

ZETTSCHEIT

July 2006



Russell's 1978 bay window at Gulgong

IN THIS ISSUE

John Weston's Queensland trip
Christmas in July at Mudgee report
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The Toy Department
Namadgi run report

Pikes Peak Touareg
Audi R10

and much more



**A CLUB VEEDUB SYDNEY PUBLICA-
TION**

Proudly a member of the Council of Motor Clubs



Club VeeDub - The Legend Never Dies

CLUB VEEDUB Committee 2005 – 2006

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Public Officer:	Bob Hickman	(02) 4655 5566
Vice President:	Andrew Rankin	(02) 4733 2848
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Ray Pleydon	Brian Van Derley	
Simon Matthews	Frank Watkins	
Mike Said	John Vellis	
VW Nationals Coordinators:	David Birchall	(02) 9534 4895
	Bob Hickman	(02) 4655 5566

Canberra Committee

Chairperson Steve Crispin 0419 429 453

Committee Member Mark Palmer 0416 033 581

Committee Member Dimitris Tsifakis 0421 725 805

Secretary Bruce Walker 0400 119 220

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

Club E-mail

President:	david@clubvw.org.au
Editor:	info@clubvw.org.au
Vintage Registrar:	leigh@clubvw.org.au
Secretary:	hicko@iinet.net.au
Treasurer:	martin@clubvw.org.au
Merchandising:	sales@clubvw.org.au
VW Nationals info	david@clubvw.org.au

We wish to thank our continuous
VW Nationals sponsors

19 years

Volkswagen Group Australia
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H&M Ferman
Klaack Motors
Stan Pobjoy's Racing Engineering
Vintage VeeDub Supplies
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Cruisin Car Carpets
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Korsche Performance Centre
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5 years and over

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NRMA Insurance
Reliable Automotive Services
Rivo Auto Electrical
Stockers Siding Garage
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Volkshaven
Volksworld
Wurth Fasteners

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 editor. We welcome all letters and contributions, which will be published if name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.



THE CMC's 41st DISPLAY DAY

SHANNONS EASTERN CREEK CLASSIC

EASTERN CREEK INTERNATIONAL RACEWAY

Saturday 26th & Sunday 27th August, 2006

THE LARGEST GATHERING OF CLASSIC VEHICLES IN N.S.W.

Saturday: Free entry & parking.
Trade displays & sales in pit garages all day
CSA Supersprint circuit event from 10:00am

Sunday 1700 members vehicles on display and on parade
Vintage double decker bus rides around the track
NSW most prestigious concours judging event
Military vehicles & commercial displays
Historic racing car display & demonstration runs
Trade displays in pit garages all day
Books and models on sale - ideal for fathers day

Celebrating 100 years of Grand Prix racing
100 years for Rolls Royce Silver Ghost
100 years for Lancia
75 years for Morgan
50 years for FE Holden

If you like cars, motor bikes, trucks, buses or military vehicles, this is the show for you and all the family.

Public entry \$10 incl. GST, kids free (12 years & under)

Parking free

Bus ride - a donation would be welcome

The best value in town !!

Well worth the trip !!



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.

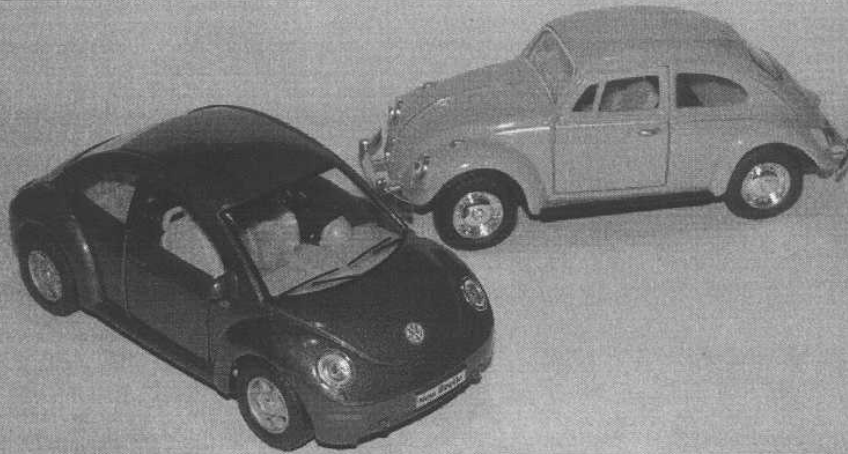
We should arrive in Young at approx 2.30pm - 3.00pm and we check into the Federation Motor Inn. The cost \$89.00 per person, which includes a two-course meal and buffet breakfast. Extra \$10.00 if you want to have an Entree with you evening meal. If you prefer to make your own booking please call Brett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



Canberra VW Weekend

14 - 15 October 2006

Visit the capital and bring your VeeDub !

**Saturday
14 October**

-Afternoon VW cruise
through Canberra

-Dinner – family BBQ
(follows cruise)

**Sunday
15 October**

- ‘German Autofest’
Show and Shine

- Rond Terraces, C’wealth
Park, Canberra

- Trophies to be
awarded

- Details to be placed on Canberra website closer to the event -

More information available at:
www.classicVW.net/club/cc2006

**Club VeeDub
Sydney Inc.**

The legend never dies

Canberra Chapter



WARWICK DRAGWAY

WARWICK QUEENSLAND

SEPTEMBER 30TH - OCTOBER 1ST
2006

- ALL VOLKSWAGEN RACING
- AUSTRALIA'S FASTEST VW'S
- AIRCOOLED CLASSES
- WATERCOOLED CLASSES
- \$1500 CASH & TROPHIES

**DRIVERS AND TEAMS MUST
PRE-ENTER BEFORE
SEPTEMBER 8TH 2006**



WATCH
ROD PENROSE
ATTEMPT TO
BREAK THE VW
1/8 MILE RECORD

SHOW'N'SHINE
SWAP MEET
STREET PARADE



- 1/8 Mile Drag Track VW Racing - Great fun for all**
- * Volkswagens from 36HP stockers to outright performance
 - * Entry fees for driver and car start from as low as \$80
 - * Warwick City VW Street Parade on Saturday
 - * Spectators, Show'N'Shine and Swap Meet \$10 per person Saturday or Sunday. Children under 14 free

Go to: www.vwma.net.au for further details and entry forms



Flat Four Vee-Dub Club of Sydney proudly presents
The Premier VW Indoor Event

THE ALL VW SHOOTOUT

5th November 2006

The Michael Wendon Centre, 62 Cabramatta Avenue, Miller

All VW types, air cooled and water cooled are invited to enter. Trophies will be awarded in a wide range of categories. Pre entry is highly recommended - \$30:00 including 2 adult admissions. Normal entry \$40:00 including 2 adult admissions. Kids are free. Show opens to public at 9:00 am, all entrants to be in place by 8:15 am.



Entrants, sponsors and dealers
can contact:
Murray 02-9618-2205 (ah)
or e-mail: info@flatfour.org

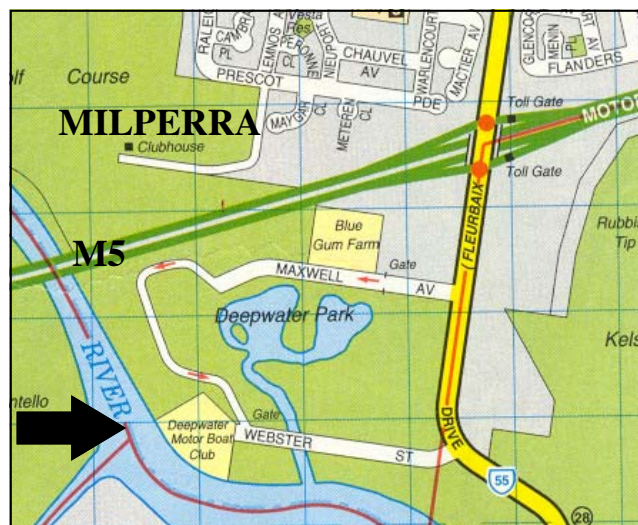
Further info and pre-entry forms
will be posted on:
www.flatfour.org
and
<http://forums.aussieveedubbers.com>



It's on again!

Boris' VW Swap meet & picnic day 2006

- ◆ **When:** From 9 am Sunday 3rd December 2006
- ◆ **Where:** Deepwater Motor Boat Club, Webster St Milperra. Just off Henry Lawson Drive.
- ◆ Sausage sizzle
- ◆ Swap meet
- ◆ Cars for sale
- ◆ Car display (no judging or trophies)
- ◆ Raffle
- ◆ Bring your VW, come rain, hail or shine
- ◆ Call Boris on (02) 9789 1777 bh for more info
- ◆ General admission, \$5.00/car Swappers \$10.00 (includes general admission).
- ◆ Cars for sale \$10.00 (includes general admission). Fees are charged to offset the cost of ground hire



All proceeds go to Club VeeDub Sydney Inc.

NSW Classic Grand Tour 2008

What is it? A combined inter-club run for classic cars and motorcycles 1977 or earlier. Hosted by the Grafton Vintage Motor Vehicle Club & assisted by supporting historic motoring clubs.

When? September 6th – 20th 2008.

Where? Commence at Yamba, Northern NSW. Progress clockwise & tour a route to Raymond Terrace then up the tableland to Ballina, back to Yamba. Stopping 1, 2 or 3 nights at various towns along the way. Take in the tourist sights as well.

Why? To have camaraderie amongst like-minded enthusiasts, and to enjoy our heritage vehicles.

How Much? Entry fee approx \$230. Deposit \$30 with expression of interest will secure your entry position (await release).

For details contact Edith on (02) 6642 4569 or email:
edithusser@westnet.com.au

(Edith's husband is a club member)

Presidents Report

Next months big event will be the VW Spectacular at Valla Park, Nambucca Heads, if you haven't been there before, it's a great weekend. There are still some cabins left at the park so contact Donna at donna502@bigpond.net.au or 0427-695-203 for a booking or a camp site. A few of us will be travelling up on the Thursday before, to relax around the B / S table for an extra day or so. The judging will done different this year utilising everyone who enters to make a selection of 10 vehicles to win an award. It's a great casual weekend so come along and join the party.

At this months meeting, we will be holding our Annual General Meeting for 2006, all committee positions will become vacant. Please don't be shy, come along and stand for a position we are always looking for people to help out.

By the time you read this our own club event Xmas in July at Mudgee hosted by Heather Pasco, will have been run. Unfortunately I had to miss out on this one due to too many commitments. Hopefully they had a great time and will give us a full report at the monthly meeting and magazine.

Please don't forget our upcoming events listed in the calendar and advertised in the magazine. These are for all members to attend, but remember to make a booking, with the organising person so they know numbers of people intending to attend

Précis of Committee and General meetings:-
VW Nationals, V W Spectacular, German Auto Fest Canberra, Boris Picnic Day, Flat Four Shootout

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



Canberra Report

G'day from a cold and foggy capital. The Canberra Chapter had a successful cruise to Namadgi National Park this month, look for the report elsewhere in the magazine. We're also looking at arranging a day cruise to join the Club run to Temora in September - if you are interested in either attending the full weekend or the day trip, contact us through the various websites for further info, and check out the flyer for the trip in this magazine.

And, of course, we're heavily into the planning for our largest event - the German Autofest in October. There should be a flyer in the magazine and we'd love to see a big turnout this year from the dubbing fraternity. Catch you all next month.



Club Calendar

July:

Thursday 20th:- CLUB VW MONTHLY MEETING and AGM 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.

Sunday 23rd:- Liverpool Super Swap Meet, Fairfield City Showground.

August:

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

4th - 2006 VW Spectacular at Valla Park.

Thursday 11th: - Committee Meeting at the

Club VeeDub - The Legend Never Dies

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.

19th :- Herbie Parade 2006.

Do you still own or are you now the proud owner of a VW Beetle, Kombi, Type 3 Fastback or any other VW 'mobile, then we'd like to hear from you!!! Come along and show off your VW, in the "infamous Herbie Parade", as part of the 6th annual Greenridge Health & Herb Festival, being held in Lismore on the 19th and 20th of August, 2006.

The Herbie Parade takes place on Saturday morning the 19th of August, cruising through the streets of Lismore before arriving at the beautiful Riverside Park, where your cars will be judged in a number of different categories. Judging categories will be notified in later correspondence.

There will be loads of great entertainment on the day and entry into the Herbie Parade is free.

Prizes will be given away to all category winners. Please come along and join in the festivities and be a part of the fun in the 6th annual Greenridge Health & Herb Festival.

To participate in this years Herbie Parade please contact Craig on (02) 66262007 (Tuesday's only) or via e-mail on eduintern@lismore.nsw.gov.au

Craig Morley
Herbie Parade Co-ordinator
Lismore Economic Development Unit
PO Box 23A
Lismore NSW 2480
Fax: 66262010

*please note: Cars other than Volkswagen cannot take part in any of the judging categories

26th & 27th:- Shannons Eastern Creek Classic.

September:

Thursday 7th:- Magazine cut-off date for articles, letters and for-sales.

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

16th & 17th:- Weekend trip to Temora, see page 4 for more info.

Sunday 17th: Orange Blossom Festival Classic car display at the Bull and Bush Hotel, Windsor Road Baulkham Hills commencing at 9.30am

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

Saturday 30th — Sunday 1st VW Warwick Weekend, see page 5 for more info.

October:

Sunday 1st:- Oktober Fest at Hubertus Country Club.

Sunday 1st:- Old Bar Volkswagen Transporter/Kombi Competition, Australian World Record Attempt.

Two Day Festival featuring Guinness World Record Attempt

Registration Essential

Prizes for the Transporter/Kombi Judged, Oldest, Youngest, Most Decorative, Most

Trade and services
directory

Famous, Most Kilometres Travelled (current speedo read)

Contact Festival Coordinator for more details
02 6553 7328



OFFICE: 9651 3870
Fax: 9651 3746

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ACCOUNTANCY & TAXATION SERVICES

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ROUND CORNER 2158

Thursday 5th:- Magazine cut-off date for articles, letters and for-sales.

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

14th and 15th Canberra VW Weekend. More details page 4.

HOME LOANS

REFINANCING HOME EQUITY

INVESTMENT LOANS

We give good advice.



Andrew Rankin



MORTGAGE CHOICE

Call Andrew Rankin in Glenmore Park on
4737 8499 Mobile 0410 787 607

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

November:

Thursday 2nd:- Magazine cut-off date for articles, letters and for-sales.

Sunday 5th: VW Shootout, see page 5 for more info.

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

KLAACK MOTORS ★




★

Phone: (02) 9724 5901
Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

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.



VINTAGE AND CLASSIC VEHICLE
INSURANCE
AND AUCTIONS

- Agreed value means agreed value. If the car is a total loss you will receive the full sum insured.
- You have the option to choose your own repairer.
- Lifetime guarantee on repairs.
- In the event of total loss you will have automatic retention of the wreck, depending on the policy.
- No Blame = No Excess.
- Laid up cover for vehicles being restored or repaired.
- Free windscreen one per year without excess.
- Personal belongings and tools up to the value of \$400 - Subject to excess.

Ring Shannons for a free quote today! Phone 1300 139 006

December:

Sunday 3rd:- Boris' VW Swap meet & picnic day 2006. From 9 am at Deepwater Motor Boat Club, Webster St Milperra. Just off Henry Lawson Drive, see page 6 for more info.

Trade and services
directory



Thursday 7th:- Magazine cut-off date for articles, letters and for-sales.

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

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

2007

April:

Saturday 7th & Sunday 8th:- 2007 VW Nationals.

An advertisement for V Wing Country. It features a red VW van and a red VW Beetle. The text includes 'V WING COUNTRY', 'Reconditioned NEW & Used Parts', 'Specialising in Volkswagen Spares', 'Service & Repair TO All Models', 'PETER', 'Ph:(02) 9627 6209', and '50 Princes St Riverstone NSW 2765'. The ABN is 92 003 288 933.

For Sales & Wanted

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

In addition to appearing in the club magazine all ads will be 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 to 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:- 1999 Jeep Wrangler Renegade for sale, its done 58,000kms in good condition no off road, 60 yr old owner/driver I'm asking \$17,500 ono and wish to part trade VW Beetle/ Kombi contact Joe on 02 65543469.

An advertisement for Rivo Auto Electrical & Air Conditioning Repairs. It features a line drawing of a white VW van. The text includes 'Rivo Auto Electrical & Air Conditioning Repairs', 'ABN 53645030760', 'PAUL', 'Phone 02 9627 1874', 'Mobile 0407 296 370', 'Fax 02 9627 4374', and 'New location, 19 Hobart Street Riverstone NSW 2765'.

A 'Wanted' advertisement. The text reads: 'Wanted', 'Your add in this space.', 'The cost for 11 months is \$110, please note this does not include the annual VW Nationals program.', and 'Contact Steve on 0413 811 186'.

Trade and services directory

THE VW KING

All Bug & Mechanical Repairs
New & Second Hand Spare Parts
Unit 1, 143 - 155 Bonds Road, Riverwood NSW 2210

ABN 45 070 734 314
Tel: 9534 1077


VW

Wanted VW Type 181/182 Thing. Bill Daws.
Phone: 0419-431-531 or 0246-47-3781 (ah)
e-mail bill.daws@iinet.net.au

For sale:- Parts for a 1973 Volkswagen Type 3 Notchback, I have a rear LH side panel (not primed), headlights and some odds and ends from the engine \$65 the lot. If you're interested, I'm located in Canberra, so if you're in town or will be let me know. Contact Mark on Email borowikm@hotmail.com phone Mobile: 0403 474 402 can e-mail photos if interested.

For Sale:- A book - the "Essential Karmann Ghia" - The Cars and their Story 1955-1974, by Laurence Meredith (Published by Bay View Books Ltd. Bideford, Devon) A quality paperback with flaps (21cm x 26cm) with 80 pages and 120 illustrations of which 60 are coloured. An excellent book in excellent condition \$32.50 including postage and handling. Contact Mark on Email borowikm@hotmail.com phone Mobile: 0403 474 402 can e-mail photos if interested.

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For Sale:- 1970 1500cc Volkswagen Beetle, off white grey colour, mechanically excellent, body will need some tiding. Registered to March 2007. Offered by only the second owner who has owned since 1978. Complete history available. Asking \$2850.00 Contact Tony on 0408 164 327

Cub VeeDub Merchandise
For club T Shirts, hats,
jackets etc.
Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

For Sale:- 1957 Beetle, big back window, has been in shed for 29 years, complete, good red & grey interior, engine not in car, comes with spare 36hp block, no rust, good solid body, country car. \$1,200 ono, call Paul on 0407 296 370

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ontime

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NORTHMEAD INDUSTRIAL ESTATE
UNIT 5D 23-25 Windsor Rd Northmead 2152
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Email embassy@zipworld.com.au
Web www.embassysmashrepairs.com.au
John Walker Lic No. 100

For Sale:- Standard 1600 crankshaft with conrods and bearings. Call Paul on 0407 296 370

For Sale:- 4 Kombi wheels with tyres, tyres have 80% tread, wheels have been powder coated white. Call Paul on 0407 296 370

For Sale:- 1961 1/2 Beetle in immaculate condition, reupholstered and professionally resprayed in original light grey colour, original

Trade and services directory



CLASSIC VEE-DUB
Pty/Ltd

www.classicveedub.com.au

36 Bridge St.
Rydalmere
2116 N.S.W
Sydney Australia

phone: (02) 9638 4200
fax: (02) 9638 4266
George: 0412 434 762



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w. www.prestigeeuroparts.com.au

36 Bridge st., Rydalmere, N.S.W, 2116
Sydney Australia



6 volt system. Only change has been the fitting of new radial tyres in lieu of originals cross ply tyres. Always garaged, never any rust. \$4500 ono. Car is currently located in Singleton NSW, contact Kurt on 0405 105 255 or 02 4959 6054 or at kbeck@idl.net.au

For Sale:- Kombi Microbus (1975) rear seat. Bone upholstery. Includes arm rests, fittings, etc. Good condition. \$150 o.n.o. Plus a few other assorted bits and pieces. Ph. Alan 9523 7498 (H.)

For sale:- VW Beetle 1500 1969 model as new inside & out, 1 owner only. 107,000 miles travelled, garaged from day 1. original purchase receipt available. This vehicle was a part of a deceased estate 20yrs ago and has not been driven since. This vehicle is a very special one because it is original and no modifications have been done. Would suit new car buyer or collector 'Price'.....? A fair and realistic offer will be considered PH 9525 8536 Terry.

For sale:- 1600cc VW Industrial engines (ex army, very low hours) circa 1969.

1. 1600cc 115hrs on clock \$1100-00
2. 1600cc 19hrs on clock \$1100-00
3. 1600cc 47hrs on clock, also fitted with 12KVA 3 phase/240V Generator with gauges/fuel tank etc. All working well. \$1650-00
4. 1600cc 18hrs on clock. Also fitted with 12KVA 3 phase/240V generator with gauges and fuel tank etc. All working well. \$1650-00
5. 1600cc 65hrs on clock. Also fitted with 12KVA 3 phase/240V generator. This unit has been set up on a portable frame with 3 phase sockets, 240V sockets, circuit breaker etc. \$2200-00

Scintilla Magneto in need of new coil \$120-00

All of these units are ex army and have been in army storage. Please phone Graham 0407072829. Email gmajor@dragnet.com.au

For sale:- 1972 Superbug, Clementine (Orange) in colour, long registration, always

Trade and services directory



BUL EATER
NO BUGS (SYDNEY)

AUSTRALIAN MADE
HACCP

Caro & Ivy Martin
PO Box 3051 Bilpin NSW 2758
Phone: (02) 4567 1358
Caro 0427 311 047
Ivy 0411 435 935
Email: heparakuri@bigpond.com

serviced, well looked after and much loved family member. Clem runs well and is very reliable, lives in a nice shed in the bush and is now seeking a new home. Clem would love to be driven more often and is currently up for adoption. Please contact Roger for more details on 02 46 57 1770 after hours

For sale:- Silver 1974, Beetle, lowered, Simmons wheels, new Dunlops 195x50x15's & 205x50x15's, 4 wheel disc brakes, L model guard body kit, berg shifter, wood rimmed steering wheel, cloth covered bucket seats, 1916cc Pobjoy steroid engine, oil cooler & electric fan, new double chromed bumpers, with brackets, minor paint touch-up required, south Australian registration until August 06, asking \$5000.00 ono Phone Kim in S.A on 0417851754

For sale:- 1968 VW Beetle 1600cc motor 4 speed manual only 2 years since full body restoration. Always garaged weekend driver only. Good clean motor and gearbox 2nd owner since new. No rust, fish oiled throughout. Condition better than new. \$7950.00 ono call Michael 0419 460 886

For sale:- 1968 Beetle - 1500cc has recently refreshed "tractor blue" finish. Registered until Feb 07. Everything works. Axle boots recently renewed - all brakes checked (Discs on front - Drums on rear). Recently drove it back from Ballina where it worked for a year. Front end is tight - seats and interior needs some work. Rust was been attended to a couple of years

ago. Floor is excellent - Tyres excellent - \$3000 Contact Alec on 0418211878 or 97739779. Car located in Panania, Sydney.

For sale:- 1964 Beetle - 1300cc (high compression) has been shedded for the last 5-6 years. Light blue. Slightly wider rims. Needs work (I was keeping it for a restore). Also has an excellent floor - very little general rust from memory. Have not started the car for some years - but would bet I could get it going. Valves may be requiring attention (it was running on). Tyres also excellent \$1000 Contact Alec on 0418211878 or 97739779. Car located in Panania, Sydney.

For sale:- 1972 Type 3 Squareback \$500. Unregistered, one owner, honey brown. Car has rust in roof and some other spots, but has never been in a collision, only minor carpark dents. Runs O.K Reconditioned 1600 cc twin port motor 22,500 miles. manual gearbox still operates smoothly, everything else works, four good tyres, worn front upholstery. I would like this car to go to an enthusiast who may give it a second life. Car is located in Fairfield Area contact Dennis on 0419 436 276

Namadgi Run

Saturday 17 June was a great day in the capital. The sun was shining, the birds were singing, and the air was full of the wonderful sound of VWs. The Canberra Chapter arranged a 'hot chocolate' run which went particularly well.

The run started from the centre of town with a few cars, meeting extra Dubbers on the southside before cruising out of town into the Namadgi National Park. One of our dubbers (who is particularly handy with a video camera) sped past us at various times, setting himself up to take footage as we drove past him....the plan is for a DVD of the event to be produced at some stage. There were also a lot of cameras snapping away on the day.

Weaving the convoy across the single lane Tharwa Bridge was an exercise in itself but

Club VeeDub - The Legend Never Dies



looked very impressive from my seat. Led by a gaggle of GTIs, we had a batch of Beetles, some cute Kombi's, a nifty Notch, and a Buggy (sorry, I'm out of descriptive

out everyone's cars and some good conversation was flowing.



adjectives). The Subaru camera-car was whizzing around from back to front as well.

You'll notice I didn't mention the weather. Yes, the sun was shining, but I neglected to say that I believe it was still about minus two degrees when we left for the cruise. It certainly was chilly in the mountains and there seemed to be many people willing to help build (and warm up by) the fire. A creek nearby was frozen over and I believe the pipes in the nearby ablutions block were equally frozen. It was cold. Damn cold. Pencil this trip in for summer next year!

Arriving at a picnic site, we disembarked to thaw out and got organised for the hot chocolate. There was plenty of time to check

A few pictures are attached of the attending cars, hot chocolate-making, and a small group photo. A great day was had by all and we





will certainly be organising similar ventures in the future. Thanks to the attendees, I hope you enjoyed the trip!



Volkswagen Touareg V10 TDI runs at Pikes Peak

from: Volkswagen of America Press Release

PIKES PEAK, Colo. – Mark Miller, driving a 2006 Volkswagen Touareg V10 TDI, conquered the treacherous 12.4-mile course at the 84th running of the Pikes Peak International Hill Climb. Miller finished the Race to the Clouds in 14 minutes 8 seconds, followed by teammates Ryan Arciero and Danny Sullivan.

The three Touareg V10 TDIs were the first vehicles to use ultra-low sulphur diesel (ULSD) in the Race to the Clouds. This clean

diesel fuel reduces emissions of sulphur compounds and allows for the use of advanced emission control systems. The Touareg also is the first light duty vehicle in the U.S. to include a particulate filter that further reduces emissions. The 2006 Touareg's diesel engine is compliant in all 50 states and consumes up to 30 percent less fuel than traditional gasoline engines.

“The Touaregs, which were basically showroom stock vehicles, were faster than many of the purpose built race cars. For a vehicle with minimal modifications to cover all 12.4 miles, 156 turns at altitudes up to 14,000 feet in just over 14 minutes is remarkable,” said Miller. “The power of the twin-turbo V10 TDI diesel engine was really phenomenal.”

The Touareg V10 TDI is a high-performance, diesel version of Volkswagen's popular luxury SUV. Its powerful five-litre, 10-cylinder engine boasts 310 horsepower at 3,750 revolutions per minute and offers impressive pulling power with 553 lbs-ft of torque at 2,000 rpm.

“It was my first time competing at the legendary Pikes Peak race, and to team up with Volkswagen made it even more special,” said Arciero. “I really had no idea how competitive we could be in an essentially stock Touareg, but after the first practice runs it was clear that we were going to be quick. That each of us on the Volkswagen team finished in the 14 minute range is a true testament to the overall quality and performance of the vehicle.”

Modifications to the Touareg were made





primarily to comply with the safety regulations imposed by the Pikes Peak Race Officials. A roll cage, fire extinguisher, special driver's seat and a five-point racing seatbelt harness were fitted into the interior. Exterior graphics and a set of Nitto Terra Grappler tires were the only other additions to the vehicle.

"The combination of the powerful engine and the new ULSD fuel was a tremendous asset during this race," Sullivan said. "Not only was the performance and handling great, but the Touareg was by far the most luxurious and quietest vehicle in the race."

The South East Queensland trip June 2006

by John Weston

I have just arrived back from Queensland, my purpose of the trip was to get away and to enjoy driving our Kombi Camper on the quite country roads, and while I was doing this I ventured into Brisbane on the Queen's Birthday Weekend. It just happened that I had my Tethered Racing Car on board and the 2006 Queensland Championships were on at Kalinga park. It was also pouring rain, not a good thing for an outside track. As you might know these cars will not perform in the wet weather. Rubber, oil and water make it hard for rubber slicks to gain traction. So an attempt to run them on Sunday morning was arranged hoping on a dry day. You know the saying well; having always a better Queensland day the next day.

Well, it was fine with some sun, so the races were on with a somewhat smaller field and



only one run each, and no practice run. My class (5cc) had six starters. Top speeds were in the high 170's kmh. Mine was in the low 160's kmh, so I came away with 4th place.

I forgot to mention we went to a celebration dinner at the GAP on Saturday night, and getting there was some challenge from Kangaroo Point through Brisbane CBD at night in pouring rain, but the dinner and company was well worth it. We were invited to spend a day on North Stradbroke Island the following Thursday.

We spent time exploring Brisbane, there is a lot of roadwork being carried out-new tunnels everywhere. Roma Street is being re-built. A much faster city than when I was last there last, everybody was in a hurry. So by Wednesday we moved to Rochedale Caravan Park next to the M2 which was still some way from Cleveland where you get the water-taxi to Dunwich on Stradbroke Island. Our smooth water-taxi ride took only 16 minutes where our friends had arranged to pick us up. We then drove to Point Lookout about eight kilometers along a nice bitumen road, only saw one other car. While we were seated in a





coffee shop, looking over the ocean we saw our first whale for this year. After catching up on what's been happening since we were last with them, and getting a shot of caffeine, we went for a coastal walk and saw more whales just off shore, just doing what whales do. The morning went fast, then off to their beach house for lunch, a nice glass of wine and more chit chat. Suddenly it's almost dark, so off the catch the water-taxi back to Cleveland, arriving at the wharf just in time, and said our goodbyes. We passed a vehicular ferry going in our direction and another in the direction of the Island, both were very well lit up.

Now, on our way back to Rochedale we stopped for some dinner as it was around 7pm. Two goes around the shopping centre to find our way in. So after we had a meal and a look around we got back onto Cleveland Road and headed off. After a while we were crossing over two very busy roads and found we were lost. Checking our maps didn't help because we did not know where we were. So, after checking out some cross streets we were able to retrace our route and locate where we should have turned. It sure looks different when the sun goes down in a strange district.

Next day we packed up and drove to a caravan park on Bribie Island for four days of just walking and resting. Late on the first afternoon three Kombi's were outside our campsite. Then others came along, it seemed we were in Kombi land. We checked them out and they were from The Kombi Club on a weekend cruise to Bribie Island, so we spent a weekend talking and swapping stories. On the Sunday morning they parked all their vans in the nearby Woorim Hotel car park, set up a

swap table and the usual bits and pieces. I bought a Split Kombi Key Ring made of pewter, which the seller said he got when he was in the U.K. We took some photos I have enclosed three. We said our goodbyes and they went on their way. (when I got home I checked out the VW magazine and in the 'What's on Club Section' their planned weekend on Bribie was advertised). What a coincidence.

Just some notes on what routes we took to and from Brisbane. Tamworth first night after going via the Putty Road to Singleton, New England to Uralla then Inverell. Second night at Texas, Q'ld, Warwick, Brisbane, Bribie Island, Brisbane, Mt Lindsay Highway, Beaudesert, Summerland Way, Kyogle, Casino. Then Grafton overnight and all the way to Sydney via Pacific Highway F3, then Prince's Highway.

P.S. Sunday 2nd July I participated in the S.S.M.E. Centenary Championship at St Mary's, NSW racing my Tether Car . I was placed 4th again and almost the same speed of 163kph.

Video Library Report

I have finally got around to making a list of the current videos and DVD's that we have in our Library. As you can see from the list below there's a few videos missing. Hopefully most of them are 'safe' with you members, please return them as soon as possible.

No.1	Jeremy McAusland borrowed on 21/9/05
No.4	Not Recorded
No.23	David Johnson 16/1/03
No.26	Ron Bijen 21/11/02
No.29	Ray Pleydon 20/4/06
No.31	John Weston 20/4/06
No.32	David Curtis 18/8/05
No.33	John Weston

	20/4/06
No.34	Not Recorded
No.36	Not Recorded
No.45	Bill Dawes 15/9/05
No.50	Les 15/9/05

Audi R10 diesel racecar

Audi has built a new Le Mans car – and this one's a diesel. There have been diesel



racecars before – and of course racing trucks are diesels – but no company has previously brought this level of technology to the task.

Engine

The heart of the Audi R10 is a completely new V12 TDI engine with a capacity of 5.5 litres – the maximum permitted at Le Mans. Power exceeds 650hp and a peak torque of more than 1100 Newton metres is available.

"This engine is the specifically most powerful diesel there is in the world and, up until now, the biggest challenge that Audi Sport has ever faced in its long history," says Ulrich Baretzky, Head of Engine Technology at Audi Sport.

"There has never been anything remotely comparable. We started development with a clean sheet of paper." The V12 TDI used in the R10 is the first Audi diesel engine with an aluminium crankcase. The cylinder-bank angle is 90 degrees. The V12 TDI has four valves per cylinder and twin overhead camshafts. The fuel injection system uses the Common Rail approach now found on nearly all production cars, but the injection

pressure "easily exceeds" 1600 bar, so is much higher than conventional. The ignition pressures also reach values never previously seen in any Audi engine.

The turbo boost is produced by two Garrett turbochargers limited by the regulations to 1.94 Bar boost. The diameter of both engine air intake restrictors, stipulated by the regulations, is 2 x 39.9 millimetres. The engine management is controlled by the latest generation Bosch Motronic (MS14).

The engine's usable power band lies between 3000 and 5000 rpm.

Unfamiliar to the driver is the low noise level and, unique for a racing engine, the smooth running V12 TDI power unit. At high speeds the engine cannot be heard from the Audi R10 prototype's open cockpit, while Audi claims there is also hardly any vibration.

For the 24 Hours of Le Mans, the V12 TDI is equipped with a pair of diesel particle filters. Flashes of flame from the exhaust, which are created by unburned petrol in spark-ignition engines, are not seen coming from the R10.

One of the diesel engine's biggest advantages is the low fuel consumption, especially at part-throttle and overrun. However, when compared to more classic circuits, which demand a higher ratio of part throttle, the lower specific consumption will hardly be noticeable at Le Mans because the quota of full-throttle is almost 75 percent.

The enormous torque of over 1100 Newton metres posed previously unforeseen demands in the development of the R10 drive train. Even the latest generation of engine dynamometers at Audi Sport had to be reequipped with special gearboxes capable of withstanding the unusual forces.

Inside the V12 TDI, the extremely high pressures create forces never seen before in a racing engine. However, the main target of the Audi technicians is to reach the reliability level of the previous R8, which did not record a single engine failure in the 77 races it has contested to date.

Chassis

One of the most significant differences



to its predecessor, the R8, is the integration of monocoque and bodywork. The R8 still had a traditional chassis clothed in synthetic bodywork, whereas the majority of the carbon-fibre parts belonging to the R10 monocoque are now suspended directly in the airflow and therefore require no additional fairings.

"The R8 originates from 1999 and we've gathered a huge amount of know-how since then," says Wolfgang Appel, Head of Vehicle Technology at Audi Sport. "All this experience found its way into the new R10." This leads to a significant weight saving when compared with the R8, which is of particular importance since the dimensions of the 5.5 litre V12 TDI engine mated to the R10 is both longer and heavier than the 3.6 litre V8 power plant fitted to the R8. That's why the new R10 has a significantly longer wheelbase than its predecessor.

The R10's aerodynamic configuration is also refined over the R8. Although the new LM P1 regulations created by the ACO (Automobile Club de l'Ouest) targeted a 15 per cent reduction in overall down force, the Audi Sport technicians managed to regain the majority of aerodynamic efficiency lost as a result of this through intensive wind tunnel work. The R10 silhouette is 50mm flatter than its predecessor and has a much more pointed nose.

The "steps" in the front splitter, the larger distance between the track and the side pods and the additional rollover structure on the passenger side are all stipulated by the regulations.

The bulk of the changes implemented by the rule makers were made to make the powerful sport-prototypes even safer.

Included in this catalogue of changes is the use of the HANS-System (Head and Neck Support), familiar in Formula 1, that protects the driver's spine in the event of an accident.

Although the R10 prototype's carbon-fibre monocoque is more waisted than that of the R8, the drivers can sit comfortably in the cockpit – a factor not to be underestimated in a 24-hour race like at Le Mans. The servo steering, which is now electric instead of hydraulic, also helps to increase comfort.

A similar direction to that taken in production cars was followed with the electronics. The number of electronic control units rose considerably when compared with the R8. A "network" system (CAN-Bus) runs through the entire R10; all-important functions are controlled centrally by computers. Even the indicators and headlights are no longer directly activated by the driver, he simply makes a manual impulse – everything else is done by the on-board computers.

Together with electronic partner Bosch, a new vehicle data logging system (FDE) was developed for the R10. All data is transmitted by telemetry to the pits and shown in the cockpit on a steering wheel mounted display. The most important functions are controlled by buttons mounted on the steering wheel, which is equipped with a microprocessor and was developed together with the specialist company Megaline.

The Megaline experts were also involved in the development of the electro-pneumatic shift mechanism, which is activated in the R10 by two steering wheel mounted paddles. The gearbox itself originates from X-trac and, despite the enormous torque produced by the TDI engine, is lighter than that of the R8.

Thanks to the turbo-diesel engine's characteristics, the number of gear changes made during a 24-hour race falls significantly – an important factor concerning durability, particularly as the transmission system is subject to extremely high loads.

Because of the high level of torque produced by the V12 TDI, the forces acting on the R10 transmission system are even greater than those experienced by a Formula 1

racing car. The gearbox was conceived to withstand these forces, as are the driveshafts which are thicker than the ones on the R8. The same is valid for the novel ceramic clutch that was developed together with ZF Sachs.

The greater thermal discharge and the corresponding increase in cooling requirements are also diesel-specific. Higher side pods, in which the larger coolers are fitted, are the result. The wider front tyres, which were commissioned by tyre partner Michelin, are completely new to the LM P1 class. The use of traction control reduces the high loads created by the torque fed to the rear tyres, and helps the driver to modulate the V12 TDI engine's power delivery, particularly in wet conditions.

The refuelling system, re-developed with specialist company Stäubli, allows a fast and virtual splash-free refuelling process. In contrast to petrol, spilled diesel does not evaporate. As was the case with the R8, various coloured LEDs located close to the refuelling inlet vent act as initial visual information indicating the diesel, engine oil and water levels to the mechanics during a pit stop.

Fans at Le Mans will no longer be able to see glowing brake discs on the Audi R10: the carbon-fibre brake discs are fully enclosed in a cowling. Just like on Formula 1 cars, the brake discs are no longer fed with cooling air through pipes but are cooled by air channelled through carbon-fibre ducts mounted directly to the suspension.

The daytime low-beam lights use a row of white light-emitting diodes and the rear lights are also LEDs.

Development

The idea to develop a diesel sports car for the 24 Hours of Le Mans had already emerged in 2002 but things became very serious in September 2003 when the concept guidelines for the new Audi R10 were determined.

"That was the most important stage," says Ulrich Baretzky, Head of Engine Technology at Audi Sport. "You have to define the number of cylinders, the engine's



length, bore and stroke. Everything else results from these basic dimensions. If you make a mistake at this stage, it is almost impossible to correct later. That's why we considered every facet very carefully before we fixed the package."

In Spring 2004, the decision was made to select a twelve-cylinder engine with the maximum permissible cubic capacity of 5.5 litres allowed for Le Mans, which also affected the chassis.

"Compared with the R8, the engine's length has grown through the number of cylinders, and because of a diesel's typical power and strength," says Wolfgang Appel, Head of Vehicle Technology at Audi Sport.

"In this respect we had to react by making everything as light as possible on the chassis side."

The Le Mans V12 TDI ran for the first time on the test bed in July 2005. "It was incredibly interesting, because we really have explored completely new territory with this engine," says Ulrich Baretzky. "Previously, together with our colleagues from the production car development, we had made basic tests with modified production engines and a single-cylinder model. That was all!"

The new power unit had already clocked-up approximately 1000 test-bench hours, including several endurance runs, before the R10 prototype's rollout.

Facts about Audi's historical Le Mans victory

- # First victory for a diesel engine at Le Mans
- # New distance record for the current circuit layout
- # Up to 16 laps with a tank of Shell V-Power Diesel



"Veni, Vidi, TDI." "Super Diesel." "New motorsport era." The first triumph for a diesel engine at the legendary 24 Hours of Le Mans dominated newspaper headlines worldwide. By winning with the new Audi R10 TDI on its Le Mans debut, AUDI AG has opened an important new chapter in motorsport history.

Facts and figures concerning the victory at Le Mans:

It was the 74th running of the race, which was held for the first time in 1923.

The race-winning car with the number 8 completed 380 laps in the 24 hours – one lap more than the previous record set in 2004 around the current circuit layout. 380 laps is the equivalent of 5,187 kilometres or almost the entire distance of every Formula 1 race in a season.

Including qualifying, warm-up and the information laps before the race the engine in the winning car reeled off 469 laps (6,402 kilometres) during the Le Mans week – an impressive proof of the reliability of the new power plant, which has an aluminium cylinder block.

The winning car's average speed over the entire distance was 215.409 kph.

Thanks to the economical Audi V12 TDI engine, the Audi drivers only had to pit for refuelling once every 14 laps. The winning car used only approximately 41 litres of Shell V-Power Diesel per 100 kilometres – for a race engine producing more than 650 hp and more than 1100 Newton metre torque and extremely low figure.

In the closing laps of the race the Audi

drivers even completed as many as 16 laps on a single tank of fuel. Tom Kristensen was the first driver to achieve this.

The V12 TDI engine's gearshift rev threshold is at the unusually low level of 5000 revolutions per minute for a race engine.

The winning car made only 27 pit stops during the 24:04:47.325 hours. The car only made two unscheduled pit stops: once to change the gear-cluster in the gearbox (03:47 a.m.), and once due to a slow puncture (04:23 a.m.).

Thanks to Audi Sport's revolutionary new gearbox concept the gear-cluster change required a mere 9:50 minutes – including refuelling and change of tyres.

The triumphant Audi R10 TDI with the number 8 spent less than 30 minutes in the pits during the entire race.

The triumphant Audi R10 TDI has the chassis number 102. It is the same car with which Frank Biela, Emanuele Pirro and Marco Werner started the 12-hour race at Sebring in March.

Tom Kristensen set the fastest race lap in the fifth hour (lap 65) in 3m 31.211s. This represents an average speed of 232.658 kph. As a result he came within less than a second of the fastest time from qualifying.

Dindo Capello secured pole position with a time of 3m 30.466s (average speed 233.482 kph). This was the third pole position at Le Mans for the Italian.

Exactly 200 days lay between the rollout of the new Audi R10 TDI on 29 November at Misano (Italy) and the start of the race at Le Mans.

Audi Sport completed 30,000 test kilometres with the R10 TDI before the start

at Le Mans. The V12 TDI ran for an additional 1,500 hours on the engine dynamometers.

The responsible team members, including Head of Motorsport Dr Wolfgang Ullrich stood awake for the entire duration of the race. When the cars crossed the finish line of Sunday at 17:00 they had already been awake for 34 hours. 97 employees were in action for Audi Sport Team Joest during the race at Le Mans. Audi lies in fourth place in the all-time best list with six victories from only eight Le Mans starts.

Reinhold Joest's team celebrated its eighth win and is, as a result, the most successful in the history of the Le Mans 24 Hours.

For Frank Biela and Emanuele Pirro it was the fourth victory at Le Mans. Only Tom Kristensen (seven), Jacky Ickx (six) and Derek Bell (five) have more wins. It was the second successive Le Mans win for Marco Werner.

A car with start number 8 only won for the fourth time in Le Mans.

VWSP: Sports Projectile

From Modern Motor, October 1972

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

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

He also filed a complete report on the car - in Portuguese! The translation proved difficult except for the specifications, which are internationally recognisable irrespective of language. These are the points that count...

The new sport scar is called the SP and is produced in two standards - SP1 and SP2, with 1600 or 1700cc engines from the Type 3 (or Fastback).

The engines are low-compression to

comply with Brazilian fuel standards and produce 65(DIN) bhp at 4600rpm and 75 (DIN) bhp at 5000rpm respectively from two downdraft Solexes of 32/34mm.

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

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

Road equipment is 51/zJ x 14in. made of metal on the SP1 and magnesium on the SP2 - both equipped with 1855R radials. Disc brakes are used at the front - drum at the rear.

The car is built on a 95in. wheelbase with close-fitting body. Weight is a relatively light 1970lb. It sits only 46in. high.

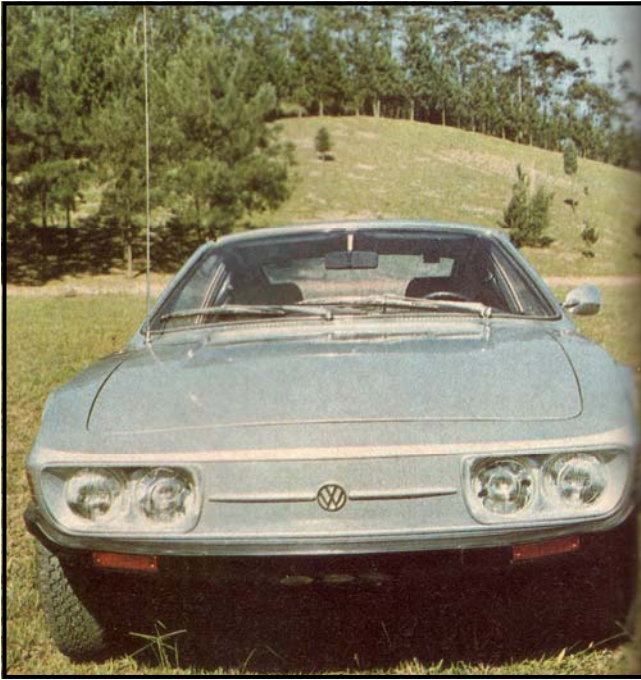
The new Volkswagen SP series has been fostered by Rudolf Leiding - Volkswagen's new Managing Director in Stuttgart. But it was started, while Leiding was in control of Volkswagen's Brazilian establishment, which he left earlier this year to take up Volkswagen General Command.

MODERN MOTOR sees the SP series as a really positive move to update Volkswagen's image. Leiding's appointment was controversial, and he had barely been seated in the Number One chair, when he reviewed and discarded some of Volkswagen's most ambitious new car projects.

These included the Porsche-originated mid-engined small car prototype, which Leiding felt was impractical. He is strongly in favour of the type of vehicle we featured in last month's MODERN MOTOR in our exclusive report. The new SP series is further proof of Leiding's dynamic attitude to vehicle marketing.

And Brazil is the logical place to market the vehicle first. Volkswagen totally dominates the Brazilian market commanding 66.3 percent of total sales last year. This gave





VW a 295,725 production figure of the total 516,000 market - which has an annual sales level remarkably close to Australia.

Brazil is Volkswagen's largest overseas plant and the company employs nearly 19,000 men.

Virtually the entire Volkswagen range is sold there but the company has no real sports model. The Volkswagen SP has been brought in to compete with the Puma - another two-seater sports coupe that sells strongly.

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

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

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

performance advertising of vehicles.

And this volume production sports special certainly looks like it has the goods - from the various angles of performance, equipment, comfort and safety.

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

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

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

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

The designers blended this safety idea



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

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

A further safety emphasis is the good visibility provided in the design. The car uses deep screens front and rear - both cut high into the turret. The rear screen projects low into the lift-up tailgate to provide good rearward visibility.

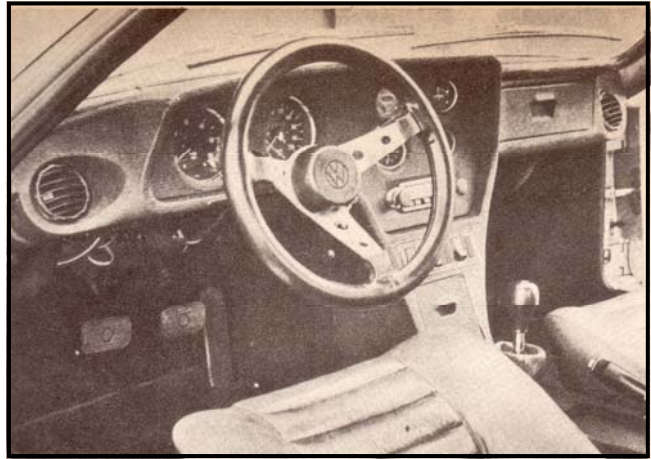
Front pillars are slim and the rear quarter-panel is reduced to the minimum to accommodate the air-induction ventilators for the rear engine.

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

A sophisticated ventilation system is another safety-plus. The car is fitted with through-flow ventilation but quarter vents are retained - as necessary for Brazilian heat conditions as they are for Australian temperatures. The rear quarter panes also jack-open on forward hinges. Face-level fresh-air vents from the through-flow system supplement directional vents to windscreen and floor.

All other aspects of exterior design suggesting this no Brazilian freak, but a genuine world-class machine. Radial ply tyres are standard on 5 1/2 inch safety style rims (J type) the design of the lighting system gives multi directional vision from wrap around lenses, yet is well protected by the bumper system. The trapezoid front headlight panels are made of anti-glare buffed aluminium to avoid dangerous reflections.

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



even the exhaust outlet is within the bumper line.

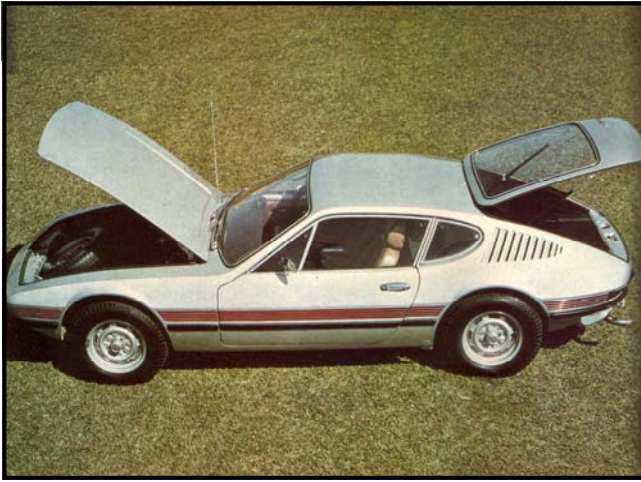
To avoid unsightly fittings, the tailgate opens by a cockpit lever (greater security too). There is E-Type standard luggage capacity under the tailgate on a carpeted floor and this is supplemented by a big boot under the front deck lid.

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

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

Two buckets are supplied - anatomically designed with built-in adjustable





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

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

On the vertical face of the dashboard is a row of rocker switches and blanks and above that, push-button radio (optional) and group of instruments recessed in nacelles.

These cover fuel, oil temperature amps and time (clock), and two them (oil temp and clock) are fitted only to the SP model.

The driver is provided with a neat deeply recessed three-spoke leather-bound alloy-spoked steering wheel, with centre horn boss. Visible through the top sector of the wheel are the tachometer (redlined from 5-6000) and the 200kph (125m speedometer. Odometers give total, trip read-outs. The instruments have rheostat-controlled lighting.

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

The steering column is fitted with two fingertip levers - one controls turn indicators, high and low beam and flasher, and the other is mini-computer for the windscreen wipers/washers. The four-position lever gives (1) four-jet water gush (2) the two wiper speeds intermittent wiper action for drizzle: conditions.

The interior is clinically decked-out.

Dashboard is of flat-black imitation stitched leather with heavy mouldings for instruments and controls. The doors have upholstery panels colour-keyed to the seat trim and fitted with the latest safety-standard recessed levers - but strangely armrests. The floor is completely carpeted with high quality material.

With two passengers up and a pile of luggage big enough for an extended holiday, the VW SP will apparently comfortably exceed 110mph cruise near the ton. Even at high cruising speeds, the small capacity four gives good fuel economy - due chiefly to the low-profile wind-cheating shape.

VW Brazil claims the ride standard is exceptionally high despite the sporty suspension. The long wheelbase (95 inch) is consistent with modern sports practice and should give a clean ride with moderate suspension rates. The car sits on a wide track - 53in. front and 54in. rear - which should give bite in the corners especially when combined with the front anti-roll and the rear compensator.

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

Welcome to Beetle city

By Paul Pottinger

June 4, 2006

"YOU won't find anywhere that's quite like the Autostadt," reads the opening statement of its publicity handout.

This must be a singular document in the history of PR blurb in that it's actually guilty of understatement.

Leaving that aside for a moment, it's probably more accurate to say that the Autostadt - a 25ha "car city" that stands alongside Volkswagen headquarters in Wolfsburg, Germany - simply wouldn't be conceivable anywhere else.

Club VeeDub - The Legend Never Dies

To suggest one nation as the most auto-maniac is to invite fevered argument.

Still, after a day in Wolfsburg, it's hard to think of anywhere else the car has so permeated the collective national consciousness.

Germany is, after all, the country that gave the world the first petrol-powered automobile, courtesy of Karl Friederich Benz, and gave "automobility" to the volk (people) with the VW Beetle.

Besides, if Autostadt didn't so extravagantly embody Germany's preoccupation with cars, it would be a \$300 million white elephant standing dolefully by the world's biggest car factory, rather than a throbbing multifunctional city.

Built for the 2000 Expo in nearby Hanover, Autostadt attracts 1.2 million tourists and VW customers annually.

The complex features a museum full of wonderful exhibits, pavilions, waterways, markets, delis, restaurants, a child-minding centre and cultural events auditorium.

If Autostadt celebrates Volkswagen – and its subsidiaries Bentley, Lamborghini, Audi, Skoda and Seat – it's also there to sell Volkswagen at the door of the world's biggest car factory.

If touring a car factory seems marginally less appealing than looking at rock formations, Wolfsburg is worth it if only to clear up a few preconceptions.

The only way to see the inner workings of this mighty art deco edifice is from The Golf Bahnhof – comprising three nicely upholstered open "railway" carriages towed by a tour guide in a similarly opened-up V6 Golf.

You get views of the vast factory, the origins of which are traced to 1938, but whose plant and equipment are the stuff of 20th-century sci-fi.

An army of workers, whose spotless dress suggests laboratory technicians, supervise whirring robotic tools that turn out thousands of cars a day.

Many of these are stored in the impressive AutoTurme, the decidedly I, Robot-looking 48m twin towers that dominate

the landscape.

The complex's hero feature is also its most functional, holding 4000 cars on 20 floors, moved by a series of conveyors and elevators.

Up to 1000 western European buyers arrive in Wolfsburg to pick up their VW every day. Having ordered the car through their dealer, they first pose for a picture to commemorate its delivery.

That they don't simply turn up and drive away is what keeps buyers in the VW family, and what makes an indulgence like Autostadt economically viable.

Heritage counts in the auto world, so the ZeitHaus car museum is the place to meet your new car's ancestors. You needn't have a thing for horsepower and pistons to appreciate the 80 living legends featured.

From an 1894 Benz Velo (more a motorised carriage than a car as we know them today), through almost every performance icon you could reasonably wish to see under one roof to the rhinestone-studded 10-millionth Beetle, ZeitHaus resonates with living history.

If the museum reflects VW's slogan "Aus Liebe zum Automobil" (for the love of the car), the main complex is very much in the vein of Audi's "Vorsprung durch Technik" – forward through technology.

That extends to what has become, at least as tourist brochures represent Autostadt, the complex's second most notable fixture next to the twin towers.

At the Kids' Traffic School, children from five to 12 years drive a simulated street course in miniature Beetles.

Not that they're chucked the keys and





THE TOY DEPARTMENT

recent acquisitions of Beetle and Kombi models.

These rare examples date back to at least the 1970s and usually have some form of inscription on their base plates, but as you will read these don't although a good guess would be that they are made in Hong Kong.

The first is a white police beetle, it is friction powered with no inscription.

urged to drive it away. No, this is Germany, where holding a driver's licence means learning how to drive, so these kids emerge with greater driving skills than any Australian P-plater.

As in real life, the incentive for passing your exam is fun bounded by observance of road rules. No one misses out – paraplegic children are furnished with models equipped with hand-activated throttle and accelerator.

All children come away inculcated with a sense of what makes cars go, via entirely interactive exhibits on construction and design. This place can lay claim to being the world's most happening child-care centre.

The various Marque Pavilions hold the disparate makes belonging to the Volkswagen Corporation plus new prototypes.

These six zones offer post-modern counterpoints to the old world autos you'll see over at the ZeitHaus.

You may not know a Skoda from a Lamborghini, but you won't emerge without appreciating that cars are not mere metal on wheels.

Each pavilion is a world in its own right, in which the character and individual design of the specific brand determines the style and content of the product.

Cars may be regarded by many as merely mass-market consumer items. Autostadt is the ultimate statement that each and every one of them, be it ever so humble, is as individual as the beholder.

The writer was a guest of Volkswagen.

Hello all, plastic being the theme again this month, I thought I would share these



The second is also a police beetle, but rare in that it is a wind up version, this is rare



to find in plastic as most of the wind up's are of the tin variety. The model is unique as it also emits a siren sound, which is great when you consider that it does not operate with batteries. This model has a bump and go action, again no inscription on this one.

My favourite would be this bay window plastic van, in approximately 1/43



distributed by McDonalds in their happy meals.

How many happy meals did you consume?

Tony Bezzina

From our man in Germany, Anthony Healy



Think YOU'RE paying too much for fuel? Here is a sample of current average European prices in Australian dollars:

	95 Octane/Diesel
Germany	2.29/1.94
Holland	2.50/1.90
Belgium	2.41/1.94
Luxembourg	1.97/1.65
France	2.22/1.90
Spain	1.85/1.70
Switzerland	1.97/2.04
Italy	2.12/2.26
Austria	1.90/1.78
Hungary	1.70/1.77
Poland	1.61/1.59
Denmark	2.55/2.21

scale. It is friction powered and made in Hong Kong.

The model has now found its place in my cabinet with its sister camper kombi.

Last but not least I hope most of you where successful in getting hold of Filmore the Kombi from the Cars movie, recently



And, confirming my observations - the Germans are a colourless lot - the most popular colours with German car buyers: Silver 44%, Black 26.9%, Blue 16.3%, Red 4.7%, Green 2.1%, White 1.4%, Yellow 1.9%, Other 2.7%

This can be confirmed by looking out my 3rd-floor office window at the car park next door.

Editors note

It is with great regret that this will be my last issue of Zeitschrift. I have some unfinished work around my house and a Beetle in the garage to finish, so I've found myself stretched a little thin. So if you're interested in taking over the magazine please come along to the AGM and let us know. I will still look after club website.

Christmas in July at Mudgee

Saturday 8th July saw an intrepid group from the club make our way to Mudgee for Christmas in July.

The weather was chilly but with bright sunshine, perfect cruising weather for aircooled classics.

Most of the group assembled on the M4 at the Service centre near Eastern Creek on Saturday morning, we then made our way up through the Blue Mountains to Blackheath for a morning tea break.

After filling up on cinnamon toast, coffee & tea it was back on the road again.

Henry and Cindy's beautiful 1964 Beetle decided to exhibit the 1st of a few problems approaching Lithgow, it would suddenly loose power on hills, we pulled over a few times to try to fix the problem, the final time it became very obvious that no fuel was getting to the pump, so at the side of the road we dismantled the fuel system from front to back, luckily Bob Hickman was carrying a full tool kit. Its often said that ignition problems are often found in the fuel system and visa versa.

After getting the bug running sweetly again we made our way to Rylstone for lunch at the pub, after lunch we then drove straight to the Farmers Daughter winery at Mudgee where we met up with Fabion and Kathy who drove over from their home at Orange in their New Beetle. We then visited Steins winery and looked at their impressive motorcycle museum. Then it was of to the Mudgee Motor Inn to get cleaned up for dinner. We had a lovely Christmas dinner and everyone was so tired we all crashed about 9.30 pm.

After an early breakfast we travelled out to Gulgong to visit the excellent museum, then we went to the honey factory after which we all said our goodbyes.

Attending were, Cindy and Henry, Debbie and Russel, Kate and Frank with their next door neighbours, Mary and Joe, Fabian and Kathy, Heather and Bob, Heather and Chris and myself along with my wife Eileen and son David.

Thanks to Heather and Chris for organising the weekend.

Steve



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