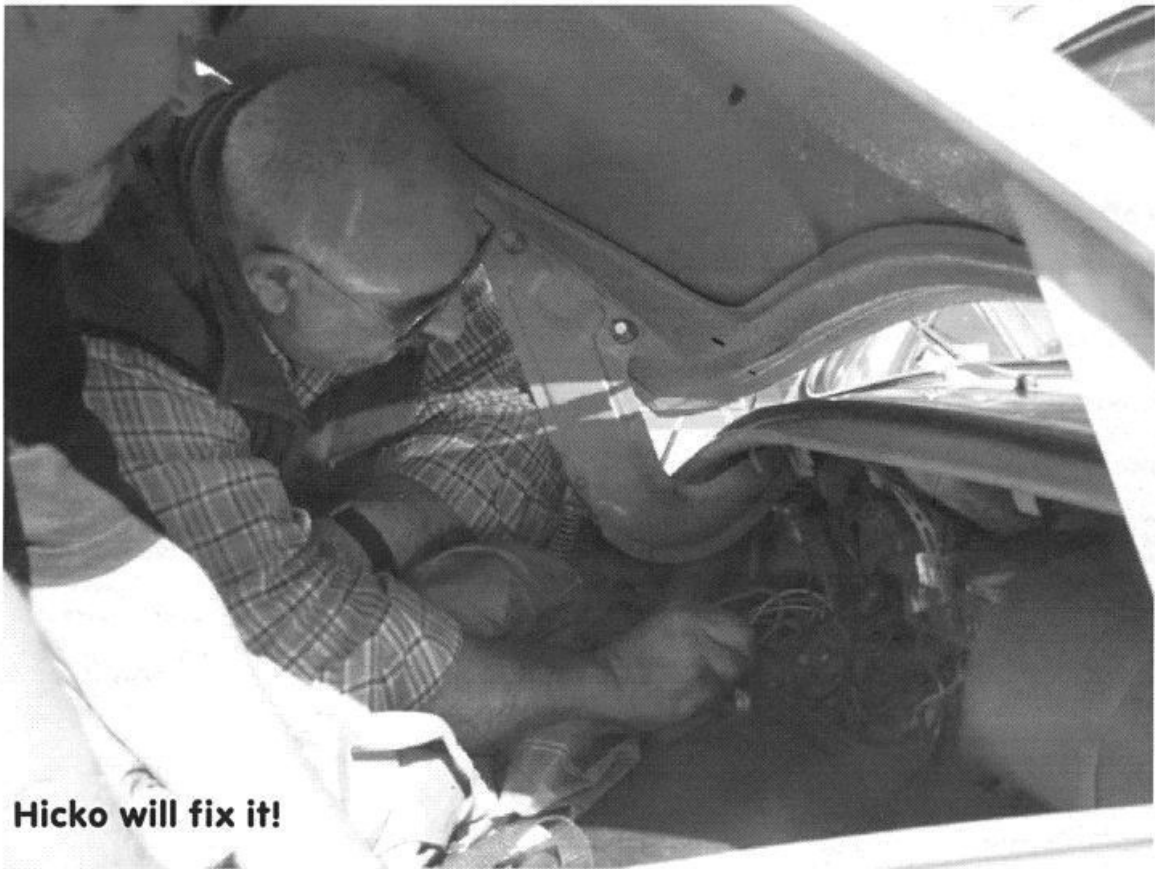


Zeitschrift

August 2006



Hicko will fix it!

IN THIS ISSUE:

Christmas in Mudgee Photos

The New VW Passat

The Toy Department

Höx Fibber returns!

Clean Energy Partnership

Ask Herr Doktor

News From Germany

The New Kombi Beach

Nulon and LRP

Auto Safety Made Easy

And much more...



PUBLISHED BY CLUB VEEDUB SYDNEY
www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



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Committee Members:

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Dimitris Tsifakis	0421 725 805

Please have respect for the committee members and their families and only phone at reasonable hours.

We wish to thank our continuous VW Nationals sponsors:

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Kleingedruckte

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.

Zeitschrift is produced monthly by Club VeeDub Sydney. 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 and its contributors to Zeitschrift cannot be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.

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



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.

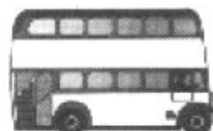
Public entry \$10 incl. GST, kids free (12 years & under)

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 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





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
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2006

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- CAMPING AT THE TRACK
- HEAPS TO SEE & DO
- GREAT WEEKEND AWAY

DRIVERS AND TEAMS MUST PRE-ENTER BEFORE SEPTEMBER 1ST 2006






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ATTEMPT TO
BREAK THE VW
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VW Magazine Australia

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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

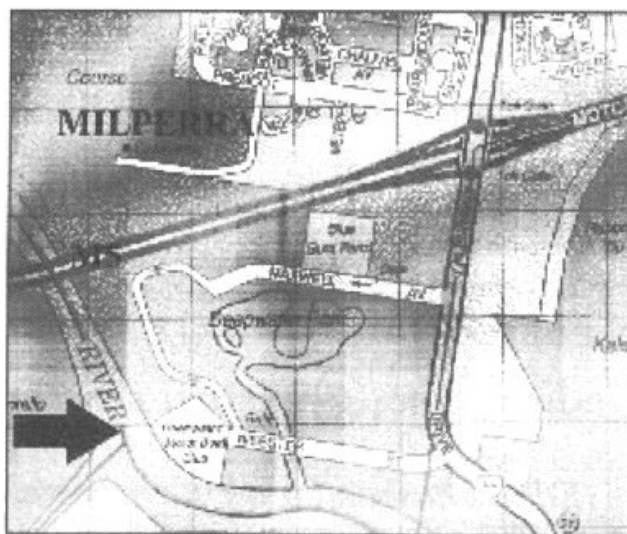
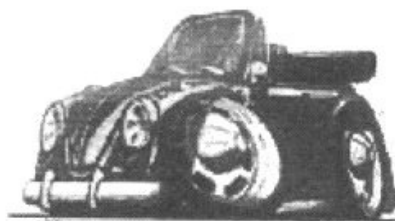
Further info and pre-entry forms
will be posted on:
www.flatfour.org
and
<http://forums.aussieveedubbers.com>



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:
edithussher@westnet.com.au

(Edith's husband is a club member)

Der Bericht Präsidenten

At last months meeting we held our annual election of Committee personnel. There's a few minor changes, so if you need to contact someone, refer to the new listing. Thanks to all who voted and participated at the meeting. This will be my last year as President so as to give someone else a go and steering the Club. I will still be doing the other bits and pieces, so don't panic!

Last weekend the bi Annual VW Spectacular was run once again for the 16th time. This is a fantastic venue that allows around 200 to 300 people to stay on site and enjoy a great weekend. We had our usual rowdy bunch of club members attend, and hopefully there will be a full report next month's magazine.

This year's Boris Picnic day will be on Sunday 3rd December. This is much later than normal, so if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

Précis of Committee and General meetings:- VW Spectacular Valla Park, CMC Display Day Eastern Creek, Young & Temora Trip, Canberra VW Weekend, Warwick Drag Weekend, Boris Picnic day, Flat Four VW Shootout Day.

Keep on Kruzin!

David Birchall



Canberra Kapitelreport

Klub Kalender

August:

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

Saturday 19th & Sunday 20th:- Herbie Parade 2006 at Lismore. Contact Craig on (02) 6626 2007 for more information.

Sunday 20th:- Club Tomago Show and Shine at Tomago Bowling Club. For all classic and collectable cars. Phone 043 8608246 for more info.

Saturday 26th & Sunday 27th:- Shannons Eastern Creek Classic. See page 3.

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 (next to Potts Park).

Saturday 16th & Sunday 17th:- Weekend to Young and Temora. See page 4.

Sunday 17th:- Orange Blossom Classic Car Display at Bull & Bush Hotel, Windsor Rd Baulkham Hills, from 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, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 30th & Sunday 1st:- Warwick VW Drag Weekend in QLD. See page 6.

Saturday 30th:- Kombi World Record Attempt and Swap Meet at Old Bar, NSW. Phone (02) 6553 7478 for more info.

October:

Sunday 1st:- Oktoberfest at the Hubertus Country Club, off Adams Rd. Luddenham.

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

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

Saturday 14th & Sunday 15th:- Canberra VW Weekend. See page 5.

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

November:

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

Sunday 5th:- Flat Four VW Shootout 2006 at the Michael Wendon Centre, Miller. See page 6 for more information.

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

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

December:

Sunday 3rd:- Boris' Picnic Day & Swapmeet

at Deepwater Motorboat Club, Milperra. See page 7 for more information.

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

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

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

Marktplatz

info@clubvw.org.au is the address to email ads. 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.

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.

New Ads:

For Sale:- 1973 VW Beetle Cabriolet, genuine factory Karmann-built convertible. Trophy-winning example, restored to showroom standard. New 1600cc engine and gearbox, new top, two-pack orange paint, new speedo and cable, fuel tank, battery, too many extras to list. EMPI wheels and tyres. Serious buyers please. \$17,500 ONO. Joe Buttigieg, (02) 9863 4536 AH, or 0424 493092.

For Sale:- 1967 Beetle, regrettable sale. Approx 8000 km since total full rebuild including new shell, seals, heater box, etc.

Trade and services directory



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1800cc built by V-Force, nothing to spend, great club and meet car. \$10,800 or all serious offers considered. Chris 0448 824 282.

For Sale:- 1964 VW Beetle, regrettable sale. Stripped to bare metal 2-pack custom respray, one of the straightest ones you will see. All new window rubbers, Charade front seats, custom dash, new 14 x 6" steelies. All the hard work has been done. It needs upholstery, wiring and a motor. I have to depart with this ASAP due to moving. I would appreciate it going to an enthusiast. You can contact me by my email, mark.smith154@tafensw.edu.au or 9941 5444 (BH).

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4737 8499 Mobile 0410 787 607



Andrew Rankin



For Sale:- 1969 White 1500 Beetle, one owner, travelled 117,000 miles. Always garaged. Asking \$4200.00 Phone Flo on 9411 4893 or Ray on 0402 075 230.

For Sale:- 1969 Custom IRS Beetle - Two tone early square window body on manual-conversion chassis. Rebuilt ball joint beam. Front disk brakes; rear type 3 drum brakes. Dual Port 1600 engine: j-tubes/header/hideaway muffler; Scat Santana pulley. Must-see interior by AAB of Katoomba. VWG Steering Wheel. Roof Rack; Sun Visor; Rear Venetians. Louvered pope's nose deck lid. Many more features. Engineer Certified. Rego until March 21 '07. Photos and more info at <http://www.hermes.net.au/cjb/beetle> \$4990. Contact Chris or Annie in Mt Vic on 4787 1213 or 0421 836 370

KLAACK MOTORS



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

2A LACKEY STREET FAIRFIELD 2165

2nd Month Ads:

For Sale:- 1999 Jeep Wrangler Renegade. It has done 58,000km. In good condition, no off-road, 60-year old owner/driver. I'm asking \$17,500 ONO and wish to part trade VW Beetle/Kombi. Contact Joe on (02) 6554 3469.

Wanted:- VW Type 181/182 Thing. Bill Daws. Phone 0419 431 531 or (02) 4647 3781 (AH). Email 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



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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 at borowikm@hotmail.com or phone 0403 474 402. I can email you photos if you are interested.

For Sale:- Book, 'The Essential Karmann Ghia, 1955-74', by Laurence Meredith, published by Bay View Books Ltd, Bideford, Devon UK. A quality paperback with flaps (21 x 26cm) with 80 pages and 120 illustrations, of which 60 are in colour. An excellent book in excellent condition. \$32.50 including postage and handling. Contact Mark at borowikm@hotmail.com or phone 0403 474 402. I can email you photos if you are interested.

For Sale:- 1970 1500cc Volkswagen Beetle, off-white grey colour, mechanically excellent, body will need some tidying. Registered to March 2007. Offered by only the second owner, who has owned since 1978. Complete history available. Asking \$2850 ONO. Contact Tony on 0408 164 327.

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

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

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

For Sale:- 1961½ Beetle in immaculate condition, reupholstered and professionally resprayed in original light grey colour, original 6-volt system. Only change has been the fitting of new radial tyres in place of the original 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


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New location, 19 Hobart Street Riverstone NSW 2765

Wanted

Your ad in this space.
The cost for 11 months is \$110, this does not include the annual VW Nationals program.
Contact Steve on (02) 9153 6782

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Vom Redakteur

Baaaaaaaack! I have been silly enough to volunteer to again edit the magazine for the next financial year at least, so I will take this opportunity to say hi to all our readers.

Steve has done the magazine since September 1996, when he took over from Keith Haeusler and Leigh Harris. I remember he wrote "I am here to prove (I hope) that even a simple motor mechanic with a passion for VWs can produce an informative and entertaining magazine, and most importantly, an opportunity for our members to exchange ideas." You sure did Steve! I hope I can do as well in the issues to come.

Actually I have done this before. I edited Zeitschrift from the very first issue, in Feb 1985, until August 1986 when Rod Young took over from me. Later, Dave Long was the editor in June 1991 when he suddenly left and I started my second major stint. Phil Lord took over from me in Feb 1993. Since Steve has been editor, I've also done a couple of issues a year, usually the one just before the Nationals, which are always fun.

I'm going to keep things as they are, mostly, with just the odd tweak here or there and some streamlining to make things easier. I've already changed and tidied the cover a bit, and reorganised the committee page to make it clearer. I've moved Dave Birchall's monthly disclaimer to the committee page, where it belongs. I've sorted the 4-sales into New and Previous, which I hope you find useful. I've also dragged Höx Fibber and Herr Doktor out of retirement for your reading pleasure.

We've been using Microsoft Publisher for about 8 years, but from next month I'm going to be using Adobe Pagemaker 7.0. Why? Well, I have MS Pub 2000 and Steve has MS Pub 2002, and I can't read his files. Also, Snap Printing wants to get our magazine as a PDF file, which MS Pub can't do. Pagemaker is supposed to be more powerful (once I learn to use it). I will be able to make our flyers, leaflets and forms into PDF files, so if your PC can read PDF files (Acrobat), you will be able to download them from our website and print them. Anyway, I hope to use some new technology to make a better product.

**Trade and services
directory**



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Sydney Australia





Volkswagen



Audi



POSCHE

A couple of rules that I ought to mention before you read on:

All contributions to the magazine are welcome - 4-sales, letters, articles, clippings and so on. You can either post them to us at Bob's address (14 Willoughby Cct Grassmere NSW 2570), or email stuff to us at info@clubvw.org.au

For Sales will be published for two months, and also on the club website as before. For Sale photos are welcome but will only be published on the website, not in the magazine due to space constraints.


The magazine close-off date is the first Thursday of each month. Anything received after this date will be held over and published the following month.

We also welcome your business card here in the Trade and Services directory. \$110 will buy you 11 appearances. Please post your business card and cheque to the secretary if you are interested (does not include VW Nationals issue).


While I won't censor your articles, letters and 4-sales, I do reserve the right to correct all spelling and grammar of material sent for publication. There is nothing worse than apostrophie's in the wrong place's, badd spelin and bad grammer and that. Both my parents were school teachers so I am a bit fussy about it all. I WILL fix it.

Finally, articles appearing in Zeitschrift are only OUR opinions and do not necessarily represent the views of the club. I will print so-called 'controversial' articles so long as they have a factual basis and are not defamatory to anyone. We are all friends here! Enjoy.

Phil Matthews



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New Volkswagen Factory

The Volkswagen AG Board of Management has decided to build a new production plant in the Russian city of Kaluga, south west of Moscow. The new facility will have an annual production capacity of 115,000 vehicles. Dr. Bernd Pischetsrieder, Chairman of the Board of Management of Volkswagen AG, said: "This decision is of major strategic significance for the Group. It ensures we will be able to substantially increase our share of the rapidly-growing Russian automotive market over the coming years." Contracts were signed with the Russian government and the Kaluga Oblast in Moscow on 29 May.

Pischetsrieder said that, taking everything into consideration, the Kaluga location offered the best framework for the investment. In total, Volkswagen had examined some 70 sites between St. Petersburg, the Urals and the Black Sea as potential locations for the new plant. The city of Kaluga is situated at the center of the European part of Russia some 160 kilometers to the south west of Moscow. The city has a population of approximately 330,000. Kaluga is well known for research and industry and is the seat of the regional administration.

In a first step, semi knocked-down Volkswagen and Skoda brand models will be assembled in Kaluga from the second half of 2007 (SKD assembly). The Skoda Octavia will be the first model to leave the assembly line. Initially, some 20,000 units will thus be produced annually. At the same time, full production facilities comprising body shop, paint shop and assembly lines will be installed, with operation scheduled to commence in the first half of 2009.

More Portuguese Volkswagens

The Volkswagen facility at Setubal in Portugal is to produce further product. The Board of Management of Volkswagen AG decided in Wolfsburg on Friday to commence

building a further model, at Autoeuropa during the first half of 2008 in addition to the existing Sharan series and the Eos, which recently went into production. The new model is part of the product initiative already announced by Volkswagen.



Dr. Wolfgang Bernhard, Chairman of the Board of Management of the Volkswagen Passenger Cars brand, said: "The decision to build a new model at Autoeuropa in Portugal is based on the competitive cost level at the Setubal facility as well as the positive framework which was established in cooperation with the Portuguese government and labour representatives."

Volkswagen Autoeuropa is today one of the most advanced automotive plants in Europe, producing 79,896 Volkswagen Sharan, SEAT Alhambra, Ford Galaxy and Volkswagen Eos vehicles at the 2,000,000 square meter facility in 2005. Volkswagen Autoeuropa has a workforce of 2,790 people. Details of the new model will be announced at a later date.

VW Joins Clean Energy Partnership

Wolfsburg/Berlin, July 13, 2006 – Volkswagen AG has joined the Clean Energy Partnership. The world's most versatile hydrogen demonstration project for emission-free mobility with two service stations in Berlin thus welcomes a further partner and now includes 11 companies and 17 hydrogen vehicles.

"For us, joining the CEP is a logical

and important step towards the future. Our commitment further underlines our support for sustainable mobility and, at the same time, provides us with important application-related information from the demonstration project.” said Prof. Dr. Jürgen Lehold, Head of Group Research at Volkswagen AG. Volkswagen is conducting intensive research into hydrogen and fuel cells in the context of its fuel and power train strategy.

Volkswagen brings a VW Touran HyMotion to the CEP passenger car fleet. The vehicle was developed at the Volkswagen Technology Center in Isenbüttel and initially underwent intensive practical testing in the USA. The tests in Berlin represent the vehicle’s premiere in Germany.



“We expressly welcome the decision by Volkswagen AG to join the Clean Energy Partnership. Together with the recent participation of TOTAL, this confirms that CEP is on track for becoming the most significant European project for hydrogen-based mobility. We look forward to cooperating with a total of five automakers and welcome the further expansion of CEP’s competence in the field of hydrogen as the fuel of the future” said Dr. Klaus Bonhoff (DaimlerChrysler), Head of CEP’s Steering Committee.

The Federal Ministry of Transport, Building and Urban Affairs also expressly welcomed the commitment of a further automaker to CEP. CEP is a component of the national sustainability program and is sponsored by the Ministry as one of the leading innovation projects for emission-free mobility. With its versatility, CEP also creates

the optimum basis for the lighthouse projects planned under the “National Hydrogen and Fuel Cell Technology Innovation Program”.

The Clean Energy Partnership

Since November 2004, the opening date for the first CEP hydrogen service station at the Messedamm in Berlin, the CEP demonstration project has been carrying out sophisticated everyday operations without problems. A great deal of progress has been made since then. The experience of customers, technicians and operators will be evaluated in 2007 and presented to the public.

The Clean Energy Partnership (CEP) is an international association of the following companies: Aral/BP, BMW, Berliner Verkehrsbetriebe (BVG), DaimlerChrysler, Ford, GM/Opel, Hydro, Linde, TOTAL, Vattenfall Europe and Volkswagen AG. Its goal is to tap the technological potential of hydrogen as a source of energy, conducting tests with a view to suitability for routine use and system capability. The Clean Energy Partnership initially runs until December 2007.

World Cup Latest

Two English football fans in Cologne, visiting for World Cup 2006, lost their VW Golf hire car after they parked it on Einbahn Strasse before the match against Tobago.

On trying to return to their car, they discovered that every second street in the inner city was called Einbahn Strasse (which means ‘one-way street’ in English).



Volkswagen Still #4

The Hyundai Automotive Group has overtaken Nissan to take sixth place in the world ranking of the largest automotive manufacturers, according to Detroit-based Automotive News.

Hyundai Motor Co. and its subsidiary Kia Motors Corp. registered an 11.6 percent jump in global sales in 2005 to 3,715,096 units, the largest percentage gain of any carmaker in the million-plus sales category, reported Automotive News' most recent survey of global automotive sales and production of cars, recreational vehicles and all types of commercial vehicles.

Hyundai's main gains have been its double digit sales increases in the Chinese, Indian and Russian markets whilst still finding more new customers in the crowded, mature markets of North American, Europe and Australia.

The steady climb up the charts is attributable to the leadership and vision of Chairman Chung Mong-Koo. Since taking the helm of Hyundai and Kia in 1999, he has made quality his mantra, resulting in a dramatic turnaround in brand reputation and thereby fuelling increased sales. He has also spearheaded Hyundai's drive to invest in overseas manufacturing. During his tenure, Hyundai-Kia has passed Fiat, Honda, PSA/Peugeot-Citroen, Nissan and Renault in global sales to move into the number six sales spot.

Ranking Automaker 2005 Global Sales

- 1 General Motors Corp 8,381,805
- 2 Toyota Motor Corp. 8,120,000
- 3 Ford Motor Co. 6,208,700
- 4 **Volkswagen AG 5,242,793**
- 5 DaimlerChrysler AG 4,854,700
- 6 Hyundai Automotive Group 3,715,095
- 7 Nissan Motor Co. 3,597,748
- 8 PSA/Peugeot-Citroen SA 3,390,000
- 9 Honda Motor Co. 3,365,000
- 10 Renault SA 2,533,428

*Source: Automotive News June 5, 2006 Edition

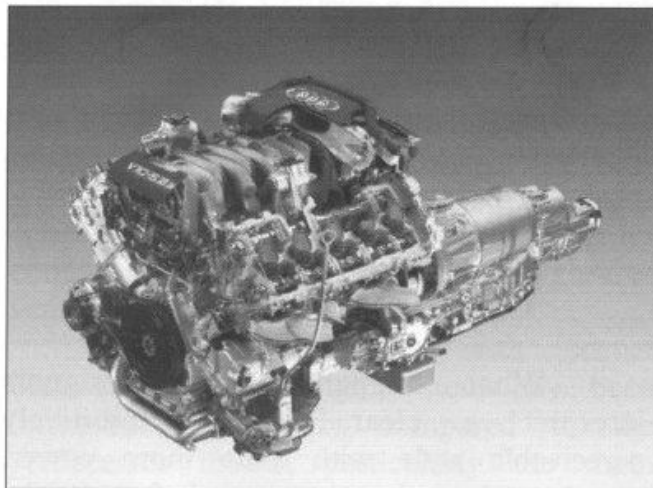
Audi Hungary

Record production at Audi Hungaria in recent weeks has seen up to 42,000 engines come off the production line in Győr, representing an increase of 24 percent for the first quarter, compared with the previous year.

A total of 493,831 engines were built in the 1st quarter at AUDI HUNGARIA MOTOR Kft in Győr (Hungary), a fully-owned subsidiary of AUDI AG.

"This is a great success for Audi Hungaria and for AUDI AG. The positive trend is due to the optimum, customer-oriented model mix as well as continuously-optimised processes", declared Jochem Heizmann, Member of the Board for Production at AUDI AG and Chairman of the Supervisory Board of AUDI HUNGARIA MOTOR Kft.

"Productivity rose by 18 per cent in 2005. The continual increase in production volumes will secure jobs for a substantial workforce over the long term", said Heizmann.



Audi Hungaria has had a very successful start to 2006. Engine production has been running at full speed for some weeks. A sizeable proportion of these powerplants are four-cylinder pump injector engines (46 per cent), four-cylinder petrol engines with turbocharger and FSI technology (14 per cent) and six-cylinder diesel engines with common rail technology (8 per cent). A wide range of petrol engines are built, from the 1.6 litre (75 kW/102 bhp) to the 4.2 litre (309 kW/420 bhp) unit.

In future, Audi's impressive V10 engine, with a displacement of 5.2 litres and an output of 320 kW/435 bhp for the Audi S6 and 331 kW/450 bhp for the S8, will round off the engine range.

The diesel engines are built with a displacement of 1.9 litres (66 kW/90 bhp) through to 4.2 litres (240 kW/326 bhp).

More than 350 engine variants of the 22 engine families are supplied worldwide for models of the Audi, Volkswagen, SEAT and Skoda brands.

In addition, 3,107 Audi TT Coupés and TT Roadsters were built in the 1st quarter. Preparations for the production start of the successor model are now in full swing.

AUDI HUNGARIA MOTOR Kft., a fully-owned subsidiary of AUDI AG based in Győr, has been one of the major engine suppliers to the Audi and Volkswagen Group for the past thirteen years.

Furthermore, the Audi TT Coupé and TT Roadster sports cars are assembled in Győr.

For years, Audi Hungaria has been Hungary's biggest exporter and one of the highest-earning enterprises in the country.

In 2005 1,693,609 engines were built (14 per cent more than in 2004).

Additionally, 12,307 Audi TT Coupé and TT Roadster sports cars came off the assembly line.

The New Passat

What happens when designers interpret a clear, logical, intuitively perceivable style with even more power, muscle and passion than ever before can be seen in the new Passat: design united with innovative technologies catapult the Passat into a sportier, more sophisticated, class-transcending dimension in the greatest evolutionary step since the series was first created.

The sixth Passat is therefore characterized by its powerful, avant-garde design. The new VW front section with its chrome medallion-shaped radiator grille and its challenging, starring, headlights, the athletic silhouette and powerful rear section design

represent the biggest design leap that has occurred since the product line was created. The outward design of the Passat demonstrates what applies also to its interior: everything is new and everything is different. Let's take the dimensions as an example: the new Passat is 4.77 metres long (+ 62mm), 1.82 metres wide (+ 74 mm) and 1.47 metres high (+ 10 mm). Its wheelbase measures 2.71 metres. A clear indication of excellent quality: its static torsion stability is 57 per cent higher than that of its pretty good predecessor and represents the new top performance in this class. The boot volume has also grown considerably: 565 litres maximum, 90 litres more than its predecessor.



A glance into the interior of the new Passat shows a clear, fresh and sophisticated design of a striking simplicity, top-quality materials, and a people-oriented technology not aimed at breaking the theoretical bounds of the technically feasible. The target was to implement perfect ergonomics and ease of operation. Clearly structured functional elements and stylistic simplicity dominate here.

The total effect produces a space which enthralls as much as it protects. A space, which although new at first sight, becomes familiar in a moment with timeless appeal.

With its expanded length, width and height, this model now offers both more cargo space and more room for passengers. The storage volume up to the cargo area cover/bottom edge of the window is 603 litres (+108 litres). Using this cargo space giant to capacity means 1,731 litres including the spare wheel well (+131 litres). The fuel tank capacity has also been increased from 62 to 70 litres. In

addition to all this, the Passat Wagon can take quite a bit of payload: up to 638 kilos, i.e. 43 kg more than its predecessor.

To make loading and unloading as easy as possible, the tailgate lifts up to 2.06 metres while the lower edge of the cargo area is only 0.62 metres low. The tall-cargo channel is 0.72 metres. The interior cabin offers headroom of 0.83 metres up to the roof lining, and the width between the wheel cases is 1.0 metre. The area of greatest width in the cargo area is 1.3 metres. Minimum length: 1.13 metres. When the rear bench is folded down flat (standard division of bench 1/3 to 2/3), the size of the cargo area is an amazing 1.96 metres.



Sensibly complementing highly effective passive safety elements with increasingly intelligent active safety components such as ESP result in Volkswagen presenting the new Passat as one of the world's safest cars. The basis of optimum passive safety has been and will be the highest possible bodywork rigidity. And here again, the new Passat sets new standards in its class. On top of this, it is the car's restraint systems which improve safety at the most perceptible levels. As a standard, the new Passat is equipped with dual-face front airbags, active crash head restraints in front as well as side airbags (front and rear) and head airbags (front and rear). It goes without saying that the Passat as a well-established vehicle driven on all five continents meets all the applicable crash standards world-wide.

Running gear: the new four-arm rear axle, acoustically isolated from the bodywork by an auxiliary frame, and the McPherson

front axle, newly designed around aluminium components (weight reduction of 13.3 kg) ensure agility, comfort and safety at the highest level. The running gear technology is rounded off by the ESP Brakes with wipers as standard, all Passat models are equipped with a 16-inch brake system with integrated disc wiper. The linings are gently applied at certain intervals. This wipes off any water film that may have built up due to wet roads and therefore shortens the braking distance.

Electromechanical parking brake: the Passat is the first in its class to have a push button-operated electromechanical parking brake as standard. Its electronic control system and networking with other control units allowed the integration of a dynamic emergency braking function, a starting assistant (e.g. for going uphill) and an auto-hold function (stopping at traffic lights without constant brake pedal operation).

Starting and locking system: the starting and locking system with radio remote control has been completely redeveloped. There is no longer an ignition key in the conventional sense. Most of the transmitter components for unlocking and locking the central locking system have been moved into a retainer to the right of the steering wheel. The engine can now be started by pressing the transmitter.

Draft-free Climatronic air-conditioning: the dual-zone automatic air conditioning system provides draught-free ventilation at the touch of a button.

Bi-xenon headlights with corner illumination: all headlight systems have been improved significantly compared to the predecessor model, particularly the main beam. The controllable bi-xenon headlights of the new Passat also provide better long-distance visibility. The integrated dynamic corner illumination lamp follows the course of the road with a maximum swivelling angle of 15 degrees and thus ensures optimum visibility at all times. The perfect complement of this system is an additional static turn assist lamp which has major advantages due to its side alignment of about 35 degrees in relation to the vehicle axis, particularly when you turn at crossings and junctions.

Tyre pressure monitoring system: sensors notify the driver of a possible tire pressure loss by means of a visual indicator.



2.0 FSI Turbo with 147 kW: the most powerful four-cylinder engine Volkswagen uses here is the 2.0 FSI with turbocharger and boost inter-cooling already known from the Golf GTI and Jetta. The powerful direct injection engine which produces 147 kW / 200 PS between 5,100-6,600 rpm, speeds the Passat up from 0 to 100 km/h in a mere 7.8 seconds and makes the vehicle reach a top speed of 230 km/h. The average consumption of the 2.0 T-FSI, 8.7 litres shows how efficiently the combination of FSI and turbocharger works.

At 10.5:1, the 2.0 T-FSI features a high compression ratio and its powerful torque (280 Nm metres between 1,800 and 4,700 rpm) makes it a superior drive unit. To be more precise, the Passat engine uses the advantages of homogeneous direct injection and combines it with the superior power of turbo-charging, driven through a six speed tiptronic automatic transmission. The result is an extraordinary torque curve, excellent response, pure joy of driving and not even a hint of a turbo lag.

3.2 V6 FSI with 184 kW: a newly developed 3,168 cc V6 FSI engine in the Passat first shown at the Frankfurt Motorshow in 2005. At 6,250 rpm its output is 184 kW / 250 PS and it reaches a maximum torque of 330 Nm metres (from 2,750 and up to 3,750 rpm).

The technical basis is the six-cylinder engine with suction pipe injection. The new engine's features include direct petrol injection (FSI), and its advantages are more

power, less petrol consumption and less exhaust gas. Thanks to its comprehensive redesign, the V6 FSI features optimized stability properties, reduced strain on components and lower weight. The acclaimed DSG transmission and 4MOTION all-wheel drive are standard on the new Passat 3.2 V6.

2.0 TDI with 103 kW: 206 km/h is the top speed of the 103 kW /140 PS (at 4,000 rpm) Passat 2.0 TDI. At only 1,750 rpm, the engine reaches its maximum torque of 320 Nm metres and speeds the car up from 0 to 100 km/h in just 9.8 seconds and to a top speed of 206 km/h. Average diesel consumption: 6.6 litres.

The New Passat 4MOTION

4MOTION, the all-wheel drive system from Volkswagen, offers enhanced active safety and driving pleasure. The top model of the Passat range, the 184 kW 3.2 V6 FSI, has the most effective form of power distribution as standard for both the sedan and wagon.

4MOTION took over from Syncro. Permanent 4MOTION all-wheel drive also enhances the handling of the Golf, Multivan and Touareg. Volkswagen has been building Passats with all-wheel drive alongside front-wheel drive for over two decades; the first model, the Passat estate GT syncro, was launched in 1984. To date over 256,000 Passat drivers worldwide have opted for all-wheel drive.

The Passat comes equipped for the first time with a 4MOTION system featuring Haldex coupling. The coupling, which is fitted directly in the rear axle, is considerably more compact and the system works quickly, sensitively and quietly.

The central element of the 4MOTION system is a multi-plate wet coupling (in an oil bath). It is called the Haldex coupling as it was developed together with Swedish systems partner Haldex who have worked with Volkswagen for many years. The Haldex coupling has the major advantage of being electronically controlled and having a very fast response. This allows it to work very



effectively in conjunction with the Anti-lock Braking System (ABS), the traction control system (ASR) and the Electronic Stabilisation Program (ESP) – all these assistance systems are fitted as standard in the Passat.

As soon as differences in the speeds of rotation between the front and rear axles occur two annular piston pumps are electronic stabilisation program (ESP) – all these assistance systems are activated which build up pressure in the multi-plate coupling (Haldex system) thus "coupling" the two axles to each other. The transmitted torque can be varied by adjusting the pressure on the coupling plates, thus controlling the flow of power between the front and rear axles. The coupling provides an infinitely variable torque transfer between the front and rear axles. In extreme cases up to 100 percent of the available torque can be transmitted to the rear axle. In the normal case with the vehicle travelling in a straight line at a constant speed with no differences in the wheels' grip, 90 percent of the available torque is transmitted to the front axle and ten percent to the rear axle. The Haldex coupling is driven by the propshaft.

New Kombi Beach

The very word 'Kombi' represents freedom, style, travel adventures and old-fashioned fun with family and friends. The new Kombi Beach captures that same spirit in a way that hardly any other vehicle can. Kombi Beach is a true getaway vehicle that helps you escape from the routine and rigours of everyday life. It gives you genuine versatility with its capability to move people around through the week and then come into

its own on a weekend for a couple of days of rest and relaxation with comfortable sleeping areas and innovative German functionality. It doesn't take you long to realise the potential of Kombi Beach. If you're into sports, this is one flexible lifestyle machine. Think cycling, surfing, golf, sailing, skiing, kite-surfing, kayaking, rock climbing - you name it. With its adjustable seats, extremely flexible interior and clever array of stowage spaces (pockets, nets and hideaway compartments abound!), there is ample storage for all manner of sporting equipment.



The Kombi Beach has a distinctive two-tone design that reflects its famous past and the glory days of the 60s. It is available in Off-Road Grey combined with a stripe of Sundown-Orange, Lime or Stone-Blue. Kombi Beach is 4.89 metres long, 1.9 metres wide and 1.96 metres high. The maximum load volume (without seats in the passenger compartment) is 5,800 litres.

The utilitarian interior deliberately sets the tone for Kombi Beach, achieving comfort, safety, flexibility and function without fuss. A clever modular system is central to the storage solution, with stowage box, soft bags, table and chairs safely tucked away. It's only when you start packing the vehicle that you realise just how much space is provided and discover the tremendous versatility of the Kombi Beach.

Perfect for carrying equipment - inside or out. You won't have trouble getting your board, sails, bikes or other odd shaped sports gear in and out through the huge tailgate. If you're moving people, they enter the rear compartment through the generous metre-wide entry point revealed by the large sliding

door on the left side of the vehicle.

Carrying something bigger? Too easy. There are eight mounting points for roof load carrying systems. The optional roof carrier can be loaded with up to 100 kg.

Take a quick glance inside the Kombi Beach and you immediately understand the theme of keeping it simple with lifestyle in mind. That doesn't mean we've cut corners though. Every feature has a purpose and all appointments are finely crafted. Comfort and safety are absolutely paramount. We've gone to great lengths to make sure we've optimised the flexibility and durability of interior equipment to give you total confidence in taking your VW away with you. This is a vehicle you can rely on, year after year.



Rail system: The structural element that makes Kombi Beach so flexible is the unique rail system in the floor that gives you the ability to configure the interior seats in any combination you want.

Moulded rails above and below the rear side windows support two handy fabric bags for stowage. Both bags can be easily detached and feature strong carry straps. The rails also act as a harness for a roof net, which doubles as back-up storage for things like blankets, sleeping bags and spare clothes.

Two-seater folding bench and cosy sleeping: The predominant feature inside the Kombi Beach is the adjustable and removable two-seater folding seat bench, which forms either a huge interior sleeping area or a spare seat bench. When you fold down and combine the bench seat with the upholstered stowage box and bed extension at the rear, you end up with a cosy sleeping area 2.3

metres long and 1.7 metres wide.

The optional "Good Night Package" for the Kombi Beach includes curtains and elastic covers for additional security and privacy. For those who like to read at night there are two flexible lights in the headlining on either side of the rear sleeping area.

Folding table: Kombi Beach features clever inclusions that add comfort and convenience - like the innovative folding table you'll find within the sliding door and the standard folding chairs. It's easy to set up next morning so you can enjoy your breakfast in the great outdoors. Or lunch. Or dinner!

Swivelling seats and other equipment: Kombi Beach is a very social vehicle... swivel the front seats through 180 degrees and you've got a lounge/dining room interior for inclement weather.

Back on the open road, the ergonomic seats with armrests are designed for enjoyable touring. For additional driver comfort, the leather steering wheel is height and reach adjustable and there is a conveniently placed joystick gear lever, a clear instrument panel and a well conceived storage compartment system featuring plenty of storage space and cup holders.

Air conditioning, heating and second battery: After a hot day at the beach, the Beach helps you cool down thanks to the integrated air conditioning and ventilation system with 4-speed fresh air fan and recirculation air flap. For allergy sufferers, a dust and pollen filter (standard in every model) keeps the air clean.

If you decide to head to the mountains instead of the coast, the Kombi Beach's dual heating system (one heater up front and one in the back) will keep the entire interior at a comfortable temperature.

And on the subject of comfort - with the twin battery setup, you can even equip your Kombi Beach with an additional individual sound system for passengers in the rear of the vehicle.

The Kombi Beach gets top marks when it comes to safety. Anti-Lock Braking System (ABS), Electronic Brake-pressure Distribution (EBD).

Seat belts are front height adjustable

with pre-tensioners and belt force limiters. All passengers have 3 point seat belts. Driver and front passenger airbags are standard. Front side and curtain airbags can also be ordered.

For additional grip, the Kombi Beach is equipped with TCS (Traction Control System) and Anti-Slip Regulation (ASR). As an optional extra the Kombi Beach can be equipped with an Electronic Stabilisation Programme (ESP) plus brake assist system.

If you like to drive on the beach, the option of Volkswagen's 4MOTION (all wheel drive) is also available.

Remote central locking is standard on all models. It is possible to programme your Kombi Beach so that it locks automatically once the vehicle is in motion. The Kombi Beach also has an alarm system with interior monitoring, tilt sensors and back-up horn in addition to an electronic engine immobiliser.

Volkswagen TDI engines give you higher output, variability and economy. The 2.5 TDI with unit injector or "pumpe düse" technology is mated to all driveline variants. This powerplant is the "little brother" of the already famous 2.5 TDI 128kW as used in the T5 Transporter and Multivan range.

The Kombi Beach develops 96kW of power at 3500rpm and 340Nm of torque at 2000rpm - 2,300rpm. The vehicle meets the EU3 emission standard whilst maintaining a fuel consumption of 8.5 litres for the 2.5 TDI Manual, 9.3 litres for the 2.5 TDI Automatic and 9.4 litres for the 2.5 TDI 4MOTION (according to ADR 81/01).

The driveline variations are; 2.5 TDI Manual (6-speed), 2.5 TDI Automatic (6-speed automatic with Tiptronic) and the 2.5 TDI 4MOTION (6-speed manual, all wheel drive). These transmission combinations give the Kombi Beach a top speed of 168km/h, 164km/h and 165km/h respectively.

The manual transmission features 6 forward gears and can transmit a maximum of 500Nm of torque. The compact design of this transmission is suitable for transverse design thanks to the 4 shaft design. The automatic transmission has 6 forward gears and can transmit a maximum of 400Nm of torque and is also available in a Tiptronic specification.

The Volkswagen Kombi Beach, priced

from \$54,990 for the TDI manual, \$57,990 for the TDI automatic.

Little Touareg To Be Called 'Tiguan'

Wolfsburg, 21 July 2006 - Volkswagen will call its new compact SUV the 'Tiguan'. Not only the vehicle, but also the decision on the name is a brave journey into new terrain. The name was chosen by the readers of the AutoBild group. More than 350,000 votes were made from ten countries. The clear winner was Tiguan. The Touareg's little brother is to be produced in Wolfsburg and will be launched in 2008.

Dr Wolfgang Bernhard, the chairman of the board of management for the Volkswagen brand said, "This unique event is demonstrative of how Volkswagen is opening up: we made a clear appeal to the market - potential buyers could help choose the name Tiguan. The positive reaction shows that this is the right approach."

The name Tiguan was developed by Volkswagen Marketing along with four other alternatives Nanuk, Namib, Rockton and Samun. The readers of the AutoBild group selected their favourite from these five potential names. The response was astonishing: more than 350,000 readers voted. A clear majority voted for Tiguan.

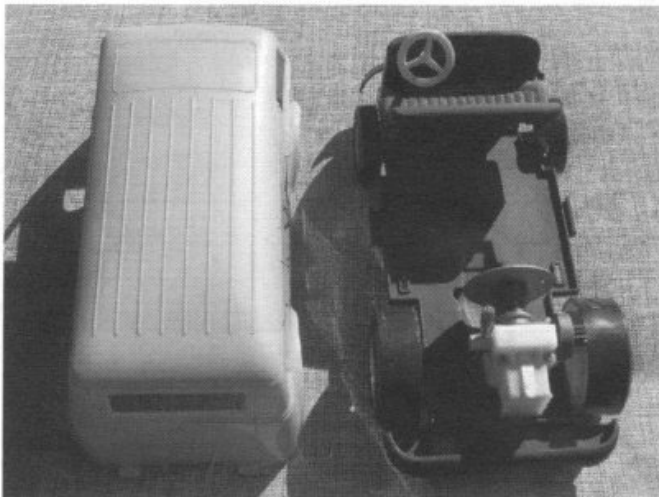
The Tiguan represents the transfer of the globally successful Touareg philosophy to the class of the compact SUV (Sport Utility Vehicle), a segment which has grown considerably in the last few years. Travel, adventure and excitement are associated with the exotic sounding name. That suits the bill perfectly: thanks to its concept based on driving dynamics and high comfort levels, the Tiguan is suited to urban environments as well as rough terrain far from normal roads and thus provides the driver with absolute freedom. A first glimpse of the new Volkswagen SUV was provided by the off-road design study Concept A at the beginning of 2006.

The Toy Department

Hello all! The Toy Department was recently contacted by club member Haydn Muller, who has sent in these images of some unusual kombi models.



As you can see these are of the plastic variety, and they look very basic. One you will notice is also motorised by a pull cord and fuel action mechanism.



The inscription underneath reads "Hawk Model Co made in USA 1972"

These models go back some 30 years and further. The smaller version we are told at



one time was selling at K Mart for \$2.00.

This next image shows some including a pick up version recently selling on the internet for \$40US each! Obviously a good purchase at the time Haydn, I think your investment has paid off here considerably.

This month I thought we would also feature some Karmann Ghias from various sources and brands.

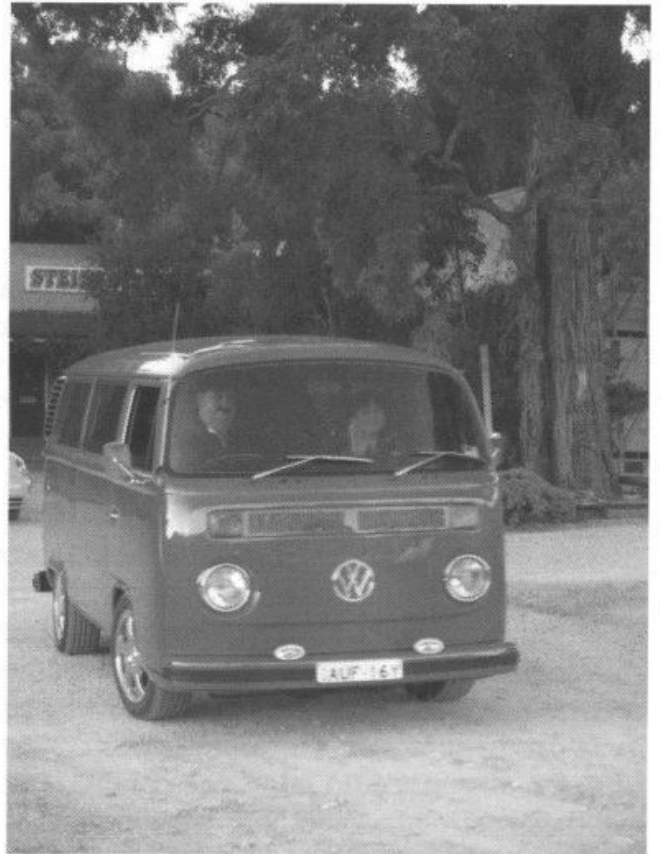
Any way that's all for now. If anyone also wishes to share part of their collection with us here at the Toy Department you can get me on kbezzina@bigpond.com

Cheers

Tony Bezzina



Christmas in July - Mudgee Photos



What fuel is safe to use in my VW now that Lead Replacement Petrol is no longer available?

From January 1st 2005, Australian oil companies ceased supplying Lead Replacement Petrol (LRP), potentially panicking thousands of pre-1986 car owners who have relied on lead replacement fuel (LRP) for their leaded petrol vehicles.

"No-one need panic," claims Chris Pascoe, an expert in fuel substitutes and additives. "There's a simple and effective solution which can protect your engine even better than LRP. The reason we had lead in petrol in the old days was that it was a cheap way for manufacturers to protect their engines and for oil refiners to boost the octane rating of their petrol to meet the requirements of higher performance engines. Lead oxide deposited on valve seats and formed a layer which cushioned the valves and seats against damage.

"But you don't need lead to do this. Quality lead substitute additives can do the same job," explains Chris Pascoe who is Technical Director of Nulon. Nulon is an Australian company which produces a range of fuel additives including Lead Substitute, which makes unleaded petrol (ULP) safe for use in all vehicles that were designed to operate on leaded petrol (pre 1986) and avoids the need for costly cylinder head modifications. Chris also happens to be an air-cooled VW enthusiast and has recently finished a complete body-off restoration of a 1974 Beetle Karman Cabriolet. His wife uses a 1972 Superbug as her daily driver.

"The important thing for pre-86 car owners to watch out for is that whatever fuel additive they choose to use in their car must meet the stringent and demanding requirements of Australian Standard AS4430.1-1996, for engines designed for leaded petrol to operate safely on unleaded petrol. This Standard was developed to protect the consumer, so use it as a guide.

"Nulon Lead Substitute is made from a blend of oils and minerals including

potassium which provides the cushioning and lubrication that valves need. It's cheap and all you do is add one ml for every litre of unleaded fuel when you fill up."

And which is the best petrol to use?

Chris Pascoe explains it simply: "Most pre 1986 car engines were designed to run on 97 octane petrol, whilst standard unleaded is only 91 octane. By purchasing PULP 96 - 98 octane petrol and adding Nulon's Lead Substitute, consumers will get better performance, no more pinging and all the valve seat protection their leaded engine requires. As air-cooled VWs run a low compression engine, many will operate happily on 91 octane ULP, without the need to retard the ignition timing. The best thing to do is experiment with both types of petrol. If your engine operates happily on ULP, you would be wasting your money using PULP".

The petrol and lead story

On 1 January 2002, leaded Super petrol became no longer available in Australia, which meant that vehicles produced prior to 1 January 1986 (all of which were designed to run on leaded petrol) had to use either "unleaded petrol" (ULP), or "lead replacement petrol" (LRP).

LRP was simply Premium Unleaded Petrol (PULP) to which the refineries included an additive to provide Valve Seat Recession (VSR) protection. Lead (or more accurately, tetraethyl lead) performed two functions in petrol.

Firstly, it boosted the octane level of the petrol. This reduced the petrol's tendency to pre-ignition. This meant that refineries could reduce the cost by producing relatively low octane petrol and by simply adding lead the octane was increased to a satisfactory level to meet the requirements of evolving high compression engines.

Secondly, as the fuel was burned, lead oxide was deposited on the valve seats, which provided a cushion to protect the valve seats. Many pre-1986 engines were high compression and had cast iron cylinder heads. The valve seats were simply cut into the soft cast iron. Without the protection provided by

the lead oxide deposits on the valve seats, the valves (through continually pounding shut) would eventually recede into the soft cast iron seat. The result was that soon the valves could not close properly and the exhaust valves would ultimately burn out. All engines produced for the Australian market since 1st January 1986 have been fitted with hardened valve seats to avoid VSR. All of these engines, of course, run exclusively on ULP.

Which cars must use a lead substitute?

Any engine that has a cast iron cylinder head and is not fitted with hardened valve seats.

But what about my air cooled VW?

An engine is at greatest risk of VSR when it is heavily loaded, or at sustained highway speeds. This is due to greater heat being produced in the combustion chamber under such conditions. True, air cooled VW engines are fitted with aluminium cylinder heads, which in turn are fitted with hardened valve seats. The problem is that both ULP and PULP burn at higher temperatures than leaded petrol did. This places VW valve seats at considerable risk. Also there is no information available that confirms exactly how hard the valve seats are. The fact that VW engines are air cooled also puts them at greater risk as they cannot dissipate heat from around the exhaust port area as well as a water cooled engine can. Many pre-1986 European and Japanese engines which were fitted with aluminium cylinder heads and hardened valve seats, also will not operate safely on ULP, or PULP for the same reason, valve seats are not hard enough.

If you wish to run an engine on ULP or PULP and are unsure of the safety of doing so, always check with the vehicle manufacturer, otherwise severe damage could occur. If in doubt, use PULP plus Nulon LS to avoid any risk. LRP was only ever an interim measure and was always slated for phasing out.

What about in-line fuel catalysis?

Chris says, "I have investigated the theory behind the many such devices on the

market and have not seen any industry standard test results supporting their claims. They are very expensive and without supportive evidence of their performance, I personally would not be relying on such a device to protect any of my vehicles".

Nulon Lead Substitute

LS uses the latest and safest technology to provide unsurpassed valve and valve seat protection. Nulon LS can also be used in unleaded vehicles where additional upper cylinder



lubrication is required. LS is safe to use in all brands of ULP and PULP for an indefinite period of time. Nulon Lead Substitute has been tested to, and passed, the stringent and demanding requirements of Australian Standard AS4430.1-1996 "Engines designed for leaded petrol to operate on unleaded petrol". Nulon LS also provides upper cylinder lubrication. Nulon LS has proven to be safe to catalytic converters and all engine and fuel system components.

There are numerous products on the market that claim to provide protection that will allow engines designed to run on leaded petrol, to run on unleaded petrol. The above Australian Standard is to protect consumers. So, beware of any similar product that has not been tested to, and passed the requirements of the standard.

Nulon LS allows people to go to a normal petrol station, fill up with unleaded petrol, add the product and drive away normally. Nulon LS is not expensive, has been tested and proven to protect valves and valve seats. It puts the consumer in control of what goes into the fuel system of their beloved old car and reduces exhaust valve burning, valve seat recession, helps to clean upper cylinder deposits and will not harm catalytic converters or oxygen sensors if the treated fuel is used in post-1986 engines.

Auto Safety Made Easy

Automobiles are a mixed blessing. On the one hand, they provide us with benefits that were undreamed-of in the "horse-and-buggy" days. For example, any time we get hungry, we can simply hop into the car, pull up to the drive-through window of a fast-food restaurant, purchase a tasty hot meal, spill our coffee on our thighs and sue a major corporation for millions of dollars.

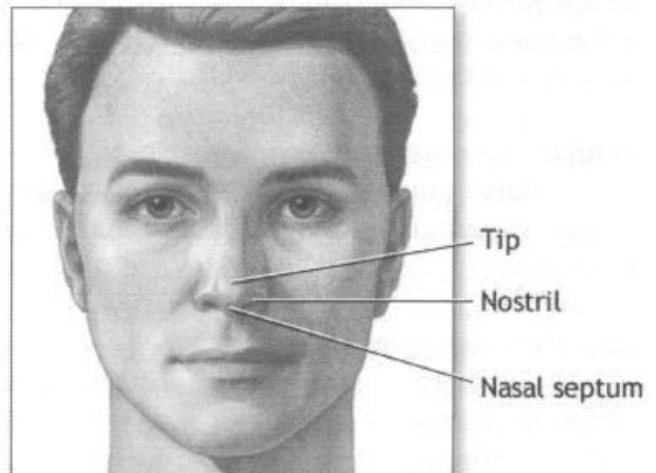
On the other (or "left") hand, automobiles can be very dangerous. The modern car is a complex and powerful machine; if we do not treat it with proper respect, it could put a radio antenna way up our nose. This actually happened to a man in Gresham, Ore., according to a news item from The Portland Oregonian that was sent to me by many alert readers. The article states that the man, who wound up in the hospital, doesn't know exactly how it happened; he was talking with some friends, then turned to leave, and "the next thing he knew the antenna on his 1984 Fiero was up his nose." The article states that the antenna "pierced his nasal membrane, his sinus membrane and entered his brain cavity, where it destroyed his pituitary gland."

The question is: What are we, as a nation, going to do about this problem?

The practical solution, of course, is for the government to order a mandatory recall of all cars ever made, so that they can be refitted with antennas made from a safer, softer, less-penetrating material, such as cheese. Until this can be done, the public should be made aware of the danger via public-service TV spots featuring graphic filmed demonstrations showing exactly what can happen when automobile antennas are rammed way up the noses of actual Tobacco Institute scientists.

Also, everybody should wear nose plugs. I think this is a good idea anyway, because let's face it, nostrils are disgusting. I mean, think about it: Right in the middle of your face, plainly visible to everybody, are these holes, leading directly into one of the grossest areas of your entire body, with ugly little hairs and God knows what else festering in there and poking out at the least opportune times, so that you'll be giving a crucial

business presentation, thinking that you're really impressing some prospective clients, when in fact the reason they're all watching you so intently is that they have a betting pool going on how long it will take you to realize that you're sporting a booger the size of a cocktail olive.



In the words of the late Winston Churchill: "We will know that we have evolved into a truly civilized society when we start wearing little underpants on our noses."

Speaking of underpants, another automotive safety issue is raised by a report from the Fort Myers, Fla., News-Press, written by Denes Husty and sent in by alert reader Elaine Belling. This report states that police, responding to an early-morning burglar alarm, saw a man running away from a lingerie store. The man jumped into his car and drove off, but according to a police spokesperson, his car was so full of assorted women's underwear that "apparently some of it got wrapped around his head or the steering wheel, causing him to lose control." The car smashed into a palm tree; the man then jumped out and dove into a lake, pursued by a police dog, which he attempted to drown. Three officers then jumped in and apprehended the man, who was charged with various offences, including -- and I wish to stress that I am not making any of this up -- "attempting to kill a police dog."

What lesson can we, as motorists, learn from this incident? We can learn that if we are the type of individual who for whatever reason is likely to be driving with women's lingerie wrapped around our head,

then we should make it our business to drive in areas that do not contain palm trees.

Our final automotive safety issue comes from a St. Petersburg Times article, written by Roger Clendening II and alertly sent in by Luann Prosek, concerning a young man whose car would not start because the catalytic converter had clogged up. (In case you are unfamiliar with automotive terminology, I should explain that a "catalytic converter" is apparently some kind of thing in a car.)

The man, who was late for his job at a K-Mart auto centre, wanted to fix the converter by drilling a hole in it, but he couldn't find a drill. So, as a trained automotive professional, he decided to make the hole by shooting the converter with a .22-calibre rifle. This repair technique worked flawlessly, in the sense that the man got out of the hospital the very same day. Apparently the bullet hit a bolt, and the man wound up

with metal fragments in his thigh. The emergency-room doctor advised the man to leave the fragments in there, but when the man got home he decided (I am still not making any of this up) to remove them himself, using a knife and a pair of tweezers. He told The Times that this operation was successful. He also said that his car started, although two days later the engine blew up.

But that is not the point. The point is that if you, after shooting your car for whatever reason (and I can think of many), find that your body contains metal fragments, you know where to go for prompt, no-nonsense treatment:

Your local K-Mart auto centre. They can also give you a good deal on batteries, tyres and brain surgery. Happy motoring, and take that brassiere off your head.

Dave Barry

SWAMP

by Gary Clark



www.swamp.com.au



Late VW News

German car giant Volkswagen is to launch a radical new model for car markets in developing countries - a brown horse. Following the cancellation of its sub-Lupo project for the Chinese market, code named A000, VW is going back to basics with an equine approach to under-developed markets. As yet details of the new model are sketchy but it's thought that costs will be kept down by offering just one body style (horse) and one colour (brown). However, that doesn't mean VW is skimping in other areas. Our spies say that some kind of 4WD set-up will be standard, probably an adaptation of the Golf's advanced 4 Motion system which can push power to the back hooves in slippery conditions. Engineers are also working flat out to ensure the horse's bi-fuel system can accommodate all grades of carrots and hay. It's not yet known if the horse will be sold in Australia but if it were to come here it would undoubtedly struggle without a diesel powered variant. Interestingly, Volkswagen is not the first manufacturer to develop a long faced, straw chewing model. Kia have been making donkeys for years.

Two new models from German car giant Volkswagen 'cancel each other out' to maintain a 'dullness equilibrium', according to a very clever man who knows these things. Dr Sporky Cognot of Monte Carlo College, Riverwood, has been studying VW's range for 'a long time' and says that the company has long tried to balance out its interesting new cars by announcing other models of almost no interest whatsoever. 'Older readers may remember when the Corrado was launched some years back,' Dr Cognot notes. 'VW knew that it was a bit exciting and needed to be balanced with some dull old shit diesel Golf with an engine that switched off at traffic lights or something. However, it's only now that Wolfsburg has truly achieved a "dullness equilibrium" with the almost simultaneous unveiling of the very exciting Golf R32 and the arse clenched dull Touran MPV.'

However, Dr Cognot warns that this

new boring balancing act may have dire consequences for VW dealers and drivers; 'These two models are completely opposed and act together to maintain the overall tedium of VW's range, but if they were to be placed together in the same room then I have conclusive evidence that they would cancel each other out and cause some sort of well built, dynamically inert black hole. Oh no, hang on. I've forgotten to carry the seven...'

The Volkswagen Golf will have over 4000bhp by 2010, according to calculations carried out by an automotive maths expert. Professor Ken Freeply claims to have reached this stunning conclusion after studying the increasing power outputs of successive Golf models launched since the original GTI model of 1976. 'If we look at the way the output of the most powerful Golf increases over time it is possible to extrapolate future power ratings for the future,' Prof Freeply explained. 'Please stop sniggering. Extrapolate isn't a rude word,' he added, narkily.

'So, where the original Golf GTI had just 110bhp,' the unamused brainiac continued after I had apologised for laughing at him, 'The MkII GTI 16-valve offered 139bhp which is 126% of that original output. Then the MkIII VR6 put out 174bhp, 158% more, and a percentage point increase of 32. But when we get to the new MkIV R32 we find 240bhp, meaning a 218% increase, which is 60 percentage points more than the previous power peak increase. Thus we see that the percentage point increase pretty much doubles with successive generations which means we can look forward to a 120% increase for the MkV Golf, from which I have calculated 338% of 240bhp, or a stunning 811bhp. But, the real shock comes with the MkVI model which will enjoy a 240% increase, or 578% in total, and that means a staggering power output of 4688bhp for the top of the range variant.'

Professor Freeply later denied that his maths was 'rubbish'.

Höx Fibber

Ask Herr Doktor

Have you had a problem fixing your VW or Audi, or finding a decent mechanic who can? Need to find or make that special VW part? Want to know anything about Volkswagen? Got a question? Then ask Herr Doktor, c/- Club VW Sydney, 14 Willoughby Ct., Grassmere NSW 2570.

Dear Doktor,

I am new to VWs and want to learn how to change my Beetle's oil. Can you tell me what I should do?

B.E., Stanmore

It isn't a complicated process, but it's a good idea to get someone to show you the first time. But this is basically it - take your VW for a drive to warm it up. Park it in your garage and put a 4-litre pan under the engine to catch the oil. Undo the six nuts holding the round plate to the case, and carefully lever it loose. Let all the oil drain out - try not to burn yourself or make a mess. Once the oil has drained, remove the plate, strainer and old gaskets. Clean the strainer in kerosene or degreaser and rinse. Wipe the crankcase clean. Put one new cardboard gasket on, then the strainer, then another gasket. Use new copper washers and hand-tighten the nuts. Then snug them with a spanner - not too tight! Refill the engine with 2.5 litres of new oil. Start, check for leaks, and check the dipstick. Should be filled to the top dipstick mark. Type 4 Kombi owners should also change the filter at the same time - you will need the special tool to unscrew it. My best advice is buy or borrow a good workshop manual (that's what the club library is for) and read it thoroughly.

Dear Doktor,

A friend of mine has been using one litre of methanol per tank of petrol in his Kombi. He reckons it improves fuel economy and performance. With rising fuel prices, he might be on to something. Is this fair dinkum? H.H., Wentworthville

I suspect that small amounts of methanol added to petrol would remove any water in the system, and do almost nothing for performance or economy. Methylated Spirits will do the same much cheaper! Methanol will also attack

untreated steel and aluminium. Methanol is energy-poor compared with petrol or LPG, and as a rule it takes about double the amount of methanol, by weight, to produce 10 percent more power. A 2% mixture, as your mate is doing, will do nothing except cost money - last I saw, a 5-litre bottle of methanol model aeroplane fuel was over \$40.

Dear Doktor,

I just bought a second-hand box trailer to carry all my old VW stuff to and from swapmeets. It's an 8 x 4, with Ford rims and tyres. I reckon I'll be towing up to 400kg of stuff. I have a couple of questions. Firstly, how easy is it to bolt VW wheels to my trailer? And secondly, how often should I repack the wheel bearings? The previous owner bought it second-hand as well and didn't know anything about it—obviously never done it.

T.P., Regents Park

Holden and Ford stud patterns are the standard on Australian trailers. They are fairly easy to tell apart. The Holden/Torana 5-bolt pattern uses a 108mm PCD (Pitch Circle Diameter), while the Ford pattern is 114.3mm. VW Kombis use a 112mm PCD, so they won't fit. T4 wheels use a smaller 110mm PCD, so they won't fit either. The current T5 Kombis use a 115mm PCD, so that COULD be made to fit with a file (not recommended). Otherwise you are looking at modifying your trailer hubs or having spacer plates made. Why bother? As for the bearings, I would look at them now, then again in a year. Clean them thoroughly and use proper bearing grease and new seals. New bearings are cheap and easily bought from auto parts shops.

Overdue Library Books

Would these members please bring back your overdue library books to the August meeting:

John Vellis - VW Beetle Custom Handbook, borrowed 19 January 2006

Jeff Dunn - Haynes Body Repair Manual borrowed 19 January 2006

Raymond Rosch - 3 Haynes workshop manuals borrowed 15 April 2006.

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