germany's top-selling car – the first time since 1945 it has been outsold.

Volkswagen anticipates the Beetle has only another four years to go before succumbing to increasingly tougher exhaust emission controls and safety standards.

It will be even sooner here in Australia. The modern Passat has been VW's biggest selling model here for the last couple of years, outselling both the Superbug and the old

1300 Beetle combined. This year sees the Superbug dropped, and a basic 1600 Beetle is now the only model coming off Nissan's assembly line in Melbourne.

And after putting the Golf through its paces in Melbourne this week, I can see it repeating the Beetle success story all over again.

Introduced in Germany in 1974, the Golf will go on sale in Australia early next month.

It will be a sensation in the same way the Beetle was when it first came here in 1954, taking the small car market by storm. With numerous wins in the early Round-Australia

trials, the Beetle showed that a small car could handle rough Australian conditions.

The Golf is a remarkable car in many ways. It is very much in tune with the times due to its outstanding versatility.

Volkswagen calls the car its "four-wheel future shock."

"While the world has wondered about the future of the car, VW has built a car of the future," the company says.

Futuristic

"It defies description by accepted methods in terms of size and specifications.

"The Golf is not a small, medium or compact car. It is a family car, a city car, a sports car, a touring car, a luxury car, and a second car.

"It is also the ultimate economy car in so far as the purchase price, running costs, maintenance and repair are concerned."

They're extravagant claims, but I'll go along with most of them after a couple of hours behind the wheel.

The Golf is an ingenious variation of the very familiar space-saving front-wheel drive, transverse-engined theme pioneered by the Mini Minor.

Shorter than the Beetle by 5in (127 mm), it nevertheless is much roomier inside.

So much so, that it offers more legroom in the front than a Holden, more rear leg room than a Cortina, more combined front and rear legroom than a Torana, and more headroom in the front than practically any other car on the market, including the Holden, Falcon and Valiant.



Volkswagen's versatile Golf will be a sensation when it hits the showrooms here early next month.

Acceleration

The amazing Golf also accelerates as fast as the average six-cylinder car, yet is incredibly economical.

Total Oil, which is staging a major economy run from Sydney to Melbourne later this year, checked the petrol consumption of the 16 cars Australia's motoring writers drove over a 132-kilometre course, covering a wide variety of road conditions around Melbourne.

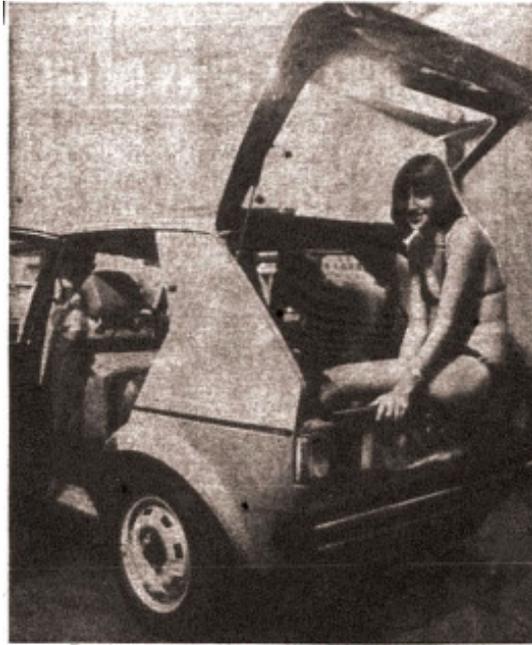
The Golf I drove with colleague Paul Higgins topped the list with 46.3 mpg (6.1 L/100 km), despite the fact we drove it normally, trundling along in the traffic.

Our impressions test also included some vigorous acceleration runs against the stopwatch.

The Golf whizzed from 0-100 km/h in a mere 10.7 seconds, although the more conservative factory figure of 12.3 seconds suggested the speedometer was fast.

While German buyers have a choice of 1.1, 1.3, 1.5 or 1.6-litre engines, Australian buyers will only get the top specification version, powered by the biggest available Audi-derived four-cylinder, 1600cc, 86-bhp engine.

It will come with a choice of four-speed manual or three-speed automatic transmission.



The least expensive hatchback—VW's new Golf.

rear, combined at the rear with trailing links and a transverse torsion bar.

The precise gear change is much easier to use than most front-wheel-drive cars, although the lever is too short for rear convenience.

But the Golf's performance is so responsive that I can see a big demand for the optional automatic transmission.

The engine is an overhead camshaft design, with an alloy cylinder head, cast-iron block and five main-bearing crankshaft.

It boasts the refinement of a sealed cooling system, a thermostatically-controlled electric cooling fan and an automatic choke.

My first impressions are that it has excellent top gear performance, good handling and above-average comfort

for its size.

But it transmits a lot of tyre noise inside, is not rattle-free and doesn't give nearly as good a rough road ride as the Beetle.

All things considered, the Golf impresses me as a brilliant concept that will provide practical, enjoyable motoring for a lot of people.

I'll report on it in more detail after an extended test in the near future.

Mike Kable



There are two body styles, three-door and five-door sedans – both with an opening rear window hinged at roof level and a rear seat that folds flat and converts the car into a small station wagon.

The three-door will sell for \$4228, with the five-door costing \$4358 and \$4678 for the respective manual and automatic versions.

But these prices will be temporary, for car manufacturers will soon pass on the 6.4 percent national wage increase that came into effect last Monday.

The locally-assembled Golf is claimed to require only one major service a year, costing about \$35.

The transmission is mounted in line with the engine, which is tilted at a 13-degree angle to allow a low bonnet line.

This, and the upright seating position, creates extremely good forward vision.

The Golf generally is light and easy to drive, while its reasonable turning circle facilitates parking and manoeuvring.

It rides nicely on give-and-take bitumen roads, but bounces around a bit on gravel surfaces.

The suspension comprises struts and coils front and

DAILY TELEGRAPH, Saturday, March 13, 1976



A big swing at success from Golf.

The Daily Telegraph, Saturday 13 March 1976

VW's new small car sensation, the Golf, has spelt doom for the famous war-time Beetle and a huge embarrassment to VW dealers.

Simply, there's not enough Golfs to go around the



The new Golf VW

dealers, who have buyers clamouring to take delivery.

The Golf's promotion by word of mouth has, to say the least, been a stunning success.

But the VW dealers must be warned now.

Some of the best received new models in Australia, like the Triumph Herald and Leyland P76 with advanced, ingenious ideas have been long-term flops.

It's unlikely the Golf will be a flop.

But once the cream is wiped away from the new model party, the Golf will be forced to stand on its own four wheels – and it does, like any other car, have faults.

At \$4358 it is an expensive small car.

VW claims it is the answer to the Future Shock of motoring – a very genuine city petrol figure of 38.5 mpg (7.25 L/100 km); enough power to “blow off” a Falcon 250 six-cylinder, yet it meets present and future exhaust emission laws.

VW service experts claim it will cost a total of \$35 to service in the first year.

The handling, steering and braking are all outstanding.

Standard

The “negative scrub radius” steering is borrowed from its bigger front-wheel-drive brother, the Passat, which puts its stability into the S-Class Mercedes-Benz realm.

It has chubby Uniroyal steel radial tyres as standard, which keep it glued to a greasy road despite its light weight and will keep above minimum police wear standards for up to 50,000 km.

Unlike conventional cars, the Golf has its four-cylinder engine up front mounted sideways across the car, driving the front wheels.

Traditionally, front-drive cars have faced the problems of heavy steering, nasty steering “kickback” while accelerating around a corner and a larger than usual turning circle. VW has beaten all these troubles and come up with the front-drive advantage of big inside proportions for small overall size.

The Golf is easy to park with close to 90 per cent all round vision.

Like past Renaults, the VW is a feather with obvious signs of weight saving to allow it to perform well.

It is strong because of deliberately corrugated and channelled sections, and not from the brute strength of fat panels.

It shakes, rattles, and rides badly over secondary or dirt roads, unlike its pothole-swallowing Beetle brother.

As a car built for the future, VW will need to guard the Golf's early reputation, already high in Europe, to ensure its long-term success.

James Laing-Peach

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The Golf's great – even with a broken pedal.

The Sydney Morning Herald, Monday 22 March 1976

Having something break on a road-test car is always disappointing. But when something breaks on a car you are truly impressed with it is even worse. After living with the brilliant little Volkswagen Golf LS five-door sedan for five days, I was unfortunate enough to have the accelerator pedal snap in half en-route to the office.

A Volkswagen serviceman was on hand within half an hour of my phone call to

Volkswagen Australia at North Ryde, and he replaced the pedal with a new one in just four minutes. He explained that the pedal had been lengthened by local mechanics to make it more comfortable, and the extra section had been poorly welded.

The new standard-length pedal was indeed much less comfortable than the experimental one to use, and a spokesman for Volkswagen said later that production models would get a longer pedal as soon as they could be made locally.

Despite the uncomfortable throttle pedal – you drive the car with your big toe, almost – the Golf is one of the best small cars I have ever driven.

Impressed by pre-release publicity, the Australian public has rushed to buy the car. Within two days of its being launched, the average waiting time for one of the 4,800 to be made and sold in Australia this year had stretched to three months.

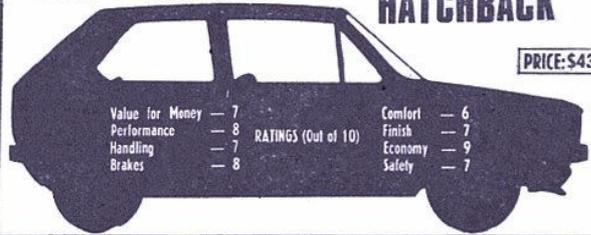
But it is a car worth waiting for.

Free-spinning flexible engine

Designed by the Italian Giugiaro, the angular lines are ultra-modern, yet extremely functional. Lift the self-levelling rear tailgate, undo a few clips, fold down the back seat and you have a station wagon.

And with the back seat raised and the rear parcel shelf in position, the Golf is instantly a roomy four-to-five seat sedan.

With its 1600cc single overhead camshaft four-cylinder

“VW” GOLF Four seat Five door “HATCHBACK”		ACTION Test				
 <p style="text-align: right; margin-right: 20px;">PRICE: \$4358.</p>		PERFORMANCE: Top speed: 162 km/h. Acceleration: 0 to 80 km/h - 8 sec; 0 to 100 km/h - 12 sec.				
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> Value for Money — 7 Performance — 8 Handling — 7 Brakes — 8 </td> <td style="width: 10%; border: none; text-align: center;"> RATINGS (out of 10) </td> <td style="width: 40%; border: none;"> Comfort — 6 Finish — 7 Economy — 9 Safety — 7 </td> </tr> </table>		Value for Money — 7 Performance — 8 Handling — 7 Brakes — 8	RATINGS (out of 10)	Comfort — 6 Finish — 7 Economy — 9 Safety — 7	GEARS:  Four speed manual speeds: 1st-60km/h, 2nd-105, 3rd-145.	
Value for Money — 7 Performance — 8 Handling — 7 Brakes — 8	RATINGS (out of 10)	Comfort — 6 Finish — 7 Economy — 9 Safety — 7				
TYRES:  Uniroyal 155 mm by 13 in. steel radials.	SIZE: Length — 3.7 metres, Width — 1.61 metres, Weight — 1250 kg. 	PETROL:  7.25 litres/100 km (38.5 mpg) av. of city/country driving.	ENGINE:  4 cyl, 1588 cc, 55 kw.			

engine mounted sideways under the front bonnet and driving the front wheels, the Golf gives a lively performance.

The engine produces 86-bhp (55 kW) at 5,600rpm and 82 ft/lb (119 Nm) of torque at 3,200 rpm. It is a free-spinning, flexible unit, which is inclined to get slightly noisy when pushed hard.

The car's front-wheel drive characteristics are subdued. You can provoke front-wheel spin on takeoff with too much throttle, and the steering self-centres noticeably. But it handles predictably and is stable.

Its four-on-the-floor gearshift falls easily to hand and has a well-defined gate. It feels rubbery but is precise enough to make muffed changes virtually impossible.

In gear it will reach a maximum of 53 km/h in first, 94 km/h in second, 132 km/h in third, and has a top speed of just on 160 km/h.

The flexibility of the engine shows up in top gear, which has enough torque to pull freely and easily from speeds as low as 25 km/h.



The 1600 cc LS version of the Golf.

The steering is light and precise, and the rack-and-pinion system requires only 3.8 turns lock-to-lock with a turning circle of only 32.8 ft (10 m).

Power-assisted front disc/rear drum braking is standard and works well, standing up to repeated applications without noticeable fade and always pulling the car up straight.

The front McPherson strut and rear trailing arm suspension system provides a comfortable ride which is firm at low speeds and becomes almost ideal – without being floaty – at high speeds. It shrugs aside the worst bumps and corrugations and refuses to be thrown off line.

The boxy shape of the car makes it look smaller than it really is. Its interior room is comparable with that of bigger cars, and Volkswagen Australia claims the Golf has more front-seat leg room than a Holden Kingswood, more rear-seat leg room than a Ford Cortina, and more combination front-rear leg room than a Holden Torana.

With the engine mounted transversely, almost the whole car is devoted to seating people and the boxy shape gives them good head room. Rather thick windscreen pillars, and the wide C pillars at the rear, reduce all-round vision slightly and the rear hatchback window tends to gather dirt.

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The interior of the Golf is attractively furnished with good, well-applied trim and fitted carpet throughout.

The front bucket seats recline fully and have adjustable built-in head restraints. They are capable of large fore-and-aft adjustment.

The rear bench is contoured for added comfort, and both front and back seats are firmly sprung – in the German tradition – to give suitable support for long-distance touring.

Controls and instruments are more than adequate for a car of this size. The dashboard layout is futuristic in concept.

The most important instruments are in a large rectangular binnacle above the dashboard, directly in front of the driver.

Two main dials dominate the binnacle – an easy-to-read speedometer with trip mileage recorder and odometer, and a similarly sized dial containing a tachometer with small fuel gauge and temperature gauges set in its lower half.

Rocker switches scattered about the fascia, and strip warning lights and slide controls for the heater-demister and flow-through ventilation system, are all close at hand.

Minor controls are operated by two-column stalks, one each side of the soft-rimmed single-spoke steering wheel. These work the headlights, flasher and dimmer, and windscreen washer/wipers.

A small electric clock is set low down in the integral centre console.

Quarter-vent windows are fitted on both front doors, and these help supplement the efficient cooling by the flow-through ventilation system.

With its well-chosen gear ratios, the Golf can excel in city traffic but is comfortable to drive fast.

It will cruise easily at 130 km/h for hours on end. Its handling is among the best of the European small cars and inspires confidence in the driver. It can be driven fast around corners in the certain knowledge that it won't do anything silly.

It basically understeers under power but is very responsive to throttle and steering commands and has tremendous road-holding abilities and good directional stability.

As speed builds up, the little car starts to feel tauter as its long suspension travel soaks up the bumps in the road surface.

And who can argue with 37 mpg (7.6 L/100 km)?

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That works out at about 13 kilometres for each litre of fuel. For a car of its size that is an excellent figure, which will give the Golf's 40-litre (8.8 gal) fuel tank a cruising range of 520 km for filling cost of \$7.25 (18.4 c per litre).

An NRMA comprehensive insurance policy for a metropolitan driver, over 25, using the car privately and paying cash for it, would cost \$322.89, full rate, or with full 60 per cent no-claim bonus, \$131.19. The same person taking the same policy but buying the car on hire purchase or leasing would pay \$406.44 full-rate or \$164.64 with full bonuses. All figures include stamp duty and are meant only as a guide.

Test vehicle provided by the distributors, Volkswagen Australia Ltd.

Barry Seton, Motoring Editor

Nifty Golf scores a hit

The Daily Mirror, Friday 5 April 1976

Good things, like Volkswagen's new Golf, really do come in small packages.

A week-long, 600 km test has confirmed my first enthusiastic impressions of the car.

The Golf is quite exceptional for its size, in more ways than one, and sets standards in handling, road-holding, room, performance and economy that few rival small cars can approach, let alone match.

The Golf has scored a direct hit with the motoring public in the month since its release.

Deliveries and advance orders have already accounted for more than the first six months' production.

And with only 4,200 Golfs scheduled to come off the local assembly line this year, the waiting list is fast growing longer.

I haven't seen a small car generate so much interest since the advent of the Mini Minor in the early 1960s.

A barrage of questions greeted me everywhere I parked the car – and it was interesting to stand back and listen to the onlookers' reactions.

They were pretty much in line with my own thoughts.

There was slavish praise for the Golf's extremely functional design, surprise at the roominess in relation to its compactness, and delight at its versatility.

They considered the \$4358 price – for the five-door manual sedan – to be a bit steep, but realistic enough considering what the car offered.

Convenience

Frankly, there's not much that the ingenious Golf doesn't offer.

There's the convenience of its hatchback body design and the folding rear seats enable quick conversion to a wagon

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configuration.

There are reclining front seats, opening quarter-vent windows supplementing the flow-through ventilation system, a tachometer, hazard and headlight flashers, and an electric rear-window demister.

It is a mechanical marvel – without being unnecessarily complex.

The space-saving transverse front-wheel-drive layout provides maximum interior room and is relatively simple to service because of the car's good under-bonnet accessibility.

The single overhead camshaft 1600cc engine is already tried and proved, being identical to that in the VW Passat and Audi Fox.

Developing 86-bhp (55 kW) and weighing a mere 805 kg, the Golf has an outstanding power-to-weight ratio that results in excellent flexibility and an exhilarating performance.

It pulls away smoothly from as low as 30 km/h in top gear and can accelerate from 0-100 km/h in

under 12 seconds to leave many bigger, more powerful cars way behind.

Rides Well

It rides quite well considering its short wheelbase – 2400 mm, exactly the same as the old Beetle – being suspended all round on coil springs with McPherson struts at the front and a novel torsion beam rear axle located on trailing arms.

The thrifty Golf returned an impressive 37.2 mpg (7.6 L/100 km) in city and suburban use.

So how does it compare with the Beetle, which it is destined to eventually replace?

Well, the Golf carries its occupants and their luggage with more comfort and convenience, is easier and more predictable to handle, has superior primary and secondary safety features, is substantially quicker, and also more economical.

Like most contemporary small cars, it is a tin box which suffers from a considerable amount of mechanical and road noise besides tyre rumble.

Soundproofing is inadequate, and while the doors close with an expensive sounding thunk, rough roads do produce quite a few body rattles.

The Golf doesn't ride anywhere near as well as the Beetle off the beaten track, where the newcomer's little 13" wheels patter up and down quite noticeably over corrugations, bumps and potholes.

But it has superior vision and with its four doors (a two-door version is also available at \$4228), is better suited to the needs of an average family.

All things considered, the concept of the Golf is nothing short of brilliant, and there's no doubt it will be around for many years to come.

Mike Kable

DETAILS AT A GLANCE

PRICE: \$4,500 (approx, including registration and pre-delivery costs).

ENGINE: Transversely mounted single overhead camshaft unit of 1,588 cc developing a maximum 55 kW (86 bhp) at 5,600 rpm and maximum 119 Nm (82 ft/lb) torque at 3,200 rpm. Bore, 79.5 mm; stroke, 80 mm; compression ratio, 8.2 to 1.

GEARBOX: Four-speed all-synchromesh manual with floor mounted stick shift.

STEERING: Rack-and-pinion type with 3.8 turns lock-to-lock and 10 metres (32.8ft) turning circle.

BRAKES: Power assisted front discs and rear drums.

SUSPENSION: Front — independent by McPherson struts, wishbones; rear — independent via trailing arms linked to torsion bar. Coil springs and hydraulic shock absorbers front and rear.

DIMENSIONS: Length, 3.725m (12ft 3in); width, 1.61m (5ft 3in); height, 1.41m (4ft 8in); wheelbase, 2.4m (94.5in). Track, front, 1.387m (54.6in), rear, 1.358m (53.5in); kerb weight, 805kg. Tyres, 155 SR 13. Ground clearance, 125mm (4.9in).



Australian VW of all!

Volkswagen spelled 'Hannover' with two n's, as that is how it's spelled in German, and Hannover of course is where the VW Transporter factory is located. In English, the town is spelled 'Hanover.'

The Hannover Bus

In August 2008, Volkswagen Commercial Vehicles was excited to introduce the latest addition in the Crafter series. Based on the Crafter 50 platform, the Hannover Bus was intended to re-write the rule book on luxury bus transport.

Featuring 14 seats and a huge cargo area, the Hannover Bus was hoped to be a hit with airport shuttle operators, tour and resort operators, taxi and limousine serviced operators, the care industry or anyone that had a need to move 13 people and large luggage in class.

All 13 passenger seats were fitted with 3-point seatbelts and offered excellent legroom for each passenger. Aisle seats were equipped with armrests for enhanced comfort. The high roof, grab handle rail and retractable electronic side step ensured easy walking access. The luggage compartment on the Hannover Bus measured 0.97m x 1.77m making it ideal for all occasions. With extensive luxuries such as full interior trim and tinted windows the Hannover Bus was said to be a true winner in the luxury small bus market.

Driver comfort was also considered with the Hannover Bus. Features such as comfort driver seat with suspension, electric windows and door mirrors were all standard. Other standard features included park distance control for front and rear, a multi-function steering wheel and remote central locking.

Available with the strong 100kW @ 3,500rpm / 300Nm @ 2,000rpm 2.5 litre TDI engine, the Hannover Bus pulled away swiftly and cleanly. This TDI engine was characterised by using the latest third-generation Common

The rarest Aussie VW model of all.

Perhaps you won't be surprised that the Beetle, Golf, Passat and Transporter have been the most successful of all the VW models sold here since 1954.

But at the other end of the scale, what has been the lowest-selling VW to have been introduced to Australia?

You can probably think of a few possibilities. In the air-cooled era there's the Type 3 Karmann Ghia – exact numbers not known, but almost certainly less than two dozen. The VW 411 – about a dozen brought here for evaluation. VW/Porsche 914 – unknown; maybe a dozen? The Country Buggy – quite a lot by these standards; around 900 sold in Australia (and another 800 in the Philippines). The Federal Chamber of Auto Industries did not record sales for any of these models.

In the modern era there's the Scirocco 1 (four examples imported for evaluation); the Scirocco 2 was never imported at all although half a dozen private examples exist. Anyway, you can't really count odd non-Australian models, if they weren't officially imported and sold, as sales records do not exist. So as for models like the Brasilia or SP; the Volksiebus, CitiGolf or Golf Pickup; the Polo/Derby; Sharan and Touran; the US Routan or Passat, or the Chinese VW Santana, Lavida, Sagitar or Magotan – who knows?

Sticking to 'official' VW models released here in the last couple of decades, we can check the FCAI sales figures. Some of the lowest-selling models include the Kombi Beach (569); Up! (531); Vento (397); T1 Ambulance (65), and the strong contender, the Passat W8 (25).

But the lowest officially-imported, officially-sold VW in Australia of all time is the Hannover Bus. Just 2 were sold, both in 2009, according to VFACTS sales figures. That makes it the rarest official



Rail injection engineering. Seven-bore injection nozzles using ultra-accurate piezo control injected the fuel into the combustion chamber, and thanks to pre- and post-injection in up to five cycles per injection procedure. In normal operation, three cycles were used, with post-injection serving to assist in regeneration of the particulate filter which was fitted as standard.

All in all, this produced a perfect vortex in the fuel-air mix in the combustion chamber, even pressure build-up in the cylinder, with a corresponding high level of smooth operation in the power unit, which worked economically and produced low levels of pollutants. The engine came with VTG (variable turbine geometry) turbocharger and delivered a high power boost and corresponding good tractive power even at low rpm.

The cooling circuit in the cast iron engine block and the aluminium cylinder head was completely overhauled. For example, the flow ran longitudinally rather than laterally through the cylinder head. The aim of the measures was to achieve better cooling for a lower volume flow, and thus as low an output as possible from the water pump, in turn meaning lower loss of performance from the engine.

Connected to this engine was a Power Take Off compressor which powered a secondary air-conditioner for the rear passengers. The air-conditioner was controlled by a set of integrated controls on the dash with temperature control and fan speed control. A multi speaker cabin sound system was fitted to the passenger area. The vehicle exterior was distinguished by standard silver metallic paint with a colour matching air conditioning cover on the roof. A rear step and amber side illumination completed the standard exterior features.

Safety formed an important aspect of the Hannover Bus with ABS (Anti-lock Braking System), ESP (Electronic Stabilisation Programme) and dual front airbags as standard. The passenger area was equipped with emergency hammers for the windows and a fire extinguisher. Additionally it was fitted with a switchable alarm system with interior monitoring.

The basis of the high active safety in the Hannover Bus was its equally comfortable, generous and supremely solid chassis. It featured independent front wheel suspension with lower wishbone control arms, transverse leaf springs and shock-absorber struts. The rear continued to feature a rigid driven axle with parabolic leaf springs installed longitudinally.

The chassis could be steered easily and its characteristics like the ESP (Electronic Stabilisation Programme) provided assistance even to less experienced drivers when faced with critical driving situations.

On the Hannover Bus, the front axle used a transverse leaf spring in a composite material. This saved weight when compared to a conventional steel spring, and this new kind of spring also gave greater stability to the vehicle. A new central spring support simplified the process of balancing the chassis, since the spring was largely freed from the axle guide.



The front axle was equipped with a stabiliser which was similarly available with a strengthened finish. Tauter shock absorbers with a softer characteristic, the mechanical and acoustic decoupling of the front axle module from the body, and support for the wishbone control arms resulted in further-improved handling, a more comfortable ride and better noise reduction when compared to the predecessor model.

Fitted out at Volkswagen Special Body Workshop (SCS) in Hannover Germany, the Hannover Bus offered a superior factory solution to the small bus market which also carried the Volkswagen Crafter's 3 year / 200,000km warranty.

On arrival in Australia, with a Recommended Retail Price of \$114,990, the Hannover Bus represented superb value and a new level of luxury people transport. It was a successful luxury large people mover in Germany. In this promo shot it's being used to transport soccer kids wearing the green strip of VfL Wolfsburg.



However the FCAI recorded just 2 – yes, two – sales of the VW Hannover Bus in 2009 (and none since), making the big VW bus the lowest-selling individual Volkswagen model in Australian history. It deserved much better, compared with its Mercedes Sprinter cousin.

From our website 8.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted back in 2013. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly Bob, Aaron or Raymond. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



28/8/13 Hi, I am Canberra based independent producer and have been commissioned by the Centenary of Canberra department to produce a video for an upcoming weekend exhibition in October called SPIN. SPIN is a celebration of all things cars and the video we're producing will be shown at the event inside a vintage bus which will be transformed into a cinema. The proposal for the video is to show two cars, both starting at the two popular Canberran holiday destinations - one from the South Coast (Batemans Bay) and the other from up in the Snowy Mountains - cruising towards Canberra - the meeting place. A real nostalgic, road trip vibe. For one of the cars we're looking for a Kombi van and was wondering if you may be able to help us out in finding one in the Canberra region? The shoot is planned for this coming Saturday the 31st but we'll be staying overnight on Friday the 30th - all expenses paid. Any help you're able to provide would be great! Cheers, Adam

29/8/13 Looking for a neutral colour cream, grey, silver, white or black VW Convertible beetle, in the Sydney area can anyone help please? Deborah-Jane

1/9/13 Hi this is Eldson im fm Malaysia , im looking for my 1957 oval beetle RHD complete pedal assembly set, do you have any complete pedal set can sell it to me ? I hope the club member can help me thk you very much. Eldson

6/9/13 Hello, I looking to rent a VW Beetle for a hour or two as my wedding car (October 19th). Came to this site looking for a forum I can post to. As far as I can tell there isn't a public forum ? Cheers Simon

7/9/13 hi im trying to get some wheels for my t5 i was hoping someone knew what wheels have correct load rating in 18 or 19 inch. thank u Mick

7/9/13 Hi I'm looking to buy new spark plugs for my 1976 vw T2 2.0LI am looking for a price on new NGK or Bosch (made in Germany) plugs but I am unsure which type/size are correct. I currently run Bosch WR7CC (long reach, 3/4"). I have read a few conflicting opinions that the plugs should be short reach (1/2"). Could you please advise me on the correct type/length. Regards Alan

8/9/13 I have got a kombi and would like to know what year it was made. engine number is 0148155 Chassis number is VWDV5479 and 603188 is written on the other side of the chassis. It is a left side sliding door. The speedo is in MPH. If you need any more info I will be happy to hear from you Philip

8/9/13 My Rover scout crew owns a VW beetle that has been sitting in a garage for 20 years and want to get rid of it I was wondering if u knew of any one who want parts as the engine has blown. The fuel tank how ever seem I'm very good condition for its age. The only condition is that it is taken for free or a small price for individual parts Guy.

13/9/13 Dear fellow car enthusiast, I have developed a product that allows people a little bit of freedom to express themselves through their cars and at the same time is a bit of fun as well. It also strengthens the bond they would already have with their pride & joy and would certainly promote a stronger connection to motor sport. I strongly believe it's a product that would appeal to your members. I would like to invite you to visit my website www.myracecarsticker.com and see what you think. I hope you like it. Kind Regards Brendan

13/9/13 Hi I'm getting married on the 4.10.14 and have always wanted a kombi as my wedding car. I've had no luck so far as that weekend there is an event on that all the good kombis are heading too. Do you know of anyone in your club that has a beautiful kombi and does weddings? Am keeping everything crossed!!! Thanks Kellie

15/9/13 Just trying to find we're I can advertise my 1974 vw that's for sale Thanks Deb

18/9/13 I need some help/advice... Please :) I had an accident in my 72 super bug and now I'm looking for information of where to take her to get fixed. The whole front end is damaged :(she's in a sorry state but I'm very hopeful that she can be repaired. I'm very worried of taking her to a smash repairer and being fobbed off. I would like to find someone who will care and give me the right advice. Looking forward to hearing something soon... I am in Sydney near Bondi Beach. Thank you in advance. Vikki

19/9/13 Hello, just enquiring in regards to your club. Wondering if there is also a Melbourne branch or only Sydney? Thanks Stefan

24/9/13 Hi, I am after some advice from people 'in the know'. I am in the horrible position of having to sell my wife's KG :o(because we now have 3 kids (no back seat) and we need the money (I never envisaged spending so much on nappies, wipes and food). I think my '64 split will be next to

go but I'm holding on to it as long as I can. For now, I wondered if you could advise me on what you think I should accept for my wife's KG. Its in mint condition, pretty close to original and is a '74 Cabriolet. I've been offered \$25k and its advertised for \$35 but I just don't know what the market is dictating. Do you know, or maybe work with someone who does? Any advice or help you are able to give will be MUCH appreciated. Best Regards and keep enjoying the coolest cars on the planet! James

27/9/13 Hello, I would like to place an advertisement for Transporter parts. I cannot find where to start typing on the website. Would you please send me step by step details to place an ad. Thanks Pete

29/9/13 Hi there...I have a 1976 VW Kombi pop top camper that we are looking to sell...Has been registered until recently, simply cant afford to keep 3 cars on the road..can you please advise how we might perhaps advertise her for sale with your club!?...Thank you. Sincerely Tracy

3/10/13 I have a 1971 semiauto moss grn beetle in vvg orig condition. 2 owners. 59982 mls. Orig plates. No rust. Orig manual etc. Regret to sell. Can you give me an idea of what it's worth. Thanks, Sally

4/10/13 Looking for CV joints for 1990 syncro 4 x 4 kombi - any hints ?? cheers Brad

4/10/13 I do advertising for VW and we have a TV commercial being filmed next week. I was wondering if you could help us track down someone with a combi van that could be used in the commercial. Samantha

9/10/13 I was wondering if you could put me in touch with someone in Melbourne who has a Kombi van. I am trying to organize a short ride in a Kombi for my daughters birthday. The commercial Kombi hire places in Melbourne are set up for weddings and charge accordingly. I would be happy to pay up to \$150 for an hour of someone's time, but \$450 is too steep. Regards, Ann.

15/10/13 I'm looking at buying a T3 Syncro and want to know if there is a way to register my interest? Roger

16/10/13 Hi what a great club :). just looking through and seen you have a lot of events etc, i'm heading over to oz in november and am a vw fan! hoping to do a road trip in an aircooled vdub, I have recently been restoring and rebuilding them here in uk and looking forward to looking a a few vdubs and meeting a few enthusiasts in Oz! Alex

18/10/13 Hi ClubVeeDub We live in country WA and next week we take delivery of our new Golf VII TDi Highline (our first VW) after waiting for over 4 months for it to come from Germany. However it appears that there is not genuine VW tow bar available for the Golf VII - do you know of an alternative that is available in Australia? Thanks Mike & Bev

19/10/13 Requesting any Canberra Kombi owners who would be available to use their car for a wedding vehicle on 15 Mar 14. Peter

20/10/13 Hello, I have bought a VW 74 beetle from Melbourne. It has VIC club plates but it will be garaged in Sydney. Can you advise what i need to do and is there a preferred insurer. The car cost me 7500 and it is in really good original shape. Cheers Stuart

20/10/13 I am after some professional advice on a KG restoration. I am slowly restoring a 63 KG with a lot of panel replacements. When that is finished I want improve the safety/ reliability etc of the chassis. Can I use a IRS floorpan with front disc brakes etc if I replace the pans with new, wider KG pans? Are there other issues I need to resolve? Is there articles/ forums I could read where others have done the same? Thanks, David

28/10/13 I'm looking forward a good VW beetle mechanic for a 1959 close to Morriset/Cooranbong area in NSW for my son who is a student. So need someone who won't overcharge him as he is on a tight budget. Has possibly something wrong with his carby and needs it checked. Had a service in Qld in July before heading back to uni. Leanne

30/10/13 Hello I am seeking confirmation the Black is an original factory colour for a 54 beetle RHD Australian delivery? I cannot see it in your website paint charts. If yes, what is the interior vinyl colour? Thank you Paul

30/10/13 I have a heap of vw parts, bodies and a beetle with motor and a 1975 passat single head light which goes all to sell and take. Anyone interested would be great. From my dads estate and we have no real interest in keeping them. Geoff

31/10/13 I have purchased a VW beetle deluxe 1960. I am after information on the engine and the history of the vehicle. Thanks, Gary

3/11/13 hi there, i am in urgent need of a rust free (I'm hoping) R/H side door to fit a 71 beetle, or a reasonable straight one maybe - or both inner & outer lower repair sections . the car is in the beaters NOW, i have been surprised to hear the door is F#*KED , and as it is my daily driver, I'm in pickle ! needless to say , a rapid response would be warmly appreciated, please call ASAP signed John

6/11/13 Hey guy, I was wondering if there was a car available for a formal arrival on the 29th of November this year. Please get back to me asap if possible! Thank you :) Connor

8/11/13 Hi there. Im a vw enthusiast in Canberra and am seriously looking to import a Karmann beetle into Australia from the USA. I was wondering if you or any members have had experiences or any advice you may be able to share in this regard. Thanks very much. Paul

13/11/13 I have a 72 superbug that needs a home. I'm in the hunter valley. 76000 original miles on it. Unregistered 1600 engine Original all the way. Moving up the coast in 5 weeks and need to sell. I know what it's worth, so no time wasters please. Jason

Basic Jugs 4.

(See also Basic Jugs 1, August 2015; Basic Jugs 2, November 2015, Basic Jugs 3, January 2016)

Due to their higher operating temperatures, in air cooled engines the piston ring gap is wider than on liquid-cooled engines. For after-market Volkswagen cylinders you want a minimum ring gap equal to 0.0045" per inch of bore. The jugs shown in these articles have a bore of 94mm -- about 3.7" in diameter. $3.7 \times .0045 = .01665$. Maximum would be about .005" per inch of bore or about .0185" but you could go as large as .006" per inch -- about .022" -- before you began to see a decline in performance.



What cannot be allowed is a gap that is too small. That is, our negative tolerance is zero, meaning the gap can't be any smaller than our nominal .017" although our positive tolerance could be as much as .005". Written out it would look like this:

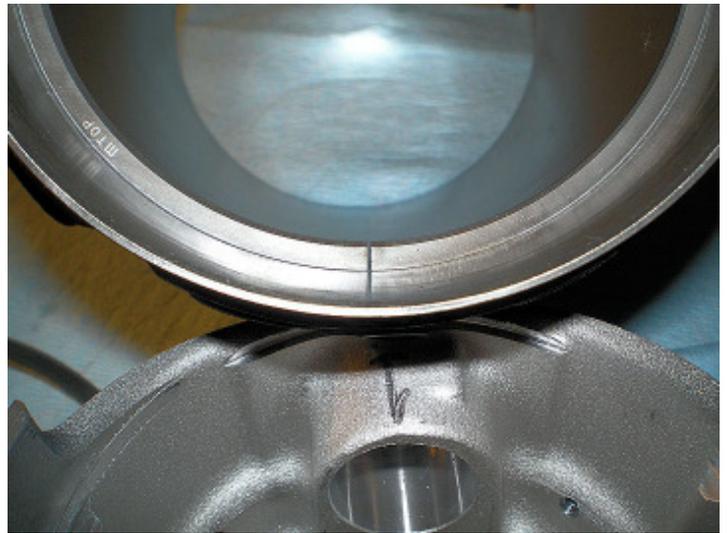
$$\text{RING GAP} = 0.017, -0 / +.005$$

Select a cylinder. Wipe the bore dry using a paper towel. Find the baggie matching that cylinder's number. Lay-out the piston rings and wipe them dry. Starting with the Upper Compression ring, gently stone the edges of its gap. Use your 3x loupe to inspect your work. It should take only two or three light passes of the stone to break the sharp edges of the gap. Repeat this procedure for all four rings for that particular cylinder. After stoning, wipe the edges with a clean paper towel.

Select the Upper Compression ring. Insert it into the top of the cylinder's bore. Using a clean piston, press the ring into the bore for a distance of about 1". Use feeler gauges to determine the gap.

Remove the ring, turn the cylinder upside down and repeat the procedure on the bottom of the cylinder's bore. The gap should be identical, indicating the bore is not tapered; that it is a true cylinder.

Repeat this procedure for the Second Compression ring. Since we now know the



bore is true there's no need to check the ring at the lower end of the barrel.

The Oil Scraper Rings have an entirely different mission than the compression rings. These rings are meant to provide a compliant contact with the cylinder wall and are a loose fit in the barrel. They will be pressed into contact with the cylinder wall by being installed atop the corrugated band. They require the same minimum gap as the other rings but their upper limit may be as wide as .030" and they would still function effectively. Check these rings in the bottom of the bore, pressed in about one-half of an inch.

Repeat this procedure for all four cylinders.

If the ring gap for either of the compression rings is too large you must order and fit a new set of rings.

If the ring gap for any of the rings is too small you must file the gap wider, being sure to stone the edges after filing.

If you need to widen a ring-gap the most common means is through the use of a special tool designed for that purpose called, appropriately enough, a piston ring filer.

As the pictures show, piston



ring filers are widely available. Given the wild diversity of designs I'll leave you to decide which is most suitable for your needs.

As a point of interest I have a ring filer out in the shop, somewhere. I can't remember when I bought it but I recall it cost nearly three dollars. I still use it for little piston rings but for everything else, I use a plain old-fashioned file. (Hint: Clamp the file in a vise and draw the ring toward you. It would be wise to practice on a couple of junk rings first.)

In checking the rings, all passed a .018" feeler gauge save one, which was a tad tight. I touched it up with the file and re-dressed the edges. As engines go, this one is proving to be a bit less trouble than most (furiously knocking on wood :-)

I'll be applying a cermet Thermal Barrier Coating to the jugs so the next step is blasting them with abrasive media. To prevent damage to the ring lands and make clean-up a little easier, the body of the piston gets masked-off, leaving only the crown exposed.



After you've dressed & checked the rings, if you are not going to apply a thermal barrier coating you may go ahead and re-install the rings to the pistons. Remember that on the oil control ring the corrugated band is installed first, then the two scrapers, one on the upper edge of the band, the other on the lower. As for the compression rings, be sure to check their orientation.

Bob Hoover

PS. Several people wondered why I failed to mention checking the fit of the piston rings in their grooves. So I went back and mentioned it. Now allow me to offer you a whiff of Mechanical History.

Back in the Good Ol' Days, which really weren't, the Ring & Valve Job was the staple source of income for the majority of mechanics. Thanks to inadequate air cleaners and no oil filtration at all, somewhere between 20,000 and 40,000 miles of service the engine of every automobile became so worn that the compression would fall so low that the engine could not be started. And if you could get it running, it was liable to burn as much oil as gas. That's when you'd deliver Ol' Betsy up to the local mechanic who performed the Ring & Valve Ritual.

Most people don't know it but the primary sealing surface needed to ensure good compression is not the fit of the

piston ring to the wall of the cylinder but the fit between the ring and the top and bottom of its groove. Pulling the pistons and honing the walls of the cylinders was part of the classic Ring & Valve job but the critical work took place in the back of the shop, where the pistons were chucked into a lathe and their grooves re-machined so as to return their upper and lower surfaces to truth, meaning perfectly perpendicular to the axis of the piston. Doing so also widened the groove, requiring the fitting of wider rings, a stock of which was usually kept on-hand. A good machinist could 'overhaul' a piston so that the grooves were a nice match for the next available over-size ring but when they missed they simply honed-down the ring to match the groove, plus the usual tolerance of one to three thousandths. There were machines that could hone four rings at a time but small rural shops usually relied upon boy-power, a surface plate, and a sheet of fine sand-paper flooded with kerosene. The boy's reward was being allowed to test-drive the 'tight' engine around the block a time or two. (Yes, that's me behind the wheel of the Model A, out behind Leduc Motors, the Ford dealer in Turlock, California.)

Things are a bit different today :-). Nowadays, when you buy a set of replacement Pistons & Cylinders for your Volkswagen engine the fact the pistons are already installed in the barrels is good evidence that the rings fit their grooves. They might be a tad too loose but you know they can't be too tight; otherwise they wouldn't be able to compress the rings enough for the piston to fit in the barrel. This reflects the fact that mass-produced replacement parts are manufactured to a looser standard - a wider range of tolerance - than the factory-produced original.

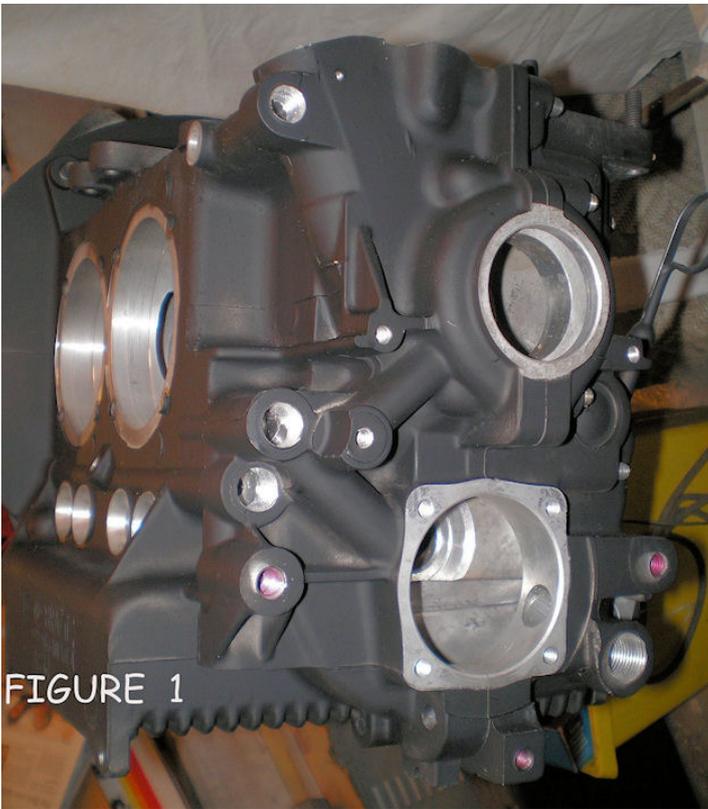
If you were building an engine meant to run hours at a time above 5,000 rpm you're probably using forged pistons fitted with high rpm rings. That's when you concern yourself with the precise fit of the rings in their grooves. (Indeed, you might even buy blank forgings and machine the grooves yourself.) But for low rpm applications, such as spinning a propeller or tootling your freshly rebuilt VW around town and country, you generally don't. Other than to ensure the ring moves freely in its groove there is little to be gained in measuring the precise amount of clearance because in the practical sense there isn't anything you can do about it other than to order a new set of P&C's... with the strong probability they will be no better.

When assembling an engine from a collection of after-market parts there are many areas in which the close attention of the assembler can pay a significant dividend in terms of power, durability or efficiency. But this isn't one of them.

Crankcase painting.

The Volkswagen crankcase is cast from a magnesium alloy (about 96% magnesium). A critical characteristic of magnesium is that it's highly reactive; it likes to corrode. Upon manufacture the crankcase is usually treated to a chromate bath but the protection is defeated by time and heat.

Since a properly assembled engine based on VW after-market components can give twenty years or more of reliable service, it's vital that the magnesium alloy crankcase be given some form of protection. For the home-builder, painting the crankcase has proven to be the most practical solution.



Although any good oil-based enamel will serve to protect the case, all forms of paint act as thermal insulators. To preserve the function of the crankcase as a thermal radiator a thin coat of flat-black paint will provide the best results, since flat black has a higher thermal emissivity than any other colour.

If flat black paint is not available you may use gloss black. Mixing a small amount of naphtha or even gasoline (!) with the paint will kill the gloss.

Paints intended for high-temperature applications should be avoided. Often called 'stove paint,' barbecue' paint or 'exhaust' paint and advertised as being able to withstand temperatures as high as 1200 degrees, these paints get their high-temperature qualities from clay, metallic salts or ceramic frits, all of which make excellent insulators. The use of such paints will reduce the engine's ability to rid itself of waste heat.

Common oil-based enamels can withstand temperatures up to about 400 degrees Fahrenheit, far higher than your normal crankcase temperature.

When painting the crankcase it's important to keep the paint where it belongs, which is on the outside of the crankcase. This can be accomplished by careful brush-work. If using spray paint, you should mask any area you don't want to paint. As a general rule that would include any sealing surface or threaded bore.

When building just a single engine the masking is usually done with tape. Threaded bores may also be protected with corks, plugs of various types and even dowels. However, people who normally build more than one engine at a time often make up a set of re-usable masks. Some of these can be quite

elaborate but I've found cardboard to work well enough.

The front of the crankcase with the cam plug and the #1 main bearing area are masked off with cardboard salvaged from a cereal box (I think :-). Dowels are used to mask the tapped holes to the lifter oil galleries while the main oil gallery has been sealed with a small cork.

The cardboard is held in place by rubber cement. Applied to the cardboard and allowed to dry, it remains tacky enough to stick to a clean crankcase, peeling away without leaving any residue after the paint has dried.

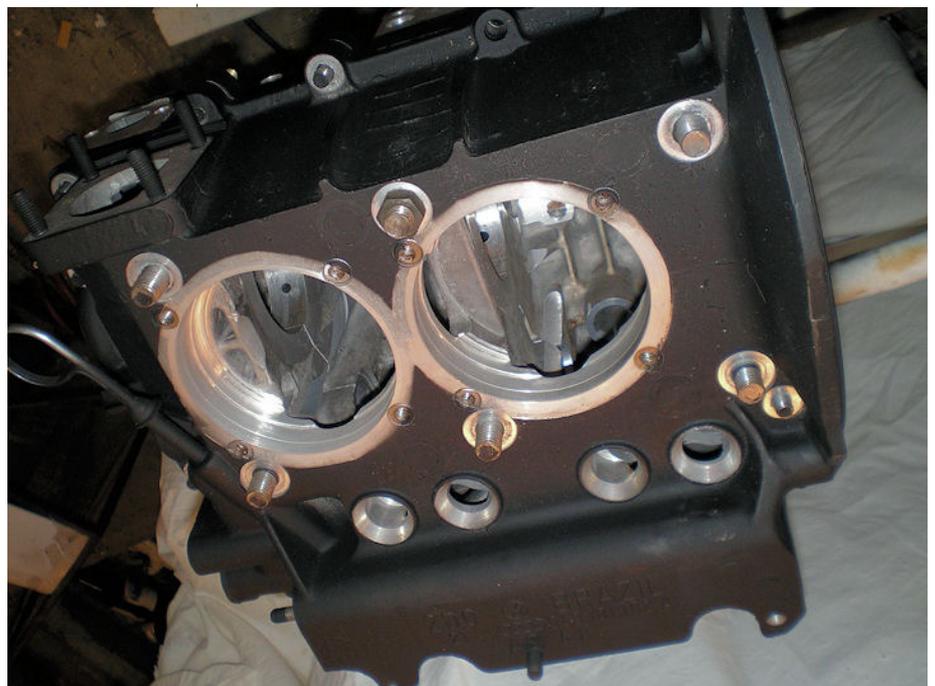
Whenever possible I try to use an existing part or gasket for the mask. In Figures 4 & 5 you can see the anti-splash baffle being used to mask the dynamo base while an old sump plate takes care of masking the bottom. Fig 4 shows a couple of corks and another dowel. Normally, I use an old distributor body and a fuel-pump block-off plate as masks but they've wandered off so I used masking tape.

The crankcase shown here was painted with Rustoleum Flat-Black in a rattle-can, which makes it rather expensive. An air brush works equally well and a quart of paint will do a dozen engines or more.

At my location it takes the paint about a day to cure well enough for it to go into the oven, where it will be baked at 90 deg C for four hours, after which it's remarkably bullet-proof. If you don't have a shop oven that will accept a crankcase you can line a cardboard box with aluminium foil large enough to fit down over the engine and rig a 100W incandescent lamp to go under it. The rising heat will be trapped by the box, raising the temperature high enough to harden the paint in about 12 hours.

If you live in a warm, sunny climate you can also pop the painted crankcase into a parked car standing in the sun. It generally takes two or three days for the paint to achieve the hardness and scratch-resistance it gets from being oven-baked for four hours. (Even a black car will reach thermal equilibrium at about 65 deg C, a bit low for optimum paint-curing.) But be warned: As the paint cures a greasy residue will appear on the inside of your car's windows :-)

Bob Hoover



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The secret is Golf's low weight, low bonnet profile and a very sporty 1600 cc overhead cam engine.

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Uniroyal Steel Cut Radials give you sure grip. Power boosted front disc brakes give you fade-free stopping power. If one front tyre blows, a thing called negative steering roll radius helps you to a straight stop. If one brake circuit fails, a second is still there. A new rear axle makes the car more stable (and safer) on rough roads.

And finally the Golf passenger compartment is a safety cell with progressive crumple zones front and rear. For the money you can't buy more safety.

When is Golf a wagon?

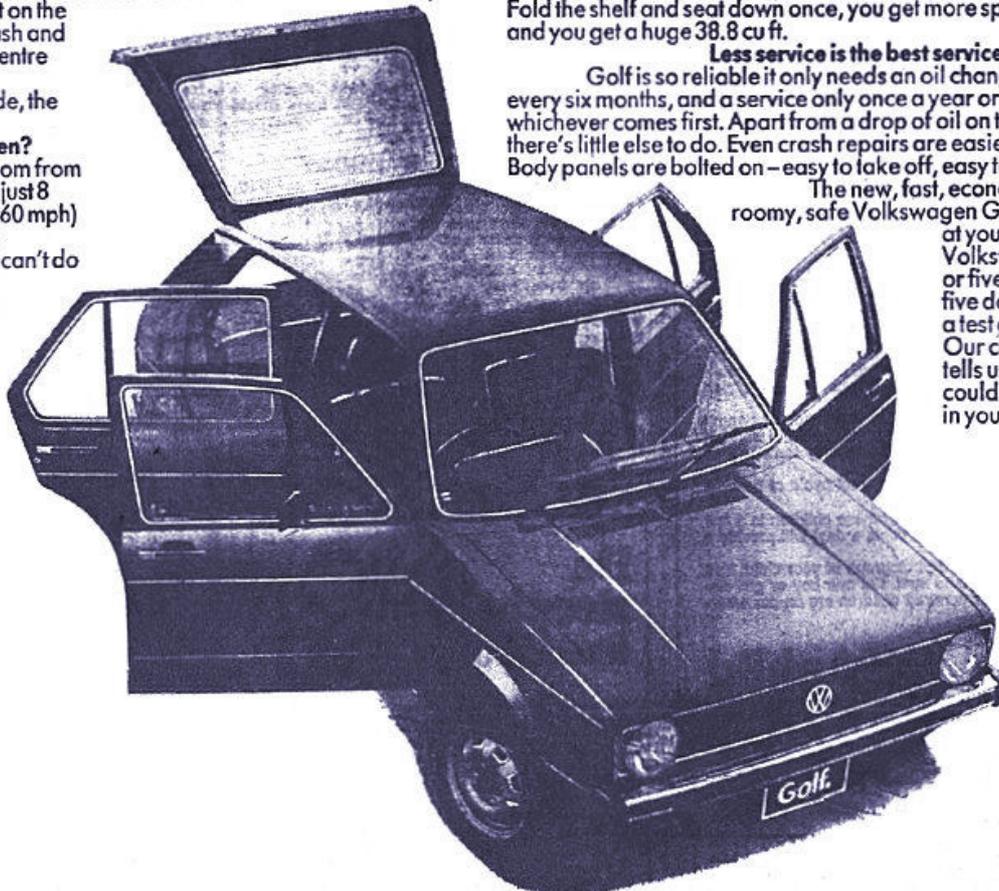
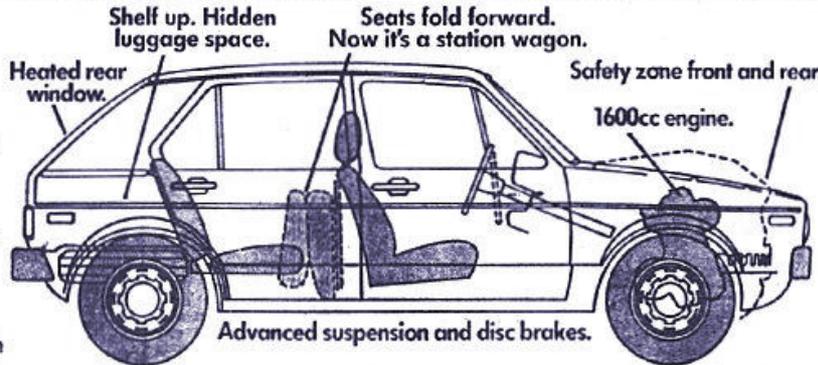
As well as a lot of people, Golf will carry a lot of luggage. Lift up the big hatchback and you get a hidden luggage space 12.4 cu ft big. Fold the shelf and seat down once, you get more space. Fold it again and you get a huge 38.8 cu ft.

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Golf is so reliable it only needs an oil change every 7,500 km or every six months, and a service only once a year or every 15,000 km, whichever comes first. Apart from a drop of oil on the door hinges, there's little else to do. Even crash repairs are easier and inexpensive. Body panels are bolted on - easy to take off, easy to put on.

The new, fast, economical, nimble, roomy, safe Volkswagen Golf is waiting for you at your nearest Volkswagen dealer. Three or five door manual and five door automatic. Take a test drive.

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