

ZEITSCHRIFT

March 2006



What is it? Look inside this issue to find out...

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New Golf R32

VWs at the Point

and much more...



A CLUB VEEDUB SYDNEY PUBLICATION

www.clubvw.org.au

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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 to Club VeeDub Sydney should be addressed via the Secretary, c/- 14 Willoughby Cct Grassmere NSW 2570.

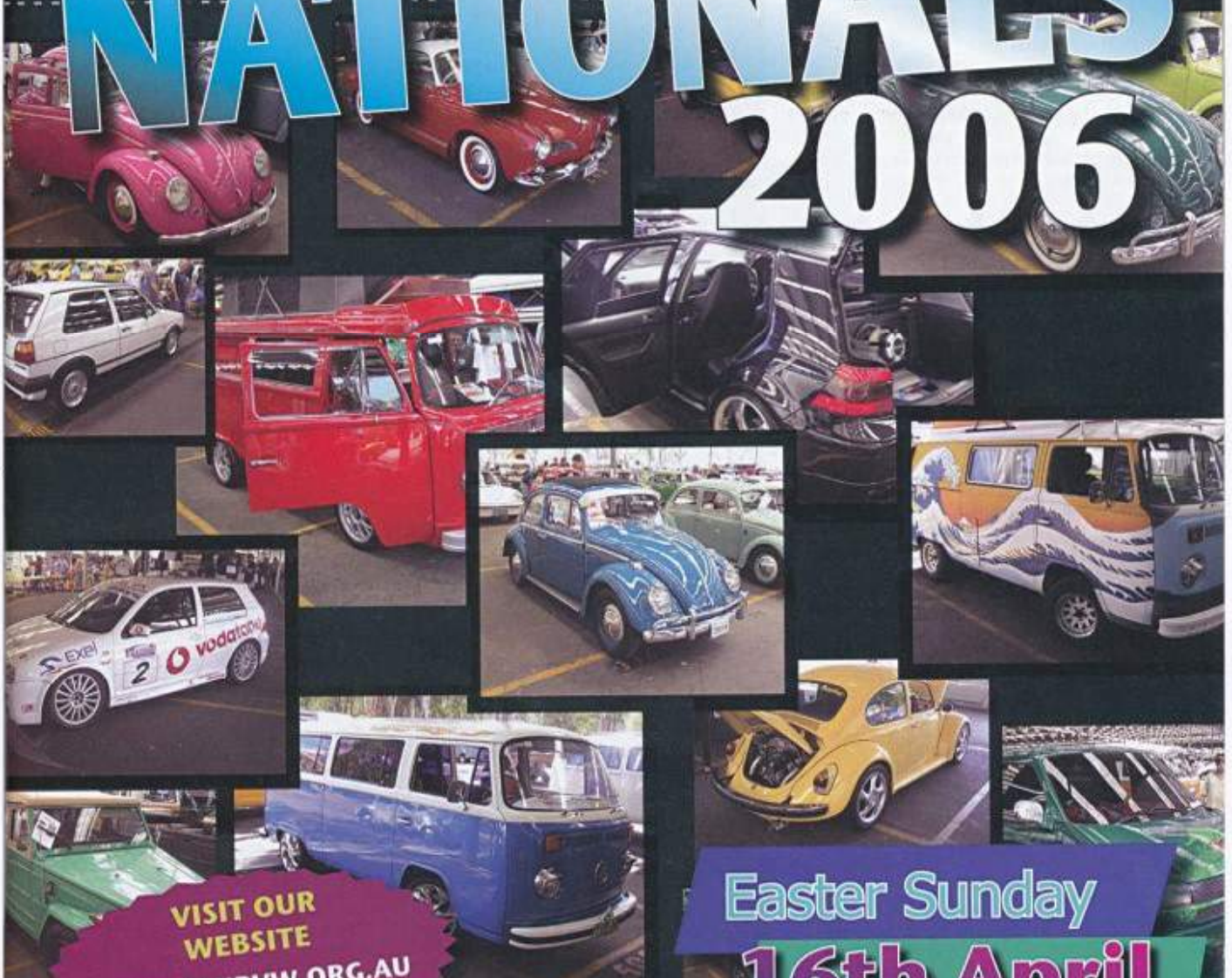
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Please note that all events listed in the Zeitschrift Club Calendar or on the Club web page are sanctioned by the Club and its Committee.



The Legend Never Dies

VW NATIONALS 2006



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For more info.

Easter Sunday

16th April

Show Day

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Weekend to Young and Temora

It's on again! It's been 3 years since we paid a visit to Young. We had a good time then and we'll have a great time again because this time around there'll be no manual labour (picking cherries) and of course the townsfolk are all 'Young people'.

The date: 16th and 17th of September 2006. We meet at Uncle Leo's, just past the crossroads, Liverpool at 7.30am and we burn out at 8.00am sharp. Our first stop will be in the park off the main road at Goulburn, then another short break at Harden.

From Harden we drive off to Wallendbeen for lunch at the Yandilla Mustard seed oil factory where the two old ladies will give us a cut lunch of assorted sandwiches, cakes, tea and coffee for a small fee.

We should arrive in Young at approx 2.30pm - 3.00pm and we check into the Federation Motor Inn. The cost \$89.00 per person, which includes a two-course meal and buffet breakfast. Extra \$10.00 if you want to have an Entree with your evening meal. If you prefer to make your own booking please call Brett or Donna on 1800 639 988 and tell them you're with the VW Club.

If we have time on the Saturday we will visit the Jam factory and the Wodonga Winery - dinner will commence at 7 to 7.30pm.

On Sunday morning after breakfast we head towards Temora, about 70K from Young to watch the spectacular Air Show which starts at 10.00am till 4.00pm - admission fee \$15.00 each. For more information visit the website www.aviationmuseum.com.au

We return home via Cootamundra, Jugiong, Yass and Goulburn.

Joe Buttigieg, 9863 4536



Der Bericht Präsidenten

Last month's events were the annual Volksday held by the Illawarra Club, and the Euro Day put on by the Hunter Valley MG Car Club, held at Lambton Park in Newcastle. I understand the clouds rolled in early Sunday morning putting off a few members who were going to attend the Wollongong show.

I attended the Newcastle day, where the majority of vehicles were the good old Volkswagens of all shape and sizes. In fact I think they will have to move the venue into the park next door as there were some 100 plus Volkswagens in attendance dwarfing the MG Car Club. It's an easy run up the F3 expressway with the cars, cruising along.

It's a pity there were 2 events clashing on the same day, being so close to Sydney; they could have been spread a little further apart so more people could attend. Hopefully this won't happen next year and we can all attend both events.

Our own club event was the observation cruise down to Jamberoo Valley with lunch at the bowling club. Thanks to Leigh and Belinda for organising it.

Don't forget the VW Nationals 2006 is only a few weeks away, so start shining your cars for the show day. We need volunteers to help out with parking, swap meet area and the club stand. Please call me if you can spend some time on Easter Sunday April 16th.

Précis of Committee and General meetings:- VW Nats, Raffle prize for Nats, Public Liability Insurance, VW Nats jobs, Illawarra show day, Newcastle Euro Day, NRMA display Day

Keep on Kruzin!

David Birchall



Canberra Kapitelreport

These months seem to be rolling by so quickly! The Canberra Chapter are working on local promotion of the club - getting the name out there to recruit some new members. On 12 March we will be participating in a local carshow (Wheels), held in front of Old Parliament House, and hope to get the local tongues wagging with words of how good the VWs look.

As we speak we are organising to have a number of members cruising to the Nationals in April. If any local Canberra dubbbers want to join the convoy, please contact us for details.

A big event for us here in Canberra is the German Autofest. There has been a change in date this year (first weekend in October), however discussion between the other clubs is still continuing concerning the dates. Once we have a firm date we will advise. This kind of thing will happen, unfortunately when a number of stakeholders are involved. More next issue.

Thats about it, hopefully we should have some 'Wheels' pics in the April issue. Until then,

Bruce Walker



Klub Kalender

March:

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

Saturday 25th:- Club Veedub Restaurant Night at the Monte Carlo Pizzeria restaurant, 206 Belmore Rd South Riverwood. Great Italian food, all welcome.

Sunday 26th:- Autumn 2006 Swap Meet - Organised by Veteran Car Club of Aust (Tas) Inc Northern section. Venue - Cimitiere St Council Car Park Launceston. Start time - 9 AM, Entrance via Cameron Street gate, \$10 per site. Further information contact - Ken Watts (club member) Phone 0411 404 560 After hours.

Thursday 30th:- Nationals Magazine assembly night at the Greyhound Social Club.

April:

Thursday 6th:- Committee Meeting at the Greyhound Social Club, (one week early because of Easter) 140 Rookwood Rd., Yagoona (right next to Potts Park).

16th:- 2006 VW NATIONALS.

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

May:

Thursday 4th:- Magazine cut-off date for articles, letters and for-sales.

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

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

August:

4th - 2006 VW Spectacular at Valla Park.

Marktplatz

Classifieds are free to Club VeeDub Sydney members and \$10:00 for non club members. Ads will appear for two months, or longer if requested.

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

PLEASE NOTE: All classifieds will first appear in our club magazine to give our club members first chance to see them. 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 c/- 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- VW Golf GTI 16v engine, complete with all accessories, loom and ecu, good compression \$2000. Also another 16v engine for rebuild \$1000 0423 051737 Matthew, Camden

For Sale:- VW Golf GTI Mk1, 2 and 3 Parts. 8v and 16v Engines and Gearboxes, Panels, Seats, Wheels, heaps of stuff, cheap prices. Garage clearout. 0423 051737 Matthew, Camden

For Sale:- Seat Ibiza GTI, 2.8L VR6 Conversion, Fully Engineered, Shiny Red, Tints, 17" Mags, Retrimmed interior, Microtech Computer, Electric Windows and Sunroof, ABS, Power Steer, A/C. One Year Rego, IBZ28L, Beautiful Car, Reluctant Sale \$14,000, 0423 051737 Matthew, Camden

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For Sale:- Kombi tent, minor repairs needed, includes original flooring guide ropes & pegs 02 4963 3546

For Sale:- Stainless steel water tank, baffle plated, carry frame included. 02 4963 3546

For Sale:- 1957 oval window Beetle, last registered 1986. 100% original. ready for restoration. Perfect floorpan, next to zero rust, semaphores, original engine, rubber and cork mats, 1957 radio!, cream with blue interior. This bug is beautiful and will only go to a collector of fine vintage VWs. \$3200 ono Sydney / 0404121443 or email: grantnsam@optusnet.com.au

For Sale:- 1964 Notchback some rust. Good guards front & rear, doors and deck lid & bonnet o/k No rego. \$750.00 o.n.o. For sale 1966 Fastback on 72 floor pan. Mag wheels. Needs some work. No rego. \$850.00 o.n.o. Ph: John on 0269738814

For Sale:- 2004 Mark 4 VW Golf 2 litre Sports, Automatic, 4 Door 14,000 Km fully serviced, registered until August 06, Tinted windows, factory mags, floor mats, headlight protectors, white in colour. This car is as new and will suit a new car buyer, balance of factory warranty. Asking \$28,000 Contact Bob on 02 49 96 4601

For Sale:- VW 73 1600 L Bug for sale Interior stripped, Restoration on chassis complete, three small areas of rust to be cut out on body. At present on wheels, motor and

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gear box in pieces, many numerous parts to go with the vehicle. Best offer above \$500.00. Please call Tony 9757 3743 or 0402 560 054. Vehicle located at Smithfield Sydney.

"The next few ads are all mine":

For Sale:- 1962 1/2 Body and chassis. No running gear, guards or bumpers. Body rusty, chassis ok \$150 ono

For Sale:- Astrum long wheel base buggy can be four seater advised previously registered NSW Good driver smooth 1600cc Twin Port engine/gearbox disc brake front end. Some fettling and fitting of roll bar required all lights and instruments work. Nearly finished!! \$4500

For Sale:- 1965 or so VW beetle chassis no wheels engine or gear box. Uncompleted buggy project. Clean, painted no rust good straight condition. \$250ono

For Sale:- Fully overhauled 1600cc Twin Port with new mufflers and carb and generator. I will warrant that this engine runs OK on installation. (Unused since overhaul, but has been sitting for twelve months) \$2150 ono

For Sale:- Rare 4 seater Qld registered buggy. Presently Hunter Valley will drive to Brisbane. 1600cc Twin Port engine running well. Gearbox tight and silent. Has wet weather gear. Almost 12 months registration. \$6950

For Sale:- Very well constructed shooting buggy. Has storage for rifles and was once fitted with brakes such that each rear wheel was braked independently giving excellent performance in the mud. This could easily refitted. Runs well. Has low ratio Kombi rear end. Disc brake front end. \$950 ono

For Sale:- 1500cc Single port. Runs but noisy (clacky). Generator, carb and tinware. \$175 ono

set of serviceable mufflers/heaters \$100 ono

For Sale:- IRS buggy gearbox, Overhauled condition. Warranted on installation. \$1150 ono

"Yes all items are negotiable, but only after inspection, cash offer in hand please. FW (Bill) Pike fwpike@bravo.net.au, 0249903717 0415361660"

For Sale:- 1965 Type 3 1500s, no registration, can be restored, runs \$2000.00 ONO

For Sale:- 1966 Beetle 1300 Custom, no



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For Sale:- 1958 Beetle, Original car semaphores runs \$1000.00 ONO

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For Sale:- 1976 Beetle fitted with inertia reel seat belts full instrumentation. Many other parts \$5,000. Contact Brian 0298294543 Sydney After 5 PM.

For Sale:- Original 1971 Superbug (new rego.)

Number plate: BUG-71W, Honey brown with black interior. Always garaged. Fuel star fitted to run on regular unleaded petrol but has been run only on premium. Excellent fuel economy. New original muffler with stainless steel tail pipes. Recently re-chromed rear bumper. Body in excellent condition. Reconditioned engine in excellent condition. Regularly serviced at Klaack Motors. New carburettor. New clutch plate. Good tyres 4 +1 spare. 12 Volt electrics. Halogen headlights. Electric windscreen washer. New retractable front seat belts. Very clean interior. All rubbers in good condition, new rear window rubber. No leaks. Service history and receipts available. Registration has just been renewed and is now due in December 2006. Price \$6,500. Daniel: 0404-089-628.



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For Sale:- Kombi Bull Bars. Front and rear bull bars to suit bay window kombi. Front has lugs to bolt on a spare wheel. Rear has rear light protection frame and provision for a tow ball to be fitted. Painted black and in excellent condition. Removed from a 1977 Deluxe Microbus. Price: \$150 Front, \$100 Rear ONO Buyer to pick up from Homebush NSW. Daniel: 0404-089-628

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For Sale:- Herbie For Sale-1968 VW beetle, white, well maintained body, great condition mechanically, reluctant to sell. Same owner for past 10 years. CD player AM/FM stereo, manual, regular service. Asking \$4000.00 ONO contact Christie on 0412 643 778 Manly, NSW

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For Sale:- Kombi Camper 1976 Model, 2 litre. Body is basically good, some repairs needed, camping furniture inside dismantled by previous owner, 3 way fridge, seats etc all there. Has been registered for last 12 months expires on the 07/01/06 has pink slip. \$3000.00 spent on motor sell for \$2000 sorry no offers contact Allen on 0418 681945 Maitland NSW



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Volkswagen to cut 20,000 jobs

Job losses continue to ripple through the German car-making industry, as Volkswagen announced that it planned to eliminate up to 20,000 jobs in the next three years.

The reductions are part of a program to streamline Volkswagen, which has been struggling with a stagnant home market, a fading presence in the US and fierce competition in China.

Volkswagen delivered this downbeat news on Friday even as it said it had begun to reap dividends from its past cost-cutting campaign. It reported a preliminary net profit of EUR1.1 billion (\$A1.8 billion) last year, an increase of 61 per cent over the previous year and well above the expectations of analysts.



Analysts expect Volkswagen to achieve the bulk of these cuts through voluntary measures, including buyouts and early retirements. In a 2004 agreement with its union, the company pledged not to lay off workers until 2011 in return for a freeze in wages and concessions in work rules.

Volkswagen, which employs 103,000 people in Germany, has warned about job losses for months. But until now, it has avoided putting a precise number on them. The company said such deep reductions were the only way to preserve Germany's future as a manufacturing site.

"We continue to incur significant losses on cars exported from Germany to the USA," said chief executive Bernd Pischetsrieder. "We must act rapidly and determinedly to eliminate the problems that we face."

The depth of the cuts - almost 6 per cent of its work force - impressed investors, as did the earnings. Shares of Volkswagen rose about 10 per cent in Frankfurt to close at a three-year high.

"If they do everything they announced today, they are on a sound basis to be solidly profitable by 2009," said Ferdinand Dudenhoeffer, director of the Centre for Automotive Research in Gelsenkirchen.

By his calculation, Volkswagen needs to reduce its payroll by at least 15,000 to be competitive with the most efficient car makers. Volkswagen, he said, should be able to reach its goal.

New York Times

Winners and losers of 2005

Australians are buying new cars in record numbers, but our tastes are changing, writes TOBY HAGON.

Last year may have set a record for new-car sales but not all car makers were popping the champagne corks. The total for the year was 988,269 - a 3.5 per cent increase on the previous year and the fourth record year in a row.

A breakdown of the figures reveals that Australians are increasingly turning their backs on large cars in favour of smaller ones.

There were some new names in the end of year celebrations. Most notable was Suzuki, a brand that has struggled in recent years due to an unimpressive product line-up. The arrival of the all-new Swift has turned that around. Suzuki almost doubled its 2004 sales volume in 2005.

Honda was buoyed by big increases in sales of its Civic and Accord models, to ensure a 28.9 per cent rise in sales. Mazda had a big year, too, adding 10,960 sales to its tally, a jump of 19.7 per cent over 2004 - led largely by the Mazda3 small-car.

Also with plenty to celebrate is **Volkswagen**, which enjoyed unprecedented demand for its **Golf**, up 57.3 per cent on the previous year.

Despite the premium price-tag, the Golf is now a main player in the small-car

market, which last year grew 18.9 per cent over 2004 to become the biggest market segment for the first time.



Led by the still-dominant Toyota Corolla (which accounts for almost one in four small-car sales) and Holden's Astra and Mazda3, small cars now represent 21.8 per cent of new vehicle sales. These gains in the small-car market came at the expense of large cars, where sales fell 15.6 per cent last year - the lowest sales in 12 years.

The Ford Falcon recorded its worst annual sales result in 14 years and the Holden Commodore scored its worst annual sales result in 12 years - despite car sales overall almost doubling during the past 12 years.

The shift in trends is being blamed on everything from rising fuel prices to an ageing large-car fleet but with an all-new Commodore due later this year and the arrival of a new Camry from Toyota, many are predicting a turn-around for the stalwarts of the Australian market.

Despite the large-car trend, the Commodore - which saw sales slide 15.6 per cent - was the best-selling car for the 10th straight year, comfortably ahead of its rival, the Falcon.

While Toyota may have started the celebrations for again dominating the overall market - with a 20.5 per cent share and dominance in seven of the 13 categories it competes in - the brand lost market share overall. Its growth of 0.5 per cent was well below the 3.5 per cent growth across the board.

Over at Ford, the company saw 12,304 buyers turn away from its Falcon but it enticed 23,454 buyers into the Territory wagon, which is now a clear class leader in

the off-roader segment. The Territory now holds a commanding 13 per cent share of the all-terrain wagon market, comfortably beating rivals such as the Toyota LandCruiser, Toyota Prado and Mitsubishi Pajero. That's not bad in a market that last year had 52 models on its menu, with newcomers such as the Nissan Murano and Range Rover Sport adding to the sector's 4.1 per cent growth.

Off-roaders continue to account for almost one in four passenger vehicle sales, although high fuel prices seem to be scaring people out of behemoths such as the Toyota LandCruiser, Nissan Patrol and Range Rover, all of which saw sales fall.

At the other end of the size scale is Smart, the micro-car brand that continues to build off a small base. The brand last year surged 66.8 per cent over 2004, led by a price-cut for the egg-shaped ForTwo and the volume arrival of the four-door ForFour.

Proton and Mini were other fringe players that posted impressive figures, with growths of 57 and 39.9 per cent.

In luxury land, Toyota's Lexus brand had plenty to celebrate, boosting its sales by 19.9 per cent, enough to maintain its lead over German rival Audi.



Mercedes-Benz had less to smile about. While overall sales increased by 1 per cent, the luxury brand lost market share. And, once you disregard the Mercedes-badged vans and trucks from its tally, 2005 passenger vehicle sales of 13,245 isn't as impressive as BMW's total of 15,910.

Not that BMW was without its woes. Sure, the arrival of a new 3 Series bolstered sales of the company's volume-selling model. But if it weren't for the all-new 1 Series hatch,

which accounted for 13.1 per cent of the brand's sales, then the German marque would have been looking at a reduction in the number of BMW vehicles leaving showrooms.

Over at Audi - the third German car maker - sales were up 29.9 per cent, bolstered largely by a revised A4 that accounts for almost half of the marque's sales.

Less than impressive, though, were the efforts of Nissan (down 12 per cent as the Pulsar heads for the grave) and Saab (down 18.3 per cent), a brand still trying to find its place in the luxury car hierarchy.

Then there were the big losers. The new-car market was without Daewoo for the first time in a decade, there was the demise of MG Rover and Daihatsu saw sales tumble ahead of the wind-up of its local operations at the end of March.

The Mercedes-owned Maybach brand also continues to disappoint, both locally and internationally. Just three of the million-dollar cars were sold here last year - well short of the double figures initially forecast. The relatively unknown brand failed to tackle arch rival Rolls-Royce (which sold 10 cars here last year).

Big Winners in 2005:

	Sales increase (%)	Sales increase
Suzuki Ignis/Swift	+ 314.1	+ 6342
Audi A4	+ 130.9	+ 1353
Nissan Pathfinder	+ 76.7	+ 1066
Volkswagen Polo	+ 75.3	+ 567
Smart ForTwo	+ 58.8	+ 157
Mazda MX-5	+ 53.8	+ 260
Mazda3	+ 47.7	+ 10,524
Holden Astra	+ 33.9	+ 8371
Toyota Prius	+ 30.1	+ 329
Honda Accord	+ 28.5	+ 5015

Big Losers in 2005:

	Sales decrease (%)	Sales decrease
Renault Scenic	- 55.7	- 599
Nissan Maxima	- 47.3	- 2521
Mazda RX-8	- 40.2	- 659
VW Touareg	- 40.0	- 374
Range Rover	- 38.2	- 152
Porsche Cayenne	- 26.3	- 148
Ford Falcon	- 18.8	- 12,304

Holden Commodore	- 15.6	- 12,376
Ford Focus	- 14.6	- 1837
Toyota LandCruiser	- 13.7	- 1900

Porsche heir forced off VW board

A high-stakes boardroom battle at Volkswagen has ended in a truce. Ferdinand Piech, the company's chairman and an heir to the Porsche fortune, agreed to step down next year in return for two Porsche executives gaining seats on the board.

Mr Piech, a powerful figure who was once Volkswagen's chief executive, has been accused by shareholders and other board members of a conflict of interest since Porsche, the sports-car maker controlled by his family, acquired 18.5 per cent of Volkswagen's shares last year.

Porsche asserted that its investment entitled it to two seats on the board. Other directors objected, citing Mr Piech's dual interests and saying Porsche was trying to amass too much influence over Volkswagen, Germany's largest car maker and a company more than 10 times the size of Porsche.

The dispute laid bare the web of interlocking ties among German companies, at times made all the closer by family holdings. It also raised troubling questions about corporate governance at Volkswagen, a far-flung automotive empire with public and private shareholders that has been rocked by a bribery and corruption scandal.

Under an agreement reached between Porsche and Volkswagen's other major shareholder, the state of Lower Saxony, Porsche's chief executive, Wendelin Wiedeking, will join the board immediately, and its chief financial officer, Holger Harter, will be nominated for a seat in May.

Mr Piech, 68, will not stand for re-election when his contract expires in 2007, according to a spokesman for Porsche, Michael Baumann. Mr Piech's successor would not come from Porsche or from Lower Saxony, Mr Baumann said, exclusions intended to make the chairman a more neutral figure.

Investors welcomed the agreement, though some still expressed concerns, especially since the Porsche executives would probably be under the sway of Mr Piech.

"I personally felt that one representative would have been adequate," said William Browne, a managing director at Tweedy, Browne, a New York investment firm that had campaigned to block the election of the Porsche executives.

Still, Mr Browne said, the departure of Mr Piech would be helpful. "Mr Piech had a conflict," he said. "To have him in there, with two other Porsche executives, would have tipped the scales."

When Porsche acquired the stake in Volkswagen in September, it said it was trying to protect the independence of one of its main partners. Volkswagen assembles much of Porsche's Cayenne 4WD vehicle and the two companies are collaborating on hybrid petrol-electric vehicles.

Volkswagen has struggled in recent years and it was viewed as a possible takeover target because a German law that shields it from unwanted suitors is in danger of being struck down in a European court.

Spied: New VW Cabriolet

Volkswagen wowed us at the March 2004 Geneva Motor Show with its Concept C cabriolet and these pics show that Volkswagen is readying a production model.



Sadly, it seems the striking lines of the concept seem to have been lost for an altogether more conservative look, and it's smaller too. About the same size as the



forthcoming Jetta (saloon version of the Golf) the Volkswagen drop-top – almost certain to be simply badged 'cabriolet' as VW apparently owns the rights to the name – features a folding metal roof. It's anticipated to offer a sunroof, too, for those moments when you're not after the full cabriolet wind-in-the-hair driving experience. Engines and transmissions will follow that of the Golf and Passat line-up which means there'll be everything from a 2.0-litre FSI to a 3.6-litre V6 in the petrol line up, as well as a choice of 1.9 and 2.0-litre turbodiesels. Also expect Volkswagen's DSG (Direct Shift Gearbox) to feature. Likely to be officially unveiled at the September Frankfurt Motor Show, deliveries are expected to start early next year.

Around the World in 50 Tanks

The world's most economical couple have set off on an attempt to break the record for fuel efficiency by driving a VW Golf around the world.

John and Helen Taylor, between them the holders of 34 economy driving feats, will drive their VW Golf 1.6 FSI 28,970 kilometres through 25 countries over the next 70 days, hopefully on fewer than 50 fill-ups. By spending up to 14 hours a day in the car, the Taylors hope to cover up to 1,000km a day, trailed by two VW Passat support vehicles. The couple were waved off from their start point, the Reform Club in London by Sir Ranulph Fiennes, named 'the world's greatest living explorer' by the Guinness Book of World Records.

With the Taylors will be an



independent observer, a videographer to record the attempt, a writer and a two-person Volkswagen support crew. The attempt is being made using Shell's advanced Fuel Economy fuel and the oil firm hopes to use data gathered from the trip to improve the formulation ahead of it going on sale to the public. The Taylors already hold the Guinness World Records for the Longest Fuel Range (2,348.2 km on a single tank of fuel) and the Lowest Fuel Consumption driving round Australia of 3.500 L/100km (80.7mpg).

The Taylors will even be taking their own food and water with them to minimise the risk of illness en-route. By the time they return to their start point in late March they will have crossed Europe, Asia, Australia and America although they will be taking a break in Melbourne, their home city, to go to their daughter's wedding.

150 mph 'not dangerous' says Judge

An uninsured 21 year old caught doing more than twice the legal limit in his father's Porsche has walked free from court after the judge ruled his actions weren't dangerous.



Nicholas Whittle was clocked at 241.3 km/h on a short stretch of the A3055 near his

Isle of Wight home but Recorder Caroline Lister ordered the Jury at Winchester Crown Court to return a not guilty verdict to the charge of dangerous driving.

The court was told that Whittle, driving a Porsche Boxster, was speeding on a straight road free of other traffic on it in an area with few houses and that he braked for bends.

The judge said: "He went fast for a short time only on a straight road with excellent visibility. I have to rule whether speed alone can be the basis of a dangerous driving case. I reach the conclusion that it cannot."

However The Royal Society for the Prevention of Accidents slammed the decision saying: "If driving at 150mph isn't dangerous driving we don't know what is."

Whittle will now face charges of driving with excess speed and driving without insurance at a later date.

Motorist fined for gesturing at Speed Camera

A motorist has been fined £80 for making offensive gestures towards a speed camera as he drove home from work.

Simon Thompson, 41, extended his middle finger at the mobile speed camera as he passed it whilst driving safely under the speed limit. Simon, from Colchester in Essex was astonished when half an hour later the two policemen who had been operating the camera knocked on his front door. The officers handed Simon a fixed penalty notice for £80 for making offensive gestures under the Public Order Act.

Simon told The Sun newspaper: "I wasn't giving the officers the finger, I was aiming my anger at the camera. I've got as much contempt for speed cameras as everyone else. I'm a careful driver. My licence has been clean for ten years."

Essex-Police said: "The man received the fine because he was seen to gesture several times to officers operating a mobile speed camera in an obscene and offensive way."

The New Jetta

The Volkswagen Jetta was released in Australia in February 2006. Launched in North American market in 2005, this dynamic new sports sedan is an important addition to the Volkswagen model range in Australia and will be a significant volume contributor.



VERSIONS / ENGINES :

Two equipment levels, three engines, advanced manual and automatic gearboxes

In Australia, Volkswagen will offer the new Jetta in two specially coordinated equipment levels along with two advanced petrol and one turbo diesel engine.

The engine power outputs range from 103 kW / 140 hp (2.0 TDI) to 147 kW / 200 hp (Jetta 2.0 Turbo FSI). They all fulfil the strict EU4 emissions norm.

Volkswagen is exclusively using direct injection engines (petrol: FSI /diesel: TDI). The FSI engines available at launch deliver 110 kW /150 hp (2.0 FSI) and 147 kW / 200 hp (2.0 FSI with turbo charger). The TDI available produces 103 kW / 140 hp (2.0 TDI).

Six-speed manuals are used as standard with the 2.0 FSI and 2.0 TDI engines. Volkswagen offers the highly efficient and sporty DSG transmission as an option for the TDI and standard for the 2.0 Turbo FSI (as featured in the Golf GTI) delivering 147 kW.

It has six forward gears and shifts extremely fast without interrupting traction. Like the classic Tiptronic, the DSG can also be controlled manually using a plus/minus gate. The six-speed automatic Tiptronic

function is also available for the 110 kW petrol engine.

DESIGN / DIMENSIONS :

Exciting mixture of dynamics and elegance
The new Jetta shows a completely new sophistication

The most striking design feature on the new Jetta is the front end with its chrome-framed radiator grille. On the fifth generation of the model, this face supports the claim that this car is significantly more independent, sportier and elegant.

The V-shaped radiator grille features dynamic and elegant sharper lines and clearly demonstrates its relationship to the Golf GTI and recently released Polo range – the first two production models to feature the new “VW Face”.

The rear is also striking: It also follows the style of the current Volkswagen design line and features the very fast responding LED lights that are now typical for Volkswagen. At the same time, the side view enhances the athletic appearance of the four-door. The flat rear windscreen and comparatively short boot lid give the silhouette a coupé-like shape.



Compared with its predecessor the Bora, the new Jetta has grown in all directions. As a result, there is considerably more space for rear passengers in particular.

The body, which is 15 percent more torsionally stiff, has been stretched 17.8 centimetres to 4.55 metres. The five-seater sedan is 1.46 metres tall (+ 1.3 cm) and has gained 4.6 centimetres of width (1.78 m). At the same time, the wheelbase is now 2.58 metres. This means it has grown 6.5 centimetres. The ample track width at the

front and rear noticeably improves the driving dynamics of the new model.

SPACE:

Impressive amount of space, rear passengers in particular benefit from considerably larger interior dimensions

The passengers on board the Jetta benefit almost exclusively from the exterior growth: The effective legroom has increased 6.5 centimetres. At 143.7 centimetres, the interior width has gained an extra 3.5 centimetres. Adults can look forward to over 2.4 centimetres more headroom in the rear thanks, among other things, to a slightly lower seat position.

Drivers and front passengers have gained four centimetres of interior width. The front seat adjustment range has been increased 2.2 centimetres lengthways so that even real giants will be able to find a relaxing seat position. In total, the new Jetta has an interior length of 1.74 metres - 5.4 centimetres more than the Bora.

COCKPIT:

Clear layout of interior emphasises lightness and transparency, self-explanatory controls with complex functions

The interior is characterised by a clear, fresh and stylish design. All controls have been designed to be self-explanatory. For example, the instruments: All function levels are clearly separated; all buttons and switches are intuitive. The controls for the air conditioning are located immediately above the centre tunnel, which stretches upwards above the gear lever. Above that is a row of buttons for functions like the heated rear window, recirculation and seat heating.



Next up is the radio with a large central display. Right at the top are the hazard warning lights switch and air vents. Specially designed interior trims give the 2.0 FSI and

2.0 TDI (Aluminium Microtec, combined with the Pure Beige interior trim Microtec Anthracite) and 2.0 Turbo FSI (Brushed Aluminium.) versions an individual touch. A three-spoke multifunction steering wheel with leather trim, leather handbrake lever grip and a leather gear knob are standards.

BOOT:

The enormous luggage compartment in the new Jetta holds up to 527 litres – you can take full advantage of this volume thanks to a generous payload

The new Jetta has endless cargo space with a boot volume of 527 Litres. Compared with the Bora, the cargo area length has grown 10.2 centimetres to 1.16 metres, the widest point has even gained 25 centimetres and the maximum boot height has been increased by 3.8 centimetres.



FLEXIBILITY / STORAGE CONCEPT:

Numerous storage compartments, generously dimensioned through-load facility

When the rear backrest is folded down, objects up to 1.90 in length fit inside the Jetta. This means an extra 26 centimetres. The rear bench backrest itself is asymmetrically split and folding as standard and, thanks to the optimised backrest pivot point, creates a full-length cargo floor.

The Jetta also comes with a through-load facility as standard. It is large enough, for example, to hold two snowboards.

Furthermore the Jetta has numerous smaller storage compartments. They include compartments under the front seats and pockets on the rear back of the seats. There are also storage compartments on and underneath the instrument panel as well as in the roof console. The centre console has two

cup holders and a storage compartment. This can be cooled using the standard air conditioning. The door pockets securely hold 1-litre bottles.

NETWORKING:

Up to 40 diagnosis-compatible control units allow unmatched simple operation

The new Jetta has numerous innovative functions that allow a very high level of user friendliness thanks to the intelligent networking. For example, the standard air conditioning automatically switches to recirculation when reverse gear is selected or when you use the washer function to prevent unpleasant odours entering the car. Up to 40 fully diagnosis-compatible control units communicate with each other using the latest CAN BUS technology. This also contributes to safety: The electromechanical power steering even works when the ignition is switched off, until the speed and rpm signal indicates that the car has come to an absolute standstill.

LED TAIL LIGHTS:

The parking lights, brake lights and turn signals on the new Jetta use high-tech diode technology

LED taillights are now also being used in the new Jetta. The advantage of this innovative technology: The attractive and high-quality-looking Light Emitting Diodes are superior to conventional taillights due to their considerably brighter illumination. In addition, they have a faster response time, consume less energy, have a longer lifespan and are not sensitive to bumps.

LOW TYRE PRESSURE INDICATOR:

Tyre pressure under control thanks to sensors, providing an automatic warning when pressure is lost

The low tyre pressure indicator comes as standard in the Jetta. The system constantly measures the tyre pressure at each wheel using ABS wheel speed sensors. This information is sent to the ABS control unit for evaluation. If the tyre pressure differs significantly from the pre-programmed pressure, a warning light will inform the driver about the problem.

SIX AIRBAGS:

The new Jetta is one of the safest vehicles

thanks to its complex restraint concept

The Jetta features a particularly effective protection system. All versions of the sporty sedan have six airbags as standard. The front restraint systems in the Jetta are made up of a driver's airbag with a volume of 60 litres as well as a front passenger airbag with a volume of 120 litres.

In head-on collisions, the pedals fold forward to prevent accidents to the leg region. The Jetta comes with five three-point seat belts and pyrotechnic belt tensioners and belt force limiters in the front.

Head restraints that can be set high for all five occupants (i.e. also for the rear centre seat) are, of course, included. Active head restraints (AHR) also protect the driver and front passenger in rear-end collisions.

The side airbags - integrated again in the front seat backrests for ideal positioning for the passengers - have been designed precisely for the side structure of the car and provide exemplary protection for thorax, abdomen and pelvis. A new sensor concept allows even faster deployment times in side collisions.

The large-sized side curtains prevent unnecessarily high biomechanical loads. They cover the side window area from the A to the C-pillar and reach from the headliner to over the doorsill. This allows depending on the size of the passenger maximum protection on all outer seats. Also, in accidents, the fact that these airbags cover such a large area prevents the head from swinging out, extremities from being thrown out and objects from penetrating the interior.



New Beetle Facelift

The New Beetle received a subtle re-styling in both the hard top and the cabriolet models for summer. In addition New Beetle also receives the option of a TDI (diesel) engine for the first time, as per the commitment made earlier in the year to offer diesel engines across the Volkswagen passenger vehicle range.

The New Beetle Miami, New Beetle TDI and New Beetle Cabriolet all have new distinguishing features that include design revisions to the headlights, tail lights, bumpers and wheel guards. These styling cues have been lifted from the New Beetle Ragster study presented at the Detroit Motorshow earlier this year.



Exterior

On the outside, the wheel guards and bumper elements have been given a more sharp and dynamic treatment, with bumper strips, door handles and outside rear view mirrors coloured coded. The front turn signals have narrowed and the Halogen headlights have clear lightweight polycarbonate lenses and are more oval in shape. The tail lights have also come in for some optical revisions with a white circle inside a red circle, and the VW emblems on the bonnet and tailgate have also been modified. Five vibrant exterior colours are on offer for all three models.

Interior

An impressive list of standard creature comforts pampers both driver and passengers inside the New Beetle and New Beetle Cabriolet. CFC free air conditioning and tinted glass keep the occupants comfortable all

year round, and a 6 speaker (10 in the Cabriolet), single CD AM/FM car stereo provides the in car audio entertainment. The equipment list continues with power steering, a height and reach adjustable 3 spoke steering wheel, electrically heated and adjustable exterior rear view mirrors with integrated indicator lights, and power windows all round with safety roll back function. Chrome surrounds have been added to the air vents and to the instrument cluster, and there is ample storage provision, both in the cabin and in the boot. To increase the load capacity of the generous boot area, the rear seat in the New Beetle folds down for a flat storage area, while in the New Beetle Cabriolet there is a lockable rear seat load access.

Safety

Safety features are impressive, with driver, side and curtain airbags (6 in total) as standard. Anti-lock Braking System (ABS) and Electronic Brake-pressure Distribution (EBD) are standard across the range, while the New Beetle TDI also has Electronic Differential Lock (EDL), Anti-Slip Regulation (ASR) and Electronic Stabilisation Program (ESP) as standard. The New Beetle Cabriolet is fitted with the Active rollover protection system, a system that deploys automatically behind the rear seats to provide added protection in the unlikely event of a rollover, whether the convertible top is up or down. The system works in conjunction with the New Beetle's active head restraints.

Engines

Under the bonnet there are three engines available, ranging from the 1.6 litre fuel injected engine with 75kW (102 hp) in the New Beetle Miami, to the 77 kW (105hp) 1.9 litre TDI engine. The New Beetle Cabriolet comes with the 2.0 litre 85kw (115hp) fuel injected engine. Transmission is via a 5-speed manual or optional 4-speed auto in the Miami, a 5-speed manual in the TDI, or the choice of a 5-speed manual or optional 6-speed tiptronic auto in the Cabriolet.

Pricing

Pricing starts at \$25,990 for the manual 1.6 New Beetle Miami, \$28,490 for the 1.9 TDI and \$36,990 for the 2.0 Cabriolet.

Golf quicker than ever at 30

The Golf celebrates its 30th birthday in Australia this year and Volkswagen is marking the occasion by importing the most powerful Golf ever, the R32.

Volkswagen has confirmed that it is expected in August, priced from about \$65,000. Powered by a 3.2-litre V6, the R32 sends its 184 kW of power through all four wheels.



The previous R32 (which had a 177 kW 3.2-litre V6) has become a collector's item in Europe; 14,000 R32s were sold worldwide, including 200 in Australia, priced from \$63,000.

The new model promises to be something special too. Who'd have thought 30 years ago that there would be a Golf with tyres speed-rated at 300 km/h? The new R32 is speed-limited to 250 km/h but Volkswagen chose the best tyres possible, to give it a greater safety buffer.

The new model's claimed 0-100 km/h acceleration time of 6.2 seconds is a modest improvement on the 2.0-litre turbo Golf GTI (6.9 seconds) and the previous R32 (6.6 sec) but the new R32 has superior acceleration once on the move.

Light and agile, the GTI feels more eager to sprint from low speeds. On a special preview drive, the R32 felt more comfortable in the environment it was intended for: speed-unlimited German autobahns.

The V6 engine's 320 Nm of torque and well-sorted gear ratios in the six-speed manual gearbox enable the R32 to drive in the fast

lane with the best of them.

With the engine revving above 4000 rpm, the crisp induction noise sounds like a cross between a BMW M3 and a Porsche Boxster on full song. It's a glorious sound that continues all the way to the 7000 rpm redline. The Golf GTI is more at home between 40 km/h and 100 km/h, but the R32 is at its best between 140 km/h and 240 km/h, where it can sit happily all day long - on a speed-unlimited autobahn, of course.

It's at this pace that the perfectly weighted steering and all-wheel-drive grip become particularly handy. The R32's double-shift-gearbox (VW's highly acclaimed clutchless manual system - it's so smooth that the gear changes feel like that of an automatic) is also a huge asset. The shift paddles behind the steering wheel enable the driver to shift up or down manually, or you can leave it in D and let the gearbox do all the work.

At these speeds, the R32 will go past anything except a petrol station. Fuel consumption doubles from a respectable 10 litres per 100 km with average use to more than 20 L/100 km when pushing the limit.

Fortunately, the R32 is also a nice thing to be around when it's not on full noise. The R32 is as refined as a luxury car. The exhaust is almost inaudible and the engine spins so smoothly, you have to check the instruments to verify that it is running.

The superb sports seats are finished in luxury-car leather and yet they are serious racing seats that have been modified for road use. The rear of the seats are high-quality carbon fibre.

For the price, you'd expect the R32 to be well-equipped. Standard fare includes bi-xenon headlights, climate-controlled air-conditioning, a premium sound system and a full complement of airbags.

From the outside, car-spotters will notice the R32's larger brakes (calipers painted blue instead of red as with the Golf GTI), the mesh 18-inch alloy wheels, alloy grille and the discreet chrome R32 badges.

The most likely view for most motorists, however, will be of its twin tailpipes.

VW Lupo

Volkswagen's smallest car, the Lupo, is based on the old-model Polo's chassis, but it is significantly shorter and comes as a three-door model only. It's built on the same production line as the closely-related SEAT Arosa, and apart from trim variations and a different nose, they're near enough identical twins. Volkswagen offers a unique high-performance Lupo, the 1.6-litre GTI, though otherwise all the engines are the same, too. And cheapest of the power options is a 1.0-litre version. It has been on sale in Europe for 6 years but has never been sold here.



For those seeking a city car that's seen as a 'cut above' other models, the Lupo may well attract. The VW badge guarantees a good image, which explains prices notably higher than the all-but identical, if slightly more basic, SEAT Arosa. However, there are compromises to be accepted; don't expect the Lupo to fill the role of even the smallest of superminis, because its boot is simply minuscule. There's a decent amount of space inside, but again practicality is restricted by the limitations of three doors. And if you're a racer, the 1.0-litre engine will soon frustrate.

For such a small car, the Lupo offers impressive refinement. Road and wind noise are kept well under wraps, and although the engine is noisy when extended, it's never harsh, or even less than smooth. The interior is built to fanatically high levels, making Lupo easily the most solid-feeling of city cars. It's funkily-designed too, and trimmed in bright, cheery colours. Ride quality is good,

absorbing even low-speed city-centre bumps, and it's naturally very easy to park - visibility is good, and short overhangs make slotting it into spaces a breeze.

The engine, although smooth, is not very strong, so the 1.0 Lupo is pretty slow; even to achieve 0-60mph in a yawning 17.7 seconds forces you to work it hard, so it intrudes more than you'd expect. Motorway refinement, too, is dented by 'short' gearing, while the gearshift itself is notchy and a little slack. Handling is uninspiring and suffers from too much body roll and a lack of precision, while steering is light and lacking in feel. What's more, it's not particularly well-equipped, considering premium prices; its SEAT cousin, the Arosa, features more kit, yet is cheaper too - which makes little sense...

Although on paper the engine offers good fuel economy, if you try to overcome its lack of pace you'll end up spending more on fuel bills than you'd initially expect. Even motorway trips aren't as fuel-efficient as they could be, due to the short gearing. Servicing may cost more than for its Ford rival, though insurance is cheap and retained values are excellent; you'll lose less with the VW than you will with other makes. Then there's the bonus of superb build quality, which should ensure that it stands up to the rigours of town driving a little better than its rivals.

We probably wouldn't go for the Lupo 1.0-litre guise, mainly because, while it feels like a much larger car in many ways, the lack of power inevitably limits its appeal. It's not as comfortable on motorways as it could be, and there's little power in reserve when you really need it. The handling, too, is less than sharp, though that's more forgivable, because the ride is very good in compensation. There's also that brilliantly well-built interior and comfortable seats - but the ridiculously small boot knocks it back once again. With more power (using, say, the 1.4-litre unit which is also offered) the Lupo would appeal more; in this guise, the compromises are a little too great, unless you don't drive quickly, don't carry much luggage, but do want VW quality on a budget.

First Drive - VW Polo Dune

The Polo Dune is wacky, crazy, off the wall. So say the Germans at the launch. We'll consider that later. Right now we're more concerned with keeping it out of a six-foot bank of snow.



Because we're racing our Polo Dune around an ice course. How very wacky, crazy, off the wall. It's still not clear why Volkswagen chose to let us loose, high in the French Chastillon plateau, on a circular ice course in Polo Dunes. But, let it be said, we had an absolute riot. Judicious use of the handbrake had the five-door hatchback drifting sideways with glorious finesse, while standing on the bank afterwards, watching colleagues do the same, ranks highly in the tally of surreal-but-fun experiences. Of course, part of Volkswagen's thinking must have been to highlight the beefy, lifestyle aspects of the new model, underline that its tough body mouldings and raised suspension (actually derived from rough-road Brazilian-spec settings) are not completely just for show. Bumbling over frozen ice at 60km/h certainly did that.

Then the snow started again. The Germans were concerned as locals had told them how quickly, 2,000 metres above sea level, the area could become cut off. We were less worried; ice driving had given us supreme confidence, while the vivid orange of our test car couldn't fail to be spotted by the rescue helicopters. So it was back down the snaking, mountain road. On the way up we'd been in the 1.4-litre diesel model. With 53 kW and a

climb that saw temperatures drop from 2 degrees to -9 degrees in just a few minutes, it was foot-to-the-floor all the way up, right arm a blur on the gearlever. The three-pot motor is willing and sounds delightful when revved, but it's not all-out fast, while the throbby nature at low revs won't please all.

We had a 1.4-litre 16v for the trek down. Which, with the advantage of gravity, felt like a dragster in comparison. It's rather flat at low revs (for torque, go for the 8v variant) but has an almost VTEC-like kick over 3,000rpm, where it takes on a rorty nature that yielded more than enough speed for the icy conditions of the test route. That's speed enough for the Polo too; it's not a sports car, and the raised suspension seems to accentuate body roll through corners. It's an odd mix of lean coupled with grip, mind; soft suspension but 17-inch wheels and 215/40-section tyres mean it rarely slips, even if it's on the doorhandles. They also make the steering reasonably accurate and crisp.

The steering contrasts with a soggy clutch and soft brakes that have too much travel. In contrast, the ride can be sharp, with those low-profile tyres picking out city scars sharply. The ride is surface-sensitive, too. However, excellent seats that feel 'large car' are good after long distances, and the maturity exuded by the car also eases journeys. It feels a cut above from the moment you slam the door and take in quality interior plastics. There's some garish-but-nice trims and neat detailing specific to the Dune too, while equipment levels for the UK will include climate control, CD player, fog lamps and side airbags. Then, so they should. Prices for the 1.4-litre 8v start at £12,645!



That's a lot of money for what is essentially a jacked-up Polo with body mouldings and large alloys. ESP won't even be standard, so if you do venture off-road and become bogged down, there will be no electronic aids to help you out. It is more flexible than standard Polos, with a stout roof rack and the potential of specific accessories such as roof boxes and bike racks. The plastic mouldings also resist city scuffs too. But you can't escape the feeling that it's a styling exercise with no substance below – all show, for which you're paying dearly. Volkswagen UK won't even be offering the mad lime green and orange colours sold in Europe – meaning it will look a little too similar to any other five-door Polo.

The 'Dune' theme is a trend that we're going to be seeing on other models in time, most notably the Golf. But even there, the available 4MOTION system won't be used – VW admits these models are styling exercises, SUV-look models as opposed to variants with added flexibility or rough-road prowess. Will it work in the UK? The jury's out, particularly considering the prices VW is charging. We're more likely to take to the Polo GTI, which is much more up our street. It's not trying to be something it isn't and has greater heritage than the slightly naff Dune.

It's a likeable car and, in orange or lime, with a lower list price, could become a bit of a cult car. But the UK backing is unlikely to be there and buyers are unlikely to warm to it, for the same reasons they failed to take to the Ford Fusion, Peugeot 1007, Citroen C3 XTR and Rover Streetwise. Charging more for something that lacks substance over style doesn't work. The standard Polo remains a first-rate supermini – this is a distraction we can't see buyers flocking to it in droves.

First Drive – New VW Fox

Budget cars are big business. While the Italians and the French have always loved their little Fiats, Renaults and Citroens, the Germans and British knew that making an impression demanded, above all, size and a

pair of deep pockets.

Things change. Cars have got much, much cheaper, which should mean that everyone chooses something bigger and better. The other side of the coin is that company car tax, linked to the list price of the new car, goes up every year so many buyers need something cheaper. Private buyers, of course, have always known how to spend their budget wisely. So what can you get at the bottom end of the market? Nine years ago the most basic Ford Ka cost £8,000. Today you can get one for £6,000, perhaps £5,000 if you look hard for one that has been registered but not sold.

The Fiat Panda is the modern alternative and there are several Japanese and Korean rivals at around this price too. New models like the triple whammy joint venture from Citroen, Peugeot and Toyota - the C1, 107 and Aygo give buyers lots of choice.

The trouble is all of these cars are tight on space. They are sub-supermini, and no-one has even thought of superminis as putting space high on the agenda. Now Volkswagen is set to change the perception of the budget car with the Fox. Built in Brazil (hence VW's opportunity to keep the price down) it's based on the Polo but with a much taller body. That immediately gives it a big space advantage inside, with more room for everyone's legs and simply superb all-round visibility for town driving. There are three doors and four separate seats, and though more of both are possible, VW is being careful not to eat too much into the Polo's more upmarket proposition. The Fox is certainly not as posh inside either. Some areas look rather rudimentary and it's odd these days to get in a car with old-fashioned wind-up windows and manual door locks.



While we are picking holes, there's little in the way of touchy-feely pleasure to be gained from the interior either, hard-plastic functionality being the name of the game here. But this is such a fundamentally sound design that you quickly forget all that. The seats are big and comfortable. The ride competent, the noise level surprisingly restrained and it steers and brakes far better than it needs to. There's even full in-out, up-down adjustment to the four-spoke steering wheel that ensures a driving position to suit most drivers.



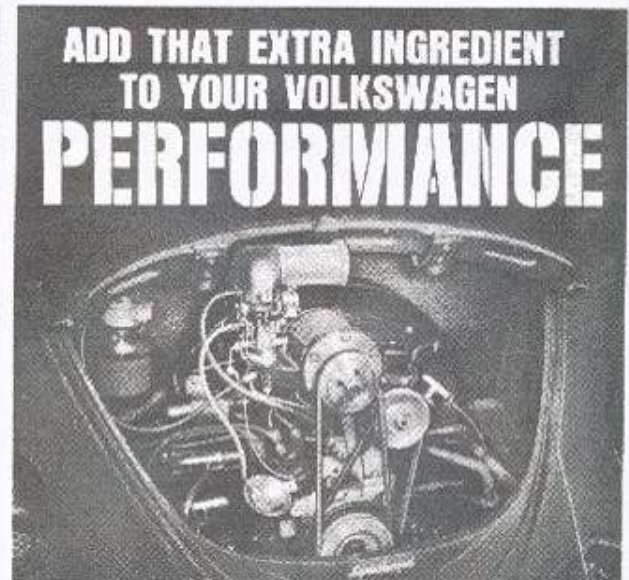
The Fox has a simple three-engine range, 1.2, 1.4 and 1.4 diesel. The first and the last have three cylinders which give a rather purposeful engine note that's actually quite pleasing. It's this base 1.2 that we put the miles on and the more we drove, the more we enjoyed it. No, there's no excess of power. 55bhp gives a forgettable 0-60mph acceleration time but on the road this Fox is much more usable, pulling away reasonably well in town and able to take motorways in its stride. There's also the small matter of 46mpg and low, 146 g/km CO2 emissions. With a few passengers the 1.2 will need a bit more work with the gears but that's hardly a chore with such an easy gearchange. In reality, what this car needs to do only adequately - offer an interesting driving experience - it does rather better. It's core strengths, however, need to be its practicality and its value for money

The space, (optional) sliding rear seat to alter the balance between rear passenger and luggage space, and the countless bottle and cup holders mean the Fox scores very highly in the first area. We'll have to wait and see how much VW UK can persuade its German owners about keeping the price



down, but this has surely got to start at sub £7,000.

In the budget car segment, Ford's Ka sells more than all its rivals put together even though it's nearly ten years old. The Fox isn't funky enough to beat it on the style stakes, but it has the more appealing VW badge, greater practicality and driving pleasure to potentially make it the new class winner when it's launched here early in 2006.



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WRITE TODAY FOR LITERATURE

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The Toy Department

Over the years we have spoken about some of the best finds for which we get fulfilment and satisfaction from our hobby.

I am referring the models we find that are rare, but have not necessarily cost us a fortune. Also the circumstances and the places where we have found such treasures. The following is a recent experience.

Whilst attending a local bric a brac, and looking for a particular picture frame, my eye caught this lonely 1/43 white plastic kombi pick up. It was in need of attention.



At the time I was convinced that my hand was quicker than my brain, for the model was in my grasp before my brain could register what I had found, the one that I had been searching for many years.

Focusing on my find I noticed the price tag of \$5, I carefully made my way to the counter, trying not to appear too eager, and with the amount of adrenalin pumping within me I was careful not to say too much, so not to make a fool of myself.

The stall owner exclaimed that it was a rare piece, as if to say it was no longer for sale, with this I held the model tightly in my hand in case he had changed his mind.

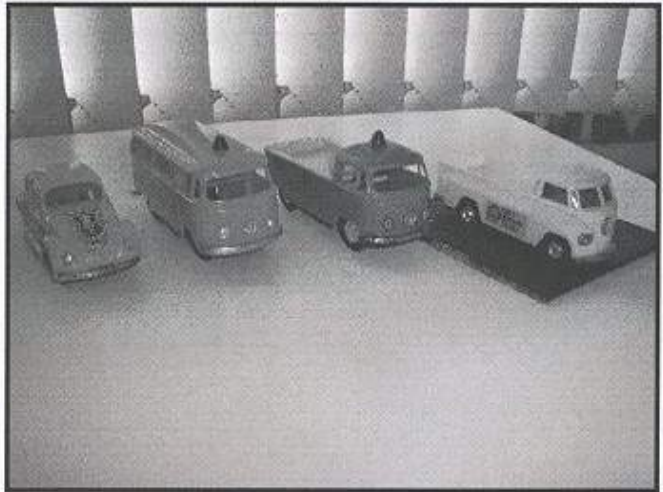
While the exchange was taking place the man behind the counter pleasantly remarked how his mate had a kombi and how great they are, but with the adrenalin still pumping through my veins, I was only able to let out a conservative... .. "yeah"

With the breeze behind me, and my mind focused on my good fortune I was racing home to show my wife, I could not

help the urge to closely examine the piece, but on the other hand my conscience was telling me to keep both hands on the wheel.



I arrived safely to tell the story, only to realise that I had forgotten to pick up the bread on the way back.

Under careful observation and with the aid of a magnifying glass I carefully read out (aloud) the inscription on the bottom plate, "lucky" made in Hong Kong



Some of these good fortunes are from left to right, Yellow beetle – garage sale \$2, Orange bay window - bric a brac \$2, Green spilt window – fete \$0.70, and White pick up – bric a brac \$5.

Tony Bezzina


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VWs at the Point

SUNDAY 12th FEBRUARY 2006

By John W Weston

Before sunrise on Sunday morning it was raining quite steadily at Heathcote, then sun up, it cleared, so the trip to the Point was on. I had not been there since 2002 when it was at Bulli, and called VOLKSDAY.

That day when registering I was number 60. It was a wet day as I remember and was told numbers were down. I had a good day anyway. In September that year Lawrence Hargrave Drive was closed, and we had to use Bulli Pass. After that I didn't feel like driving along Bulli Pass again until February 2005 when the venue was changed to the POINT. I thought I would like the idea of an open air function by the sea. I had already been to the NRMA Motorfest the month before, so off I went. I had not got out of Heathcote when the brake pedal went to the floor, so alas, I turned back home.

The following December I had won a ticket in a ballot to join 9,999 other people to walk on the new bridge, called 'Sea Cliff Bridge'. It is situated between Coalcliff and Scarborough. I travelled by train to and from, getting off at Coalcliff and walking on the bridge to Scarborough. It took about 15-20 minutes to walk the bridge.



Now, 12 February '06, was my chance to drive the new bridge. So, a nice cruise in light traffic down Bald Hill, a short, steep incline past popular Stanwell Park and other beach front towns with good views from the road. As I approached the turn off to Sandon Point Beach I met up with Matt with his 1955 Kombi and Bob with his green buggy. Making

a right turn into the street, they both overtook my 1964 Kombi, I'm no speedy!



The Point was entered through a special gate. Where we paid our entry fees my number was 14. The gate keeper said, "Not many here at the moment!" as it had rained earlier. This was just before 9am and the exhibition was to start at 9am. The Point was closed to other parking. It was a nice position looking straight out to sea, a beach to the south, escarpment to the west and to the north was water and beaches in the distance. We parked in rows facing east. Nearby were refreshment vans and tents selling hot and cold drinks, food and a BBQ. I took a coffee, the morning was rather warm and humid as the sun had come out. It also brought more entries. Brian was there with his Kombi, Wayne Penrose with his 'Mango Dream'. The swap meet fellas set up, showed their wares and had a steady few people checking them out, they didn't have anything for me!

Before lunch when the nor-easter started I had a good look at all the entries. Two particular cars took my interest: an old P.M.G. Kombi, and a '72 Kombi owned by a woman who had started to decorate the front and sides with colourful designs, I thought it





I forgot to mention that the visitors, who were in a steady flow up to 1.30 pm, included families and couples.

There were approximately 50 vehicles and 4 swappers. Also I did not hear or see the advertised band which was to be in attendance.

All in all, even with the crazy weather I will return next year. A safe journey home, so who could ask for more.

looked interesting.

After lunch the Flat Four group arrived and set up together. There was a very red Beetle with a chrome engine bay all chrome add-ons and a good looking Type 3. At lunch I sat at a bench and table and watched the yachts and catamarans coming about on the north side of the point. WIN T.V. was videoing cars for their 6.00 pm news. Some late-comers arrived, did a circuit and drove out: one Kombi Split navy blue lowered white wheels Safari window front and rear even chrome badges, saying Split Kombi, and the brown Kombi with gold wheels bumper bars and trim. Two very nice trikes present also.



By 1.30 pm the wind was really blowing, the tents and posters were having a hard time staying in place. Judging was by people's choice. I voted for my 'pride' naturally. An announcement was made and the winner, with all those very nice beetles and Type 3's of all things, was Matt's 1955 Kombi. A nice trophy was presented to him and some little nippers were in attendance. The proceeds from the day went to the Sandon Point Nippers. Photos were taken and that was pretty well the end of the show. The wind made sure of that, now almost 2.00 pm.

City Driving Rules:

A left lane construction closure is just a game to see how many people can cut in line by passing you on the left as you sit in the right lane waiting for the same jerks to squeeze their way back in before hitting the orange construction barrels.

Turn signals are clues as to your next move. A real city driver never uses them.

Under no circumstances should you leave a safe distance between you and the car in front of you or the space will be filled in by somebody else, putting you in an even more dangerous situation.

Crossing two or more lanes in a single lane change is considered "going with the flow".

The faster you drive through a red light, the smaller the chance you have of getting hit.

Never get in the way of an older car that needs extensive bodywork when driving in a no-fault insurance region. The other guy doesn't have anything to lose.

Braking is to be done as hard and late as possible to insure that your ABS kicks in - giving you a nice relaxing foot massage as the brake pedal pulsates. For those of you without ABS, it's a chance to stretch your legs.

Construction signs only tell you about road closures immediately after you pass the last available exit, but before the traffic begins to back up.

The new electronic traffic warning system signs are not there to provide useful information. They're only there to make your city look high-tech and to distract your attention from the police car parked in the median.

Never pass on the right when you can pass on the left. It's a good way to scare people entering the highway.

Using an on/off ramp to pass is perfectly acceptable when freeway traffic drops below 10 km/h.

Speed limits are arbitrary figures, given only as suggestions and apparently not enforceable in most metro areas.

Just because you're in the right lane and have no room to speed up or move over, doesn't mean that the driver flashing his high beams behind you doesn't think he can go faster if he was in your spot.

Please remember that there is no such thing as a shortcut during rush-hour traffic.

Always slow down and have a really good look when you see an accident or even someone changing a tire.

Throwing litter on the roads adds variety to the landscape, keeps existing litter from getting lonely and gives the highway crews something to clean up.

Everybody thinks his or her vehicle is better than yours, especially pickup truck drivers with stickers of Calvin peeing on a Ford, Dodge, or Chevy logo.

Learn to swerve abruptly. Cities are a great place to learn high-speed slalom driving thanks to the RTA's Road Maintenance Department, which put potholes in key locations to test drivers' reflexes and keep them on their toes.

It is traditional for city drivers to honk their horns at cars that don't move the instant the light changes.

Seeking eye contact with another driver revokes your right of way.

Never take a green light at face value. Always look right and left and right and left again before proceeding, unless you have side impact airbags and good insurance.

Heavy rain, fog and ice are no reasons to change any of the previously listed rules. These weather conditions are mother nature's way of ensuring a natural selection process for body shops, junk yards and new vehicle sales. After all, we do have our priorities.

Remember that the goal of every city driver is to get there first, by whatever means necessary.

Real female city drivers can put on pantyhose and apply eye makeup at a hundred kilometres per hour or in bumper-to-bumper traffic.

Pedestrians caught in the cross-walk when the light changes are fair game. Besides, if you don't make eye contact with them, they aren't really there.

It is perfectly alright to come to a complete stop in the middle of a city street to check an address, especially during rush-hour.

Being elderly and legally blind is no reason to stop driving.

THE INSIDE STORY



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Dear Doktor,

I am thinking of trading in my trusty old '77 Microbus on a new T5, or maybe a good second-hand T4 Caravelle. How does the power and torque of these newer Kombis compare with my bay window? Sticking with Kombis, Silverwater

Firstly, thank you for not going to a Tarago or some similar piece of pus. Your 'bay window', as you call it (whatever that means) has a fuel-injected 1970cc Type 4-based motor that produced 51 kW at 4200 rpm and 143Nm of torque at 2800 rpm. You didn't ask about the wonderful T3 'Vanagon' models that followed yours, so I will mention that the late Australian T3 Kombis had water-cooled 2109cc flat-fours that produced 70kW at 4800rpm and 160Nm at 2800rpm. In Europe you could get a high-compression version of this motor with 82kW and 174Nm, but sadly this was never sold here. When the front-engined T4 appeared in 1992 it had a Golf-based 1968cc inline four that put out only 62kW at 4300rpm and 159Nm at 2200rpm, so this was something of a backward step. However the range was updated as TKM finally got their fingers out, and at the end of the model in 2003 there was a choice of 3 motors. Going up the scale, there was a 2461cc 5-cylinder TDI (turbo-diesel) with 75kW at 3500rpm and 250Nm at 1900rpm; then a 2461cc 5-cylinder petrol motor with 85kW at 4500rpm, and 200Nm at 2200rpm. The top motor in the T4 range was the V6 fitted to the last Caravelles. It was 2792cc in size and produced 150kW at 6200rpm (!) and 245Nm at 4200 rpm. Now the new T5 Transporter is on sale. It has a choice of six engines, four of which are diesels. The base 1.9 litre TDI diesel four comes in 63kW and 77kW versions, while the larger 5-cylinder TDI is 2460cc and also comes in two versions, 96kW and 128kW (at 2500rpm). The 128kW TDI 5 produces 400Nm at 2000 rpm. VW had made incredible progress in diesel output, and the 128kW TDI is quite something to drive, I can

tell you. VW supply a 4-cylinder petrol motor with 85kW; why would you bother? Then the top petrol motor is a 3189cc V6, with 173kW at 6200rpm and 315Nm at 2950rpm. This is a real rocket ship! There really is no comparison between these new models, and our trusty old air-cooled Kombis. If you can afford one, take a T5 for a test drive. And hang on...

Dear Doktor,

I have a 1972 Type 3 Squareback. When I press the clutch pedal, and only when I do that, I hear a squealing noise from the back end somewhere. Could that be caused by a worn-out release bearing? And if so, how can I replace it? The clutch and engine seem to work OK except for the squeal. Clutch worries, Kogarah

I'd say by now you already know the answer. When you press the clutch and it makes a squealy or grumbly noise, it's release bearing time for sure. And if you wait too long, it could be clutch plate and disk time too. They wear over time and can also be damaged by an incorrect clutch adjustment. You have to pull your motor out to get at it, but once you do it's a simple matter to replace. Check your clutch plate and disk for wear, and the seals for any leaks. Borrow a good workshop manual from the Club library and allow a weekend if you've never done it before. Take it to a VW specialist if you prefer someone else to do it.

Dear Doktor,

Why does my '76 Kombi ping when I'm under load going up a hill? I notice it especially coming out of the M5 tunnel at Arncliffe, which is uphill. My engine is stock and I run normal unleaded fuel with some of that Nulon lead-replacer added. Is it time for a rebuild?

Ping ping ping, Peakhurst

Not unless something else is wrong. Check your compression is good; each cylinder should be 85-130 psi. Type 4 Kombi heads are not that efficient and can allow pinging on today's crap 91-octane unleaded even with stock 7.3:1 compression. Try using 'mid-range' 95-octane fuel, or even the top 98-octane stuff if you like. You could also back your ignition timing off a few degrees from the stock setting of 7.5 deg BTDC. Nulon is good for Kombis too.

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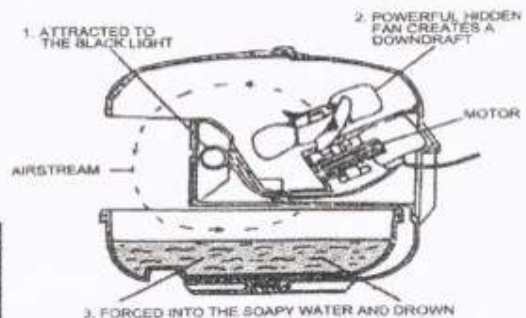
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