

NETS CHIRTS

February 2004



VW Touareg V8 wins Overlander magazine 4WD of the year 2003

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Toy Department**

and much more....



A CLUB VEEDUB SYDNEY PUBLICA-
www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



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**Please have respect for the committee
members and their families and only call
during reasonable hours.**

2004 VW Nationals Easter - April: Saturday 10th & Easter Sunday 11th Sydney Australia

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Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c/- 14 Willoughby Cct Grassmere NSW 2570
Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the

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VW Nationals 2004

Easter Saturday 10th April

Drag Racing at Western Sydney International Dragway 10 am — 4 pm

1/4 mile

Grudge Racing

Bracket Racing

Powder Puff

King of the Hill

Western Sydney International Dragway (WSID) will be open for all makes and model cars, both street and racing, please note there is 95 db noise limit at the track.

Gene Berg Trophy for the fastest street registered VW will be awarded.

Racing from 10am. Bracket racing is a test of endurance and skill, not how powerful your car is.

Easter Sunday 11th April

Show Day at Fairfield City Showgrounds

9am-3pm Car Show assembly

9am-3pm Volkswap

9am-11am Car Show judging

2.30pm Engine Blow

3pm Trophy presentation

4pm Raffle draw

VW Nationals 2004 Show & Shine is at Fairfield City Showgrounds, Smithfield Road, Prairiewood.

Huge undercover area for Show & Shine and Dealer Displays with space for up to 200 show cars undercover. On site catering available with plenty of everything.

Shoalhaven VW - Blast from the Past

Shoalhaven VW Club is again hosting the Blast from the Past.

Venue will be The Great Southern Hotel Berry, N.S.W, held on the 2nd May 2004.

Entry, GOLD COIN these donations will be forwarded to the Cancer Council, N.S.W.

Only people showing cars will be allowed to park within the premises of the Hotel. There will be a peoples choice award and various raffles. Will start at 10am, entrants cars to be in between 8.30 - 9.30am, cars will not be permitted after this time. Berry Country Fair will be on so why not come down.

Huge Carpark Sale

at WAYNE PENROSE VW

Sunday 29th February 2004

9.00am to 2.00pm

free sausage sizzle , VW displays, jumping castle for the kids.

New and used parts clearance at never to be repeated prices.

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Presidents Report

Welcome to the start of 2004. In December this year our club will be turning 20 years old. How time flies when your having fun, I can still remember our first meeting at Parramatta Park in 1984. I had just finished restoring my 1956 Factory sunroof Beetle after nearly 3 ½ years, and didn't I sit proud in the front seat of that one for quite a few years.

I attended that initial meeting and made friends with a few people... Boris Orazem, Phil Mathews, Steve Carter, Andrew Dodd, Stephen Muller and Rod Young were the main ones I seem to remember. We chin wagged that first day and probably haven't stop since. I think there was about 15 or so cars attending, all different types.. and in the first edition of Zeitschrift I get a mention about a nicely restored Blue Oval.

So if we are celebrating our 20 years as a Club... what shall we do? Please give this some thought as December will come around in no time.

Our monthly run in January was to the NRMA Australia Day display in the Sydney Centre. We had about 10 or so cars attend, and were well positioned at the St James Square area, thanks to Ray Black for organising this with the officials.

This month will be the Illawarra Club Show day at Bulli, hopefully you have all remembered to attend this event.

Don't forget its the VW Nationals is only 8 weeks away. so start shinning your cars for our drag racing and display day.

Précis of Committee and General meetings:- VW Nats, Raffle prize for Nats, Public Liability Insurance, VW Nats jobs, Club run to Port Stephens, Club run to Blackheath, Illawarra show day

Please note that all events listed in the Zeitschrift Calendar or on the Club web page are sanctioned by the club and its Committee.

KeeponKruzin



Club Calendar

2004

February:

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

Sunday 22nd:- Huntley Hillclimb, Huntley Rd West Dapto. Come & see the VW's fly! Starts 9.00 am. For further info call Wayne Penrose (02) 4272 5644

March:

Thursday 4th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 11th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00 p.m.**

April:

Thursday 1st:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

10th & 11th VW Nationals 2004.

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

permanent venue for all future meetings.

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

May:

Thursday 6th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Sunday 16th:- NSW Hillclimb championship round 4 at Huntley Hillclimb, Huntley Rd West Dapto. Come & see the VW's fly! Starts 9.00 am. For further info call Wayne Penrose (02) 4272 5644

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

June:

Thursday 3rd:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

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

July:

Thursday 1st:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Sunday 11th:- Huntley Hillclimb, Huntley Rd West Dapto. Come & see the VW's fly! Starts 9.00 am. For further info call Wayne Penrose (02) 4272 5644

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

For Sales

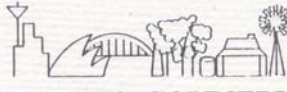
Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members, adds will appear for two months, longer if requested.

In addition to appearing in the club magazine all adds will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for adds can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE; All classifieds will first appear in our club magazine to give our club members a chance to see them, then they will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney Inc. c/- 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- Restorers dream, 1968 VW Beetle, unfinished project, been completely stripped, resprayed in new VW green, motor rebuilt by Stan Pobjoy, heaps of spares, spent \$9,000, sell \$3,500 ono. Phone 0427 699 660 or 02 6962

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For Sale:- Type 3 parts:

Help! I had just finished a partial resto on a 1964 Type 3 sedan, was ready to sell it, and then SMASH! So now I have some parts for sale.

German/Euro style wheel setup (will fit type 3 or beetle) \$1,500 the lot -includes: 16 x 7 inch aftermarket "Supertourismo" style alloy wheels, Half worn (215x45) Bridgestone Potenza's. New front discs drilled for above wheel p.c.d. New rear hubs drilled for above wheel p.c.d. Good rear drums.

Brake setup \$400 - includes: new front callipers, new rear drum cylinders & new master cylinder

Type 3 floor pan \$1,500: RUST FREE Like new, with fresh factory grey paint

Custom Type 3 IRS rear frame with horns \$800 includes: IRS pockets welded into swing axle frame, IRS arms, Type 3 station wagon torsion springs, New Urethane spring plate bushes, New Urethane IRS arm bushes, Drum backing plates. Every part freshly powder coated in satin black!

Custom type 3 dash pod \$50

Custom seat mounts and back tilt "import" seats \$400: Seats are from Jap import very comfortable, suit 2 door cars. Frames are very sturdy and freshly powder coated in satin black.

Sparco "Chrono" steering wheel and adapter boss \$350.

Good window and body seals:

Door seals - \$50 ea.

Bonnet and Boot seals - \$20 ea.

Windscreen seal - \$30 Contact Stuart 0419 986 988.

For Sale:- 1967 Karmann Ghia, \$22,000 ono must sell ,1600cc engine, original right hand drive, first of disc brake ball joint front suspension, 12 volt factory standard reconditioned engine 15,000 km old, re spray 18 months old, ruby red with white interior, 6 months rego email pics available on request contact Heidi 0404864200

For Sale:- 1972 Superbug, One owner, original receipts and documetation,15 millionth series, travelled 252,000 miles.. Original white paint in excellent condition, original engine block, and I/D numbers, serviced every

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3,000 miles, registered to 9/04 Vehicle has lived in Canberra all its life, workshop manual supplied, Genuine reason for sale, Photos available. Asking \$4500.00 ONO, Please contact 02 6288 8037 for further details

For Sale:- VW Kombi Twin Cab Ute, white, one owner for the past 15 years. Excellent condition. 2 litre engine, new heads, 138000 Kms on this engine. New ball joints. Full respray (approx. 3 years old) 2 pak VW kombi white. new upholstery on front seats, tinted windows, tarp, radio tape player. Price 8900. manual, 3 doors. Please email ruthclarke@dodo.com.au or phone Wayne Clarke on 0244713468.

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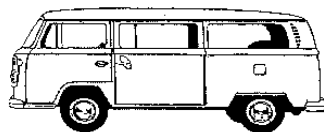
50 Princes St Riverstone NSW 2765

For Sale:- Yellow 1976 kombi campervan, 2.0 Litre Fuel Injected, Refit includes New fridge, microwave, cupboards, sink, carpeted interior, slimline venetians on windows, campmobile annex included ad pack rack, new Velo racing seats, Mangels 356 chrome show wheels and Sunraysia wheels, 240V and 12V lighting ad towbar, South Australian Rego till July 04 genuine reason for sale\$ 7500.00. Contact Kim on 0417 851 754

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For Sale:- Silver 1974 Beetle, lowered, Koni shocks, 4 wheel discs, Simmonds mags, 195x50x15 and 205x50x15, Berg shifter, wood rimmed steering wheel, 1916 Pobjoy Steroids motor including oil cooler and manual electric fan, South Australian Rego till July 04 genuine reason for sale \$5,500.00. Contact Kim on 0417 851 754

For Sale:- 1973 L model (1303) 1600 Superbug, original white in colour, engine reconditioned 5 years ago, 11 months registration BUG73M, in very good condition, all service and repair history available for the past 4 years. Car is located in Maitland Area, asking \$3000.00 ONO contact Ray on 02 49 33 3377 or email rayrae@idl.com.au

Wanted

Your add in this space.

The cost for 11 months is \$100,
this does not include the annual
VW Nationals program.

Contact Steve on (02) 9153 6782

For Sale:- 1966 1300 Deluxe Beetle In good, beautifully presented, more-or-less original condition. This classic car has been well maintained and driven daily in my six-year ownership. Basically original, 12 volt power,

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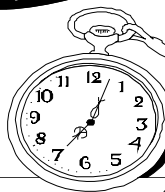
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seat belts and wide rims and tyres are the only modifications. It's great fun to drive, runs well and never fails to attract admiration and affection. The KDF 066 number plate is a great conversation-starter. Colour is Panama Beige with tan interior. The odometer says 95, 000 miles, and it's registered until January 2005. \$4,800. Phone: 02 4759 2096 or email: rigvee@hermes.net.au

Wrecking:- 1976 Volkswagen Beetle - most parts available including mag wheels. Contact Graham Ingram on ph: 02 44411166 or email: ingram@shoal.net.au

Wanted:- Twin Kadron Carbies to suit 1600 twin port motor - must be complete and in good condition. Also **Front and Rear after market Sway Bars to suit 1973 model 'L' Bug** Contact Graham Ingram on ph: 02 44411166 or email: ingram@shoal.net.au

For Sale:- Aug 1976 VW Beetle, Flipper Blue in colour. Good original condition, straight body some rust in the usual beetle places. Original owners manual and fan belt. 5 Michelin tyres and 4 KYB gas shocks. Original VW carpet, door panels replaced with black and grey velour panels (easily changed back). 10000km ago a new clutch kit and cable were installed. 18 months ago new front disc callipers and pads were installed. The paint is cracking in places, a great car for a restoration as it is complete and road worthy. Rego till 18th May 2004. I have owned it for the last 10 years, serviced by VW specialists. Have to sell it reluctantly as I now have to park it on the street. Serious buyers asking \$2900 neg, it's been a great daily driver. Contact Hans, Ph 02 9586 4407 or email hansrfengelhardt@yahoo.com.au

For Sale:- VW TS 1600 fastback (approx 1967) Black. Rego expired 2003. Needs work. \$800 or best offer in current condition. Newcastle. 49 561883

For Sale:- 12 Volt Electric wheel chair hoist WYMO brand, all stainless construction, sits on roof rack (included) fits any vehicle includes wiring harness asking \$1200.00 or best offer. Please call Tony on 02 97573743, mobile 0402 560 054 or email tonyshelly@hotmail.com.

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For Sale:- 1973 VW Kombi, red postie van, original condition with tare weight markings and 1600 motor. New rear wheel cylinders, new clutch kit, machined flywheel and main seal. Recently unregistered easy reregister any offer considered. Please call Tony on 02 97573743, mobile 0402 560 054 or email tonyshelly@hotmail.com.

For Sale:- 1971 Superbug, White in colour, low mileage beetle on reconditioned engine, travelled 63,400 miles, Rust free example. New rear shocks, new tyres, registered until June 2004 and regularly serviced. My Son is overseas and has issued instructions for the sale of this beetle, which is in very good condition. Asking \$6750.00 ONO contact John on 9970 6828

For Sale:- 1970 Porsche 914 LHD. Restored rolling body (no engine or gearbox) painted from the inside as per photos, brakes done, new carpets, new sports steering wheel, sports seat runners, new 914 muffler, new door trims. Needs seats, bumpers and roof panel. Situated in Riverwood. \$4000 the lot, call Tony 0418 407 620

For Sale:- approximately 30 other VW factory service manuals service bulletins body crash repair manuals etc also 1963 Transporter Workshop Manuals. Mostly 1967 up to 1970s including Beetle Super Bug Golf Scirocco and Audi 100. contact Roger Williams Phone 03 6334 6721 After hours or Email helro@bigpond.net.au

For Sale:- Air-conditioning unit to suit Bay window Kombi complete system, including excellent overhead consol, both new but complete and in very good condition asking \$750.00 ONO contact Mark Wrigley on 0439 846 237

For Sale:- After much debate in our home we have decide to sell our much loved and widely admired 1969 Turquoise blue beetle, This car is a multi award winning beetle with trophies awarded for the best modified beetle over the past 4 years. This vehicle has had complete body off restoration and was completed in 1999, powered by a Stan Pobjoy 1916cc engine, fully detailed engine and engine bay, powder coated HPC alloy coated and braided lines adorn this engine, 4 wheel disc brakes with braided lines, fully adjustable front end, polished Empi 8 spoke alloy wheels with triple spinners and Italian wood grain steering wheel, Empi quick shifter, tinted windows, west coast metric rubbers throughout. We have owned this vehicle since 1993 having enjoyed 20,00Kms travelling to and from VW shows and club events, we have been fortunate to have won trophies at Valla, Volksday, Shannons All German day, VW Shootout and the VW Nationals. We sadly offer this wonderful beetle for sale, asking \$16,000 ONO. Please contact Mark Wrigley on 0439 846 237 any inspection invited to genuine purchasers

For Sale:- 1977 Passat GLS 2 door hatchback. Genuine reasons for selling. Second owner. I have owned this car for 12 years. In excellent condition. Serviced by C&S Autos. Recently resprayed. Frequently treated with fish oil to keep the rust at bay. Rego until September 2004. \$1250. A lot of car for not much money. Ring Graeme on 0408 756 034

Wanted:- Upholstery for 1970 1500 Beetle. Require original vinyl upholstery for the squab section (the bit you sit on) for front seat. Coloured bright red with basket weave top with smooth sides. Contact Gary on 9875 2554.

For Sale:- 228 mm clutch & pressure plate, suit 2.1 WBX Transporter, used for a short time only. \$100. Call Steve 02 9153 6782

THE TOY DEPARTMENT

Welcome to the Toy Department for 2004. Some Time ago we featured pedal cars. This month we feature a very rare Karmann Ghia pedal car, which was featured on the Internet.



As you can see it would be the pride and joy of any child, parent or collector. I would suspect many of us would have loved to have had one of these little beauties as a child.



Others we have featured are a new beetle available from Mr Toys.com

And a black convertible Beetle (above right), which is available in pedal power and or battery powered.

Recently released and available at Big W and K Mart is the new Barbie concept microbus (right) made by Mattel. These large buses come in two colours, purple and turquoise. I am sure it would give much enjoyment to any young girl or boy. It certainly will complement the Barbie beetle car or if you lucky the bay



window version released some 20 years ago in the US.

Revell has released a 1/18-diecast concept microbus. This model is very detailed, I have only seen one so far priced at around the \$70 price, and I hope to have a detailed image by next edition.

Tony Bezzina

Western Sydney International Dragway (WSID) opens

Just in case you weren't aware, Sydney has the



The Vintage VeeDub Beetle at WSID, thanks to Liz Dujmovich for the photo.

newest Sporting facility in Australia, this being Western Sydney International Dragway, or WSID for short.

It's located right behind Eastern Creek Raceway, and it's a world-class facility. WSID has been in the planning for some years or since the ARDC took over control of the Eastern Creek Circuit. Drag racing used to have a facility at Castlereagh out between Penrith and Windsor, but this closed down due to noise restrictions in about 1984 or so. Drag racing in Sydney then moved to Oran Park Raceway where it was under the control of NSWRA, whom our club used the services of for the past 14 or so years, to run the VW Nationals Drag Racing event.

In about 1997, Eastern Creek decided in its infinite wisdom to only hold street meets at the track (bad planning on their behalf) due to complaints from the V8 series racing cars. I attended several of the top meetings in the early nineties. It was amazing to see more people

attend the afternoons Drag Racing than the number of people who were there during the day to watch the V8 Supercars and Bikes, this was the old Winfield Triple Challenge.

This past weekend 6,7 & 8th of February saw the return of the ANDRA Summernationals to Sydney. The weather was perfect for Drag racing (no rain) but extremely hot for spectators. Vintage Vee Dub Supplies has campaigned a Drag car at the Summernationals for the past 5 or so years. The only difference being we had to drive to Willowbank in Queensland to participate. Wasn't it a blessing to drive 35 minutes home and have a shower and your own bed to sleep in.

I've been a part of the Vintage team for a few years now and found this weekends event a pleasure to attend and be a part of the crowd. On Sunday it was great to see Bob Carr cutting that gold ribbon and then watch Alan Jones (*he helped shame the Carr government into honouring their election promise, 1 down 299 to go. Ed*) from 2GB hit the start button while 2,7000 hp top Fuel Dragsters hit the accelerator pedal. I think he needed a change of undies.

If you would like to attend any other of the upcoming meetings have a look at the Events schedule of the internet www.wsid.com.au don't forget we will be holding the VW Nationals 2004 drag racing at this world-class venue.

Australia Day NRMA Motorfest

Once again our club members met up with the members of the Classic & Vintage, Historical Society and Hawkesbury clubs at the Domain parking station at the ungodly hour of 6.30am under grey skies, which eventually cleared. Most of us took advantage of the free sausage sandwiches, tea and coffee being served before our departure, which seemed to take forever.

It's a pity we couldn't have left the Domain in club order but some official in his infinite wisdom (??) decided to have us in two lanes, then proceeded to let one lane go, then the

other, so we were all mixed together. Maybe next year we'll let them know that we're four clubs (presidents jobs.) As there was no passing we couldn't get our club separated so we all parked where we could (but they were all in VWs). Mario and I had some guy in blue VW doing a "Herbie" blowing his horn all through the tunnel (no names! initials DB). We don't know if this chap wasn't wearing deodorant or we weren't as he parked across the road with Classic & Vintage club. Granted the truck parked in the middle of the road didn't make it easy for angle parking. The Classic & Vintage club had their usual spot, prime position, but who can blame them after Ray Black arranges it so that all VWs can park in one place. On behalf of everyone concerned, thanks Ray.

Speaking of Ray, he had his usual display, which is always a crowd magnet. Maybe we should get a tonne of sand, a beach buggy and half a dozen bikini clad girls to give him some competition next, any volunteers, I'm out.

We had a fair roll up with David, Brian Vanderkly, John, Ken, Ray, Mario and I. Paul and Liz represented the Hawkesbury Club. If I've missed anyone I apologise. It's such a great day it's a shame more members don't make the effort to attend, especially those on club plates. The other clubs had nearly all their members in attendance and we only managed a handful.

On arrival at Hyde Park we setup our gazebo and were joined in the same area by the Historical Society, so there were quiet a few VW lovers in our area. We were soon invaded by the train brigade, Bob and Ian Hickman (who bought the club banner) Briarn and Blake, Robyn, Leanne, Joseph and his wife Mary, Danny and his two children. We needed a bigger tent at times. Everyone sort of used everyone else's chairs, but no one minded I'm sure.

We handed out membership forms and had many enquiries about the club and met some interesting people at the same time. During the course of the day most of the men took off to check out the cars and do their own thing, knowing there was always someone to keep an eye on their cars.

The food available this year was reasonable priced if you wanted too line up. As usual we took our own, enough to even feed the president. There didn't seem to be as many food and drink stalls crowded down the middle of Hyde Park, so at least you could walk down there without fear of wearing someone's food or drink.

Robyn and I decided that a glass of wine would cost us \$3.50 each it was cheaper to buy a bottle, so we headed for DJs food hall, on the way through the store we had some fun with some discounted Christmas decorations, mostly musical, so by the time we left (quickly) we had Santa's ho ho ho-ing, trains tooting and potted poinsettias singing jingle bells in archepelico.

After much perusing we settle on a cold bottle of champagne, then realised we needed glasses, so we headed for Priceline where we picked up 3 bargain priced flutes, so then we made our way back to base to sit and chill out.

After a long day, David left earlier, was that to get out putting the tent down Dave? About 4.30 pm we started to pack up, many hands making light work of it, and stowing everting into cars and saying farewell to our friends from other clubs before leaving. I hope everyone had a good time and found plenty to do, checking out the cars or visiting the historical buildings which were all free to visit and being part of the 800,000 + people who were there, for me I wouldn't miss it.

Shirley

VW Touareg V8 wins Overlander magazine 4WD of the year 2003

Working in conjunction with Porsche to develop the basic Touareg/Cayenne platform, Volkswagen is a latecomer to the 4WD market. But in doing so, VW has left no stone unturned to come up with a vehicle that is highly capable off-road, performs on-road like some monster sports car yet, at the same time, offers deep-



rooted luxury, solid build quality and impressive list of standard features.

Central to Touareg's breath and depth of ability especially off-road-is its height-adjustable air suspension. This dictated our choice of the V8 Touareg, where air suspension is an option, instead of the V6, which comes with coil-springs and no air-suspension option.

Touareg's standard ride height is on par with most 44VDs, to the eye similar to the Prado Grande. Jacked right up it's almost 100mm higher again. On our set piece 4WD course designed to test approach, ramp-over and departure angles, the BMW completed the course but lost its rear mud flaps in the process and dragged its nose and tail. The Prado and Pajero did it without too much fuss, but both still dragged their rear bumpers on the steepest exit. And as for the Touareg? Well, nothing touched at all. The Adventra was a non-starter on this particular test as there was little point in trying.

The Touareg's off-road prowess is further enhanced by serious low-range gearing - overall first gear, low range reduction is better



than 50:1! Also part of the package is an optional rear diff lock and what is arguably the most effective traction control we have yet to come across. On the negative side, the ride on the two higher off-road suspension settings is very bouncy and the engine's air intake is positioned behind the headlight, not ideal for deep-water fordings.

Powered by a creamy smooth V8 backed by a six speed automatic transmission, the Touareg offers more than enough performance if you're in a hurry, and relaxed, effortless progress everywhere else. The auto box has a tip shift function, which is handy, as the 'box can be occasionally slow to respond in full auto mode.

For something as big as it is- Touareg's wheelbase is longer than a Land Cruiser 100 and it's front and rear tracks wider-the monster

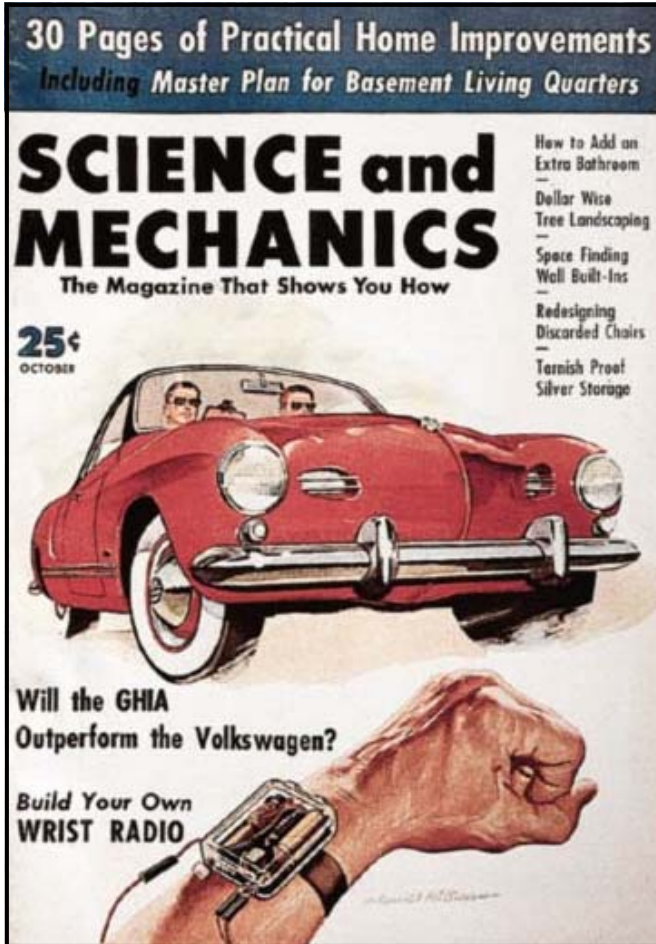


VW offers excellent on-road dynamics and spectacular brakes. Great ride too, especially in the suspension's 'comfort' mode.

So what don't we like about the Touareg? Well, the price for one. The driver's seat also didn't suit every-one, the rear visibility is poor and the high fuel consumption limits the touring range, even though it still has more range than the Pajero. We also can't understand the space-saver spare, but at least VW recognises this shortcoming and offers an optional full-size spare on a rear carrier.

Styled for Success Karmann-Ghia, VW's Carrera for the Common Man and Woman

By Cliff Leppke



One prominent advertising character of the late 1920s was Fisher's Body Girl. GM's "Body by Fisher" became a euphemism for "well-formed" ladies. The girls and Fisher's carriage logo became emblems of desire that elided the realities of mass production.

By the late '50s, Fisher's finned auto bodies were shown rocketing through space. Americans learned however, that on the terra firma these jet-age fetishes were caskets. In 1957, Industrial Design claimed ill-conceived bodies by Fisher "die young." The car that ID thought would endure because it looked "elegant, fast, and expensive," was the compact, unexaggerated "Ghia VW."

ID's words proved prophetic; VW's Ghia outlived its contemporaries--due to sound styling

and careful construction. Unlike most affordable post-war cars, the smart-looking Ghia was coach built by Karmann GMBH.

Karmann: Europe's Automotive Couture House
Karmann was established in 1901, when Wilhelm Karmann took over Christian Klages' 27-year-old coach building shop. In 1902, the firm built its first car body. By WWI, Karmann employed 50 people, who built bodies for chassis supplied by automobile makers.

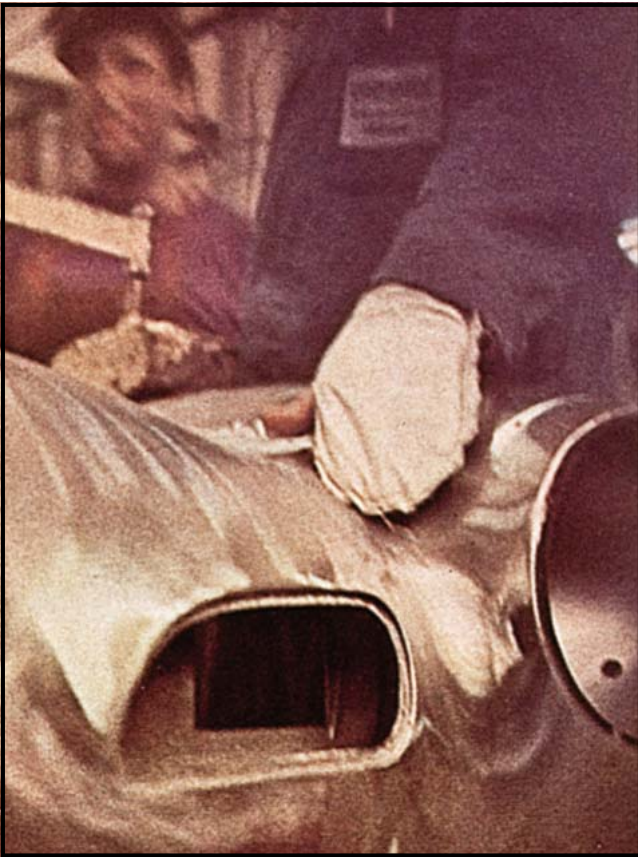
During 1924, Wilhelm Karmann travelled to the United States, where he learned steel bodywork and spray-painting methods. These new techniques were adopted and Karmann began series production of car bodies.

The Depression however, proved difficult; Karmann's best customers folded. Yet, an arrangement with Adler proved beneficial because Karmann built Adler's Trumpf--a successful 1930s engineering marvel. Karmann also built Adler's fine convertible tops. These well-made weatherproof tops won several Concours d' Elegance.

In 1949, Karmann resumed coach building when VW's executive director Heinz Nordhoff ordered 1000 four-seater Beetle cabriolets. Karmann's signature multi-layered insulated top--albeit bulky--was four-season friendly.

Karmann's topless Beetle attracted actress Brigitte Bardot and designer Pierre Cardin. They were open-air Bug enthusiasts. When production ended in January 1980, Karmann produced more than 330,000 Beetle convertibles.





Instead of ephemeral paper glamour girls for promotion, it manufactured something that was timeless-VW's Karmann-Ghia. This remarkable motorized billboard proclaimed Karmann's bodybuilding prowess worldwide.

It worked. Soon, according to Alex Walordy (*Car and Driver*, January, 1962), "When a naked chassis needs to be clothed, motor moguls who care usually say, 'have Karmann make the body.'"

Origins of VW's Chic Car

The Ghia's design is shrouded in controversy. At least two designers have said they penned its compelling shape and the car's gestation was secretive: Virgil Exner and Mario Boano.

Some writers agree. Peter Vack's *Volkswagen Buyer's Guide* says, "It seems that a good deal Graham Robson's *Volkswagen Chronicle*, claims, "whether [the Karmann-Ghia] was a copy of Exner's D'Elegance [sic] concept is less certain...Nonetheless, the cars had obvious similarities." Robson is probably incorrect when he says, "Ghia added two front 'nostril' grills for effect." Ghia's original prototype

didn't have grills. Thus, it's possible that Karmann created them.

Automotive historian Jan Norbye set the record straight. In *VW Treasures* by Karmann, Norbye --who interviewed designers and checked documents--suggests that the inspiration for the car came from Mario Boano's (who worked for several Italian coach building firms and bought Carozzeria Ghia in 1944) creative mind.

Norbye's evidence is powerful. Several Boano-designed cars foreshadowed VW's Ghia. These include the Alfa Romeo 6C2500 S Convertible (1949), the Lancia Aurelia limousine (1950), and the Gioiello/Fiat coupe (1949). It's more likely that the sultry VW's pint-sized Chrysler d'Elegance-look was Boano's rather than Exner's.

Nevertheless, the plot thickens. Ghia built Chrysler's show car in 1953. Then, it built about 400 d'Elegance-like GS-1s for Charles Ladouche's Societe France Motors. This Paris firm imported Chryslers and VWs too.

Meanwhile, Ghia, whose commercial director, Luigi Serge bought a Beetle from Ladouche. Within five months, Ghia built a prototype on this Beetle's chassis. Then in the fall of 1953, Ghia presented their VW to Dr. Karmann.

Later that year, the vehicle was secretly delivered to Osnabruck. During November 1953, Karmann presented the voluptuous coupe to Dr. Feureisen--VW's vice president--and Nordhoff. According to Norbye, Feureisen's reaction was visceral: "Now that has class!" Nordhoff's response was more reserved when stating that it was "a very beautiful car, but much too expensive." Dr. Karmann then questioned, "how can you say that? I have not even told you what it costs."

Dr. Karmann made an excellent offer and Nordhoff sealed the deal. Karmann would build it and VW would sell it. Modifying the Beetle's platform and testing the prototype commenced. Later, production tooling was ordered. In June 1955, the first unnamed Karmann coupe was born.



Club member Brian Vanderkly's Ghia

A Sight for Sore Eyes

During July 1955, VW introduced the sensuous auto to the European press. The coupe's press preview, claims Dr. Karmann, "was a world sensation," but the car "still did not have a name." Italian monikers were considered. Eventually, Dr. Karmann suggested Karmann-Ghia--a delicious sounding name that everyone liked.

Two months later, VW's new coupe appeared at the Frankfurt Motor Show. It received accolades for its "purity of line and perfection of proportion that almost takes one's breath away." (Autosport, February 15, 1957)

It was luxuriously aerodynamic without clichés. Indeed, American industrial designer Walter Dorwin Teague selected a Karmann-Ghia for his list of the world's most beautifully designed products.

Americans got their first glimpse of VW's Italian beauty in late 1956 when Science and Mechanics (October, 1956) tested an early model. Australia's Wheels' (April, 1957) "Ghia-Karmann [sic] versus the Volkswagen" comparison revealed that "Ghia looks better, handles better, outshines the Volkswagen on the road," while America's Road and Track (April, 1956) was less sanguine when stating, "the overall performance improvement, we feel, is negligible. For nearly 1000 dollars more than the sedan, then, the customer is acquiring a very pretty body."

Science and Mechanics said, "the ladies asked for this one." Yet, an editor's wife disagreed. Her sidebar said this might be correct "were it not for the fact that every Ghia I have seen...was being driven by a man!" Nevertheless, she and 485,983 (Karmann's official production total) future owners were "sold on the Ghia's looks."

What is It?

VW's glamour car puzzled reviewers. In fact, many got the name wrong! Road and Track in its first two Ghia articles called it the Ghia Karmann--as did Modern Motor, Science and Mechanics and Wheels. Journalists had a point. Even though the 1956 Ghia erased 10.8 seconds off the 1956 Beetle's 0-60mph in 45-second time, bested the Beetle's top speed by four-mph at 71 and had a front stabilizer shaft (which reduced side-sway in sharp turns), it was more tortoise than hare. And the back seat was "not improved" whined another reviewer.

Nonetheless, although the Karmann-Ghia never excelled as a performance car, it did performatively succeed. The car became a contemporary classic and it democratized automotive fashion; it had "sensible richness." The Ghia was to "automobility" what Christian Dior's New Look was to fashion--a version of automotive haute couture.

The similarity between Karmann, Ghia and Dior wasn't accidental. These "fashion" houses symbolized post-war affluence with sculpted



Club member John Vellis's Ghia

elegance and fine craftsmanship. There was one significant difference--"dynamic obsolescence." Dior's fashions were like GM's autoerotic Motoramas. GM's extravaganzas--you could look but not touch--were big-budget versions of cheaper Hugh Hefner-like creations meant to "distract men from the anxieties of the atomic age." Dior, GM and the press spun a frenzied series of fashion trends each meant to draw consumers into an unending chain of commodity consumption. VW's Karmann-Ghia, however, wasn't about chrome, 44-D cups, rocket launchers or push-button symbols of primal lust. Instead, it eschewed faddish exterior design and mechanical novelties for styling sanity and mechanical simplicity. It offered good design in an age of shoddily built insolent chariots. VW, true to form, avoided hyperbolic promotional stunts. Without fanfare, the Ghia slipped into VW's Bauhaus-like showrooms.

Quiet worked. Ghia buyers, during the 1950s, exceeded supply. One reason was that the Ghia's seamless shape required a lot of hand labour. After moulding this automotive confection, cotton-mittened hands caressed the Ghia's nude shimmering, discoloured body searching for blemishes.

Once the body passed inspections, it was submerged into a zinc phosphate primer, and then it was wet sanded. Following that came the initial coat of paint and hand sanding, and this was repeated until the fourth coat. To achieve a nearly flawless finish, Karmann's paint booth used a dust-removing curtain of water.

Ghia production increased during 1962, when Karmann developed techniques that replaced some handcrafted methods. This lowered the 1962 Ghia's U.S. price: \$ 135 for a coupe, \$ 200 for a convertible.

Road and Track (January, 1962) predicted that "you'll see a lot more Ghias simply because more are being made and the car will receive a greater share of VW's...advertising budget." The magazine's forecast proved correct. The anti-hotrod Ghia moved from 2,452 (1956) to 9,300 units (1961), then toward first place in

two-seater sales--38, 825 in 1970.

Beauty is More than Skin-Deep

VW's coupe was technologically advanced. All of the car's windows were curved--even the side glass. Moreover, the door and side-quarter windows were frameless. Finally, the car's low profile and carved out-of-soap shape required sophisticated production techniques.

The packaging was also unique. By putting a coach built body on a Beetle chassis, VW found a niche for an exotic-looking economy car. Eventually, other automobile manufacturers borrowed VW's recipe.

Even the ads were different. Although early sales literature used artful illustrations, during the '60s, VW's ad agency--Doyle, Dane and Bernbach--discarded tradition. They turned lampooning "normal" advertising into a sport.

The agency's soft-sell ads were hip. Instead of herds of horses or scantily clad women, an early Ghia ad admitted, "This ad is six years late." It was a thinly veiled attack on planned obsolescence and false advertising claims. For instance, its copy faux confessed that what the car people thought was an Alfa Romeo or a Ferrari was "Brace yourself...a Volkswagen." It warned, "Sorry we can't do anything about strangers who think it's a \$ 5,000 car. You may still find bellboys... expecting bigger tips. But nothing's very perfect is it?"

Another ad's cutline below a Ghia with racing stripes admitted, "You'd lose." But, "it might comfort you to know, you'd be driving the best-made loser on the block." VW even suggested the Ghia was "for people who can't stand the sight of a Volkswagen." Then, it revealed that the photogenic car shown was a fancy wrapper; it covered the Beetle's "strictly functional chassis." Its beauty was "more than skin deep."

In an era of duelling muscle cars, an ad mocked racy cars and their owners. Its cutline asked, "Can you spot the druggist from Toledo." Photographs of viral well-attired men with their equally fancy European sports cars are shown.

One "playboy," however, was an impostor who drove an ordinary Karmann-Ghia.

Finally, there was a TV spot that spoofed the Shell's Platformate commercial. In this ad, the Karmann-Ghia is shown heading toward a paper barrier. When the car hits it, the barrier merely budes and then car bounces backward. A voice-over says, "The Karmann-Ghia is the most economical sports car you can buy...It's just not the most powerful." Rosser Reeves, the assertive advertising man who pushed "unique selling propositions" had a coronary.

Too Much of a Good Thing?

The Ghia received few exterior changes during its production run. Various modifications to the signal lights and bumpers followed headlight modifications. The most notable was the addition of bigger bumpers and larger rear signal lights in 1972. Like the Beetle, the most significant chassis improvement came in 1969 when a new rear suspension was introduced. And like the Beetle, engine displacement increased from 1200cc to 1600cc.

While these alterations improved the car, they never transformed its tame image. That was problematic. After Woodstock, the coupe's price escalated from \$ 2,399 in 1970 to \$ 3,475 in 1974. Likewise, the convertible's price climbed a whopping \$ 1,326 to \$ 3,935 in 1974. The 1974 Ghia--eclipsed by competitive offerings--was quietly laid to rest. A new front-drive Karmann-built, Italian-designed VW Scirocco coupe replaced it. Like the Ghia, the Scirocco won acclaim for its styling, practicality and contrarily its sports-car demeanour.

Timeline

NOTE: VW's model year begins in August. VW made changes during production runs. U.S. delivered VWs are "export" models. Often, they have deluxe trim, the largest available engines and up-to-date suspensions. However, European consumers had a choice of engines and suspensions.

1950 Unknown to Karmann or VW, Carozzeria Ghia's owner Mario Boano designs a VW

coupe. The "paper car" refines previous Ghia styling ideas. Ghia tries building the car but VW won't supply a chassis. Meanwhile, Karmann and VW discuss building a Beetle-based sports convertible. VW's management rejects Karmann's styling concepts.

1951 Dr. Karmann shares the VW sports car idea with Carozzeria Ghia's commercial director Luigi Serge. Ghia, during this year, decides to build an Exner-designed body on a Chrysler chassis.

1952 Ghia builds first in a series of Chrysler show cars or Styling Specials.

1953 Early in the year, Mario Boano's son Gian fetches a VW Beetle from Charles Ladouche, the French importer of Volkswagen and Chrysler cars. Within five months, Ghia's Turin, Italy facilities complete a prototype. By late summer, Serge presents this coupe to Dr. Karmann.

1954 Karmann's body engineering team designs body tooling and modifies VW chassis. Only four or five test cars were built. Since the coupe's fenders were welded into the body shell and that shell used many small pressings, there were nearly 140 inches of welds on the outer skin. Many stampings were water-cooled to prevent distortion. A convertible prototype is built.

1955 On July 14th, Karmann offers the press preview of the nameless VW coupe. VW decides to call the lithe coupe the Karmann-Ghia. On September 14th, the car is officially introduced at the Frankfurt auto show. The Karmann-built coupe differed slightly from Ghia's prototype. Changes included twin nostril -type front apron vents, curved side glass, full-width bumpers, wider chromes strips around the windows, relocated front signal lamps, revised rear deck louvers and a repositioned Ghia fender badge.

1956 Karmann Ghias available in the U.S. Price: \$2,395. Zero-60 time is 34.2 seconds.

1957 August--Karmann-Ghia convertible

production begins. Fuel gauge and elaborate Ghia-only horn ring introduced. Vinyl replaces cloth door panels. Roller accelerator wheel replaced with treadle pedal.

1957 September--Convertible model's official introduction at Frankfurt's international motor show. The U.S. price is \$2,725 and deliveries begin in 1958. Various body reinforcements compensate for the topless car's reduced body rigidity. All U.S. bound Ghias get plumber's delight bumper overrider tubes.

1958 August--Door hinges get multi-position check straps.

1959 April--Revised windows and winding mechanisms.

1959 August--Karmann-Ghia loses the voluptuous front fender dip; headlights are raised two inches and the wheel arch openings are reshaped. Front nostrils are replaced by perky multi-louvered intakes. The quarter windows pop out and there are larger rear lamps. Padded dash with grab handle. Side trim length is changed. Driver's door armrest added. Special Ghia horn ring replaced by semi-circular Beetle ring. Steering wheel is dished.

1960 March--Steering damper added.

1960 August--New 40-hp 1200cc engine with fully synchronized four-speed transmission. New carburettor with automatic electric choke. Flatter gas tank increases trunk room. Last year for fuel reserve lever.

1961 August--Seat belt anchor provisions installed. Revised front VW emblem. Price reduced: \$2,295 coupe, \$2,495 convertible. Worm-and-roller steering gear improves precision.

1962 August--Smaller Ghia script from Type III Ghia and the Volkswagen name installed on rear deck lid.

1963 August--Fresh air heating system. Semi-circular horn ring dropped. Type III interior door lock controls installed. Exterior door

handles and latch assemblies changed.

1964 April--Convertible top changed. Sheet metal pressings replace castings. Various changes through mid-1965 reduce the top's bulk.

1964 April--Two levers near parking brake handle replace former heater knob. Sun visors now swivel sideways. Side trim and interior light revised. Basket-weave vinyl seat covers.

1965 August--Larger 1300cc engine with Solex 30 PICT carburettor improves acceleration; new ball-joint front suspension increases steering precision and the semi-circular horn ring returns. Flat hubcaps grace vented wheels. The battery is moved to left side of engine compartment and the air cleaner is now on the right. An ashtray is now mounted below the dashboard that sports plastic chrome trim. Swan-like, fender-mounted, rear-view mirror replaced by door-mounted breakaway design. Front lid drain tubes added.

1966 August--Type III-inspired 1500cc engine, rear "z" bar, wider rear track and "softer" rear "spring" rate. Front disc brakes. Four bolt wheels. Dual brake circuits. Final drive ratio lowers engine rpm for relaxed cruising. Twelve-volt electric system. Faux-wood dash fascia (mask) with dashboard kneepads sports mini Ghia script. Large speedometer flanked by smaller gauges. Round, dash-mounted, fresh-air control knobs replace former levers below dash. Door locks now have buttons on door tops.

1967 August--Rear side reflectors. Gas filler moved to right front fender--a safety feature. It has a nifty paint protecting rubber flap. Automatic Stick Shift with new multi-jointed rear suspension. Mirror-shaft mounted interior lamp. Seat backs taller. Trunk release moved inside lockable glove compartment. Front shoulder straps standard. Air conditioning is an option. Trigger-style exterior door handles. Column-mounted ignition switch

1968 August--Manual transmission model's swing axles replaced by new multi-jointed rear suspension (IRS)--improves handling. Separate

headrests on front seat backs. Electric rear window defroster. Convertible gets glass rear window. Gas filler on right fender's top has remote release. Locking steering column.

1969 August--Larger front and rear signal lamps. Rear lamps include back-up light. Relocated and redesigned rear reflectors, 1600cc single-port engine. Beginning during the 1970 model year there were throttle positioners--either vacuum operated or dashpots installed to reduce emissions. Air intake preheating system thermostatically controlled by engine's thermostat. Evaporative emissions system installed on California cars; this eventually becomes standard on all U.S. models. Detachable rear lid drain tray with tubes.

1970 August--1600cc dual-port engine with Solex 34 PICT-3 carburettor. Thermostatically controlled air preheating system has separate thermostat on air cleaner assembly. Door locks revert to earlier style. Larger defroster outlets. Felt-style carpeting.

1971 August--Single blade sturdier bumpers, Type III rear tail lamps. Four-spoke collapsible steering wheel. Dashboard fascia and windowsills covered by pebble-grain plastic. Inertia locking, single-tab seat and shoulder belts. Instrument cluster redesigned. Fuel, speed and time are now indicated within two tunnel-like round dials. Revised vacuum-controlled intake air preheating system. Right stalk on steering column operates wipers. Fresh-air control knobs moved. Door window seals changed and window scrapers revised. Seat covers changed. Engine's compression ratio dropped from 7.7 to 7.3.

1972 August--Reinforced front bumper meets new U.S. standards. Alternator introduced during 1973 model year. Fuel pump body and push rod changed. Girling front brake callipers installed. New cylinder head alloy. Engine and transaxle mounts improved. Fasten seat belt warning system. Parking brake warning lamp. Rear "emergency seat" eliminated. Exhaust gas recirculation on California models.

1973 August--Rear bumper extended. Meets

new bumper standard. EGR on all vehicles. California cars get Solex 34 PICT-4 carburettors and twin-tube intake manifold preheating system. Seat belt starter interlock. Small lamp beneath dash illuminates heater controls. Brake light and fasten seat belt lamp now placed together at the dash's centre. VW Owner Security Blanket with Computer Analysis (12-month or 20,000-miles basic warranty) provides free "substitute transportation." VW claims a 0-60mph time of 18.5sec, top speed 90mph.

1973 Dec. 21--European Type I Ghia production halts, but U.S. export production continues.

1974 June 21, Karmann-Ghia production halts. Coupe's price: \$3,475. A Motorola-built AM radio with stereo eight-track player is a popular option.

As Seen On T-shirts

(Some pretty good ones.)

- 1) My husband and I divorced over religious differences. He thought he was God and I didn't!
- 2) I don't suffer from insanity, I enjoy every minute of it.
- 3) I work hard because millions on welfare depend on me!
- 4) Some people are alive only because it's illegal to kill them.
- 5) I used to have a handle on life, but it broke.
- 6) Don't take life too seriously, you won't get out alive.
- 7) You're just jealous because the voices only talk to me.
- 8) Beauty is in the eye of the beer holder.
- 9) Earth is the insane asylum for the universe.
- 10) Quoting one is plagiarism. Quoting many is research.
- 11) I'm not a complete idiot, some parts are missing.
- 12) Out of my mind. Back in five minutes.
- 15) God must love stupid people, he made so many.
- 16) The gene pool could use a little chlorine.

- 17) It IS as BAD as you think and they ARE out to get you.
- 18) I took an IQ test and the results were negative.
- 19) Consciousness: that annoying time between naps.
- 20) Ever stop to think, and forget to start again?
- 21) Frankly, Scallop, I Don't Give a Clam (seen on Cape Cod)
- 22) Wrinkled Was Not One of the Things I Wanted to Be When I Grew Up
- 23) Procrastinate Now
- 24) Rehab Is for Quitters
- 25) My Dog Can Lick Anyone
- 26) Finally 21, and Legally Able To Do Everything I've Been Doing Since 15
- 27) West Virginia : One million people and 15 last names
- 28) FAILURE IS NOT AN OPTION. It comes bundled with the software.
- 29) MY WILD OATS HAVE TURNED TO SHREDDED WHEAT
- 30) A journey of a thousand miles begins with a cash advance
- 31) STUPIDITY IS NOT A HANDICAP. Park elsewhere!
- 32) They call it PMS because Mad Cow Disease was already taken
- 33) He who dies with the most toys is nonetheless dead
- 34) POLICE STATION TOILET STOLEN..... Cops have nothing to go on.
- 35) FOR SALE - Iraqi rifle. Never fired. Dropped once.
- 36) HECK IS WHERE PEOPLE GO WHO DON'T BELIEVE IN GOSH
- 37) A PICTURE IS WORTH A 1000 WORDS, but it uses up a 1000 times the memory.
- 38) The Meek shall inherit the earth, after we're through with it.
- 39) Time flies like an arrow. Fruit flies like a banana.
- 40) HAM AND EGGS - A day's work for a chicken, a lifetime commitment for a pig.
- 41) WELCOME TO SOUTH CAROLINA - Set your watch back 200 years.
- 42) The trouble with life is there's no background music.
- 43) The original "point and click interface" was a Smith & Wesson

New T5 Transporter flies into Sydney

I was sent these photos by a correspondent who spotted two new VW T5 Transporters being unloaded at Mascot. They must be pretty special to warrant airfreight.



New rules regarding importing products containing asbestos

From: JUDD Bob
Sent: Wednesday, 15 October 2003 10:46
To: 'GITTINS Graham'
Subject: Asbestos Products

I queried the proposed changes to asbestos products with my Customs colleagues this morning. The story goes that Customs is making changes to various Customs regulations to come into play after 1 January 2004. The date of implementation is a little unsure as it will rely on each State and Territory to match the legislation through their various Worksafe Departments, so changes may not be initiated in some states for quite some time. Customs changes are being made at the request of the Minister for Employment and Workplace Relations.

As you know, discrete parts containing asbestos will be banned; i.e. goods identified as brake parts, gaskets, asbestos cloth etc, will be identified as such at import (or export) and the question asked as to whether they contain asbestos. If the answer is Yes, then importation/exportation will be prohibited.

Complete cars, new or old, containing parts that may contain asbestos that are fixed to, or within the vehicle, will not be queried as to the matter of containing asbestos. Thus, parts that are contained in situ, will not be prevented from importation/exportation per se. (Other requirements, of course, may still apply and prevent importation eg. the need for a Vehicle Import Approval from the Department of Transport).

As an example, therefore, a container arriving from the US with a 1928 Buick and boxes of New Old Stock as future parts will (as in the past) be reported to Customs as:

- 1 car (described as a car over 30 years in age)
- 2 brake kits (described as parts being

over 30 in age)

5 car tyres (described as being of a type suitable for a vehicle over 30 years of age)

etc

The importer will be queried as to whether asbestos is contained in the boxes of brake kits sitting in the box that may be on the back seat. No other asbestos questions will be asked - although, as I said before, other questions will be asked.

I am reliably informed that DEWR have gone through the industry consultation process on this matter and believe they have the agreement of all interested parties. As such, it is probably too late to initiate change. However, if I can add a personal comment, I believe the proposals are quite acceptable.

Funny photos VW photos



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