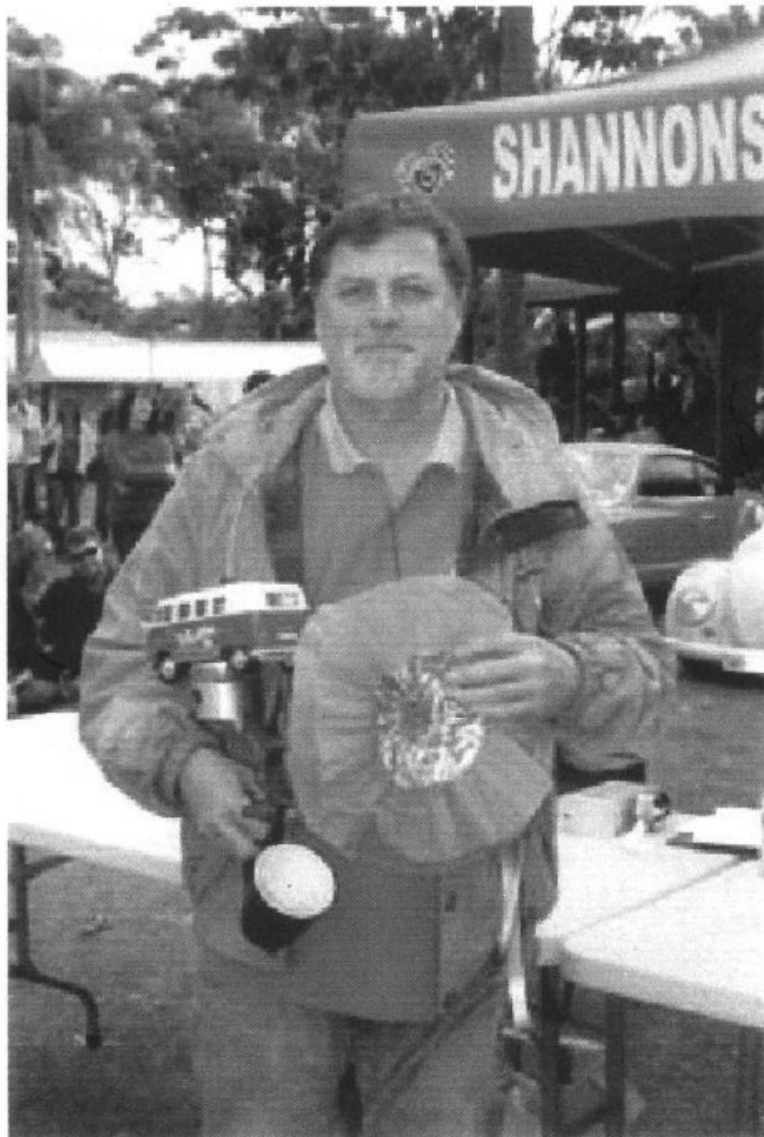


Zeitschrift

September 2006



IN THIS ISSUE:

Who is this bloke winning stuff at Valla Park?

PUBLISHED BY CLUB VEEDUB SYDNEY

www.clubvw.org.au



Proudly a member of the Council of Motor Clubs



CLUB VEEDUB SYDNEY Committee 2006-07

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Canberra Committee:

Chairman:	Steve Crispin	0419 429 453
Secretary:	Bruce Walker	0400 119 220

Committee Members:

Mark Palmer	0416 033 581
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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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, or emailed to info@clubvw.org.au.

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 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.

Oktober-Fest 2006



205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. **FREE** parking and



It's on again, the hubertus Country Club's Oktober-Fest!

Last years fest featured an Oompah-pah Band, strong arm competitions, local and German beer on tap in a Glass Oktober-Fest Beer Stein, German Food and Market Stalls (Früschoppen) and rides for the kids. So bring along your family, Lederhosen and an apetite for German music, food and



Whilst you'll be welcome there all long weekend, **Club VeeDub will be set up there on Sunday October 1st. Watch for the Yellow Arrow as you go through the Gate.**

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/call Raymond at sales@clubvw.org.au 0408207228

We'll see you there!

-Prosit!



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



Club VeeDub - The Legend Never Dies



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
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SEPTEMBER 1ST 2006**



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ATTEMPT TO
BREAK THE VW
1/8 MILE RECORD

SHOW'N'SHINE
SWAP MEET
STREET PARADE



VW

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Hosted By
VW Magazine Australia

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- Food, drink, entertainment - Ideal VW club weekend
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Go to: www.vwma.net.au for further details and entry forms



Flat Four Vee-Dub Club of Sydney proudly presents
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THE ALL VW SHOOTOUT

5th November 2006

The Michael Wendon Centre, 52 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
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Murray 02-9618-2205 (ah)
or e-mail: info@flatfour.org

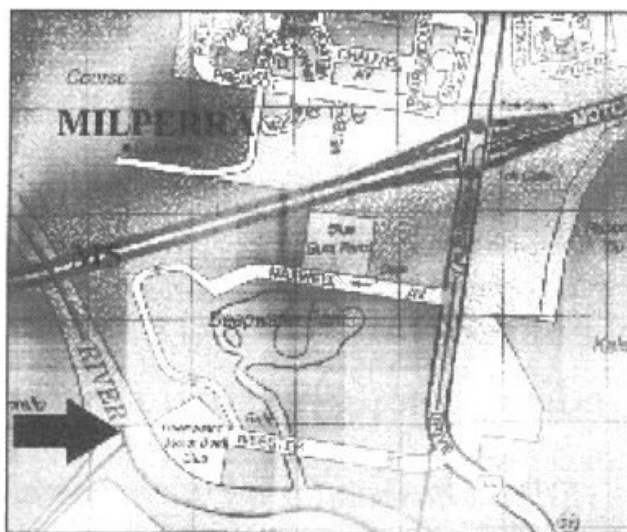
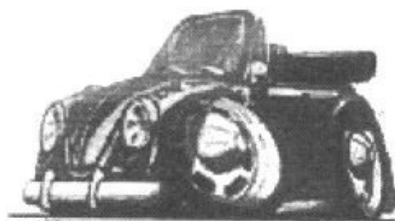
Further info and pre-entry forms
will be posted on:
www.flatfour.org
and
<http://forums.aussieveedubbers.com>



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.

Der Bericht von Präsidenten

I hope you've had an enjoyable winter, and now that Spring is here you can start working again out in the garage on your favourite project. I've been working away steadily on my latest project, a '76 Beetle, and just got it registered yesterday. It had the usual rust in the rear roof pillars, with bumps n dints all over it. Basically it was a sound car with a good engine, gearbox and floor pan. It only took about 12 months to complete, which is a little bit of a record for me as my '65 Sea Blue took about 15 years and the '65 Orange Smoothie took 3 years, so not a bad effort. I will be using this '76 for a while as transport while I fit a new engine and fuel inject the Orange '65.

I was looking through our old club magazines the other night and found that it was 1995 when we last increased our membership fees. This leads to the fact that we have had a stable and profitable Club where all members can enjoy the social side of Volkswagen motoring. Well done to all members.

Xmas is fast approaching, so if you want Santa to bring you something special, then make sure you order it now to avoid the Xmas rush. I hate Xmas shopping, so get along to your local Volkswagen shop, and ask for a credit voucher. What a great gift idea.

Don't forget the committee and magazine pack meetings are held on the 2nd Thursday of each month at the Greyhound Club. Everyone is welcome to attend, so don't be shy.

The Canberra VW and German Auto fest weekend, October 14 and 15th, is also fast approaching, so make sure you book accommodation if you intend staying there on the Saturday night.

Précis of Committee and General meetings:- Boris Picnic Day, Flat Four VW Shootout, Canberra German weekend.

KeeponKruzin!

David Birchall



Canberra Kapitelreport

G'day from Canberra, where the warmer weather is starting to show (that is, the mercury is creeping above zero degrees). We are heavily into the preparation for the German Autofest in October, are you coming? There is a flyer in this magazine, and all of the details will be on the website very soon. Last year was a great event - we had a huge VW convoy through Canberra (somewhere in excess of 60 vehicles), a great dinner and the Autofest on Sunday was an awesome day.

This year's event will be similar, plans are arising as we speak for the Saturday afternoon cruise, however the plan this time is to finish at a BBQ area and we can all have a catchup over a snag or two. Those who want to move on later for a meal or a drink will be able to, or you may want to race home to shine the car up!

Sunday will be the Autofest, a carshow for all German Marques, held on the shore of Lake Burley Griffin. There will be a minimal charge for those displaying their car, and trophies will be awarded in the afternoon. We had a huge display last year and would love to have another great show this year.

All the details will be on the website, or see the flyer on page 5 in this magazine.

Also coming up (quite possibly passed by the time this goes to print), we hope to have some VeeDubs going to join the Temora trip from Sydney. No idea on numbers but hopefully we get (got?) a good turnout.

We don't hear a lot from the Canberra members of the club, please keep in contact with us so that we ensure we keep in touch with you on upcoming events. Go through the local website and let us know you are around!

Until next time, happy Dubbing!

Bruce

Klub Kalender

September:

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

Club VeeDub - The Legend Never Dies

of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 23rd & Sunday 24th:- Queanbeyan Swapmeet at Queanbeyan Showground. Phone 042 726 7927 for more info.

Saturday 30th & Sunday 1st:- Warwick VW Drag Weekend in QLD. See page 5.

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. See the ad on page 3.

Sunday 1st:- National VW Swapmeet at Baccus Marsh Secondary College, Melbourne. Phone Eric on (03) 5367 2757 for more info.

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 4.

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.

Sunday 29th:- Automotive Swapmeet at WSID, pit paddock area, Eastern Creek. \$2 entry, \$15 for swappers. Open 6am.

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 5 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.

Sunday 26th:- Day of the Volkswagen at Cranborne Racecourse, Melbourne, from 9am. Contact Michael on 0419 684181 for more info.

December:

Sunday 3rd:- Boris' Picnic Day & Swapmeet at Deepwater Motorboat Club, Milperra. See page 6 for more information.

Thursday 7th:- Magazine Cut-off Date or 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.

April 2007:

Saturday 7th & Sunday 8th:- VW NATIONALS 2007 at Fairfield Showgrounds.

August 2007:

Saturday 18th & Sunday 19th:- Sawtell Winter Break at Sawtell, NSW. Details to be advised.

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.

Trades and services directory

PLEASE NOTE: All classifieds will first appear in our club magazine to give our 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.

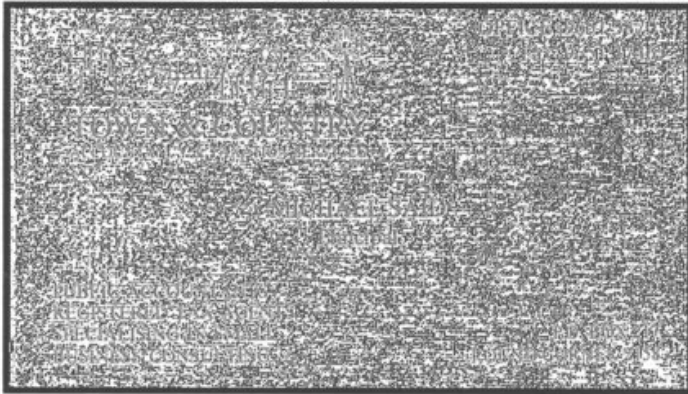
New Ads:

For Sale:- Type 3 Stationwagon 1970, much loved, reluctant sale, 5 years with current owner, mint green with red upholstery, interior needs a little work, good body, minimal rust, excellent tyres, reliable and drives well, reconditioned engine, regular services. Located in Paddinton Asking \$3000 ono, please contact Maren at Marenk@ozemail.com.au or on 0415 278 163.

For Sale:- 1971 VW Beetle, , trophy winner. 2 pac yellow, Porsche 2 litre wheels, new tyres, lowered and narrowed front beam, new headlining and door trims, wooden steering wheel, reliable 1500 single port customised motor. Excellent overall mechanical and physical condition \$8500 ONO. Contact Bill Daws 0419-431-531 (m) 02-4647 3781 (h) or e-mail: bill.daws@iinet.net.au

For Sale:- Volkswagen Golf 1978 Hatchback. Restored to excellent condition, with numerous new parts is a reliable and safe car. 1.6 Litre petrol engine, manual transmission, Rego June 07, radio. Has been given new paint, upholstery, clutch, rear brakes & tyres, water pump, timing belt, and various other small parts to keep it running well. Selling for \$1,750. If interested or you would like more photos please email me at marty_0001@hotmail.com or ring Greg during work hours on 02 6932 9022 or after hours on 02 6931 2055.

For Sale:- 1971 Superbug (manual), Pearl white with cherry red interior, all original trimmings and engine (53,000 miles). Extremely good condition, always garaged, 2 previous owners. Serviced regularly, full history available. Panasonic stereo system fitted last year. Registered until Feb '07. Nothing to spend, runs beautifully, very regrettable sale as going overseas! \$5100 ONO. Please call Sophie on mobile 0410 462 908, can email photos if needed.



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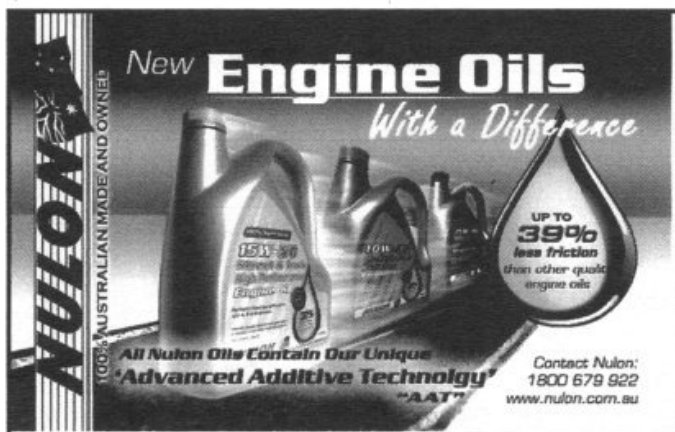


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For Sale:- 1959 Kombi, Split Window. Complete and Original. Perfect restoration project. Roof is depressed so some easy body work is required. Surface oxidation, No obvious rust. Engine has undergone a full restoration by Licensed VW Mechanic / Enthusiast. This is a seriously good vehicle for restoration and it breaks our heart to sell it. Pictures will be made available upon request. Serious offers Considered. Contact Details : Peter & Leeann, Mobile : 0410 434 667 Email : master@yoda.com.au

Wanted - Tail light lenses to suit 1961 Beetle. These are the small half red/half amber versions that the Aussie built Beetles had from Nov 1960 to 1961. Must be in good condition. Hella lens numbers are IGM0762IP (Amber for Indicator) and IGM0763LPX (Red for Stop/Tail light) Please Phone Ken on 0411 404 560 After Hours.



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For Sale:- Various VW parts. VW 1500 Beetle wheels and tyres, 6 x 14", \$100. VW 1200-1300 wheels, 6 x 14", \$60. Whiteline rear sway bar, suit swingaxle VW, new in box, \$150. 2000cc Kombi motor, complete, \$400. 1800cc Kombi heads, \$200. 1800cc Kombi carbs and manifolds, \$150. Kombi 68-72 bullbar, \$60. For any or all, please contact Laurie on (02) 9671 5810.



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For Sale:- Two (2) 15 inch x 7 inch , beetle 4 stud Sunraysia style steel wheels, silver in colour, 6 x 50mm circles cut into an 8mm thick centre. Super Tuff for off road or street use. These look near NEW. \$70 the pair (no tyres) Anthony 0412 25 3333 Dural NSW

For Sale:- Job lot of 4 Karmann Ghia replacement panels inc passenger front guard rear section from top of wheel arch to passenger door less the windscreen part, also inc sill section and floor pan sections, some panels are aftermarket some are genuine \$150 the lot Anthony 0412 25 3333 Dural NSW



Club VeeDub Merchandise

For club T Shirts, hats, jackets etc.

Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

For Sale:- Volkswagen Beetle factory spare parts listing for 1200 & 1300 dated Aug 1972 edition , includes all 60's data, pages are a bit yellowed but all still intact. This is a bulging 3 inch thick folder of valuable and useful information, inc engine numbers, trim colour combinations, paint colours as well as all mechanical parts and optional extras, it even lists every part number in

Trades and services directory

numerical order with a page reference, \$150
Anthony 0412 25 3333 Dural NSW

For Sale:- 1600 twin port VW engine, complete with tinware generator, carby and distributor, etc, now ceased after sitting for many years although it used to run fine. Sold as is \$150 Anthony 0412 25 3333 Dural NSW

For Sale:- NOS full set of SKH 1640cc Piston and Barrels 96.98mm, still in box, ideal for VW engine listed above \$200 Anthony 0412 25 3333 Dural NSW

For Sale:- 1964 Volkswagen Beach Buggy. Stand out from the crowd. Unique full mono fibreglass body dune buggy. Possibly one of a kind. Great fun on the sand dunes. Left hand drive, shortened VW chassis with a fibreglass body. NO RUST. 1964 1200cc beetle engine with extractors. Runs well, sounds nice! Though unregistered. Huge rear tyres. Great for sand dunes. Garaged / undriven for a very long time so it has only 1168 km on clock. \$2,490 negotiable! Contact Linda at cobaltblue@pacific.net.au or on 0414 662 128

For Sale:- 1973 Kombi/Camper. Has a semi camper fitout with sink, cupboards and seat/bed. Front seats new, restuffed and re-upholstered about 5000km ago. Colour beige and in great condition. Engine split and totally rebuilt 20,000kms ago. Starter motor and alternator new. Also has front roof bar. Mechanically sound but has significant rust around bottom of windscreen and base of front panel and bottom of the door pillars. The rest of body has no significant rust but the paint is in rather average condition. Cheap buy for all the good parts. A pair of seats and an engine would cost you more than this! Price is negotiable!! Not registered for several years. \$550 negotiable Contact Linda at cobaltblue@pacific.net.au or on 0414 662 128

For Sale:- My Dad was a VW fan and now I am left with a shed full of stuff that I'll never use. I would like the bits and pieces to go to a good home! Several old 1200cc, Type 1 engines varying ages between 1960 and 1964. Stored undercover. Have been running in the past but not recently. MAKE AN OFFER!! I also have various other bits and pieces eg headlights and carburettors looking for good homes. Contact

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

Trades and services directory

Linda at cobaltblue@pacific.net.au or on 0414 662 128.

For Sale:- A 1964 Beetle of which we were the second family owners. This vehicle is in excellent condition with no rust, great chrome has always been garaged, genuine 123,000 miles. Recent 12V conversion, new battery, swing axle boots, heater cables, new muffler and stainless steel exhaust pipes. Asking \$4300.00 ONO or consider any genuine offer Ph 02 49 33 0022 or 0425 212 278

For Sale:- 1972 S Bug, good upholstery and trim, motor runs well, guards, doors etc good McPherson strut front end in good condition, IRS rear end, gears fine. Non Generator or starter, partly dismantled, too much body rust. located in the Hunter valley, happy to sell as is or as spares. Ph 02 49 33 0022 or 0425 212 278

For Sale:- Job lot of Karmann Ghia parts. 3 floor pans (salvage only) 9 assorted front doors in various conditions, 2 rear seats and 1 front seat A box of winder mechanisms and bumper irons, \$1500 the lot Anthony 0412 25 3333 Dural NSW

For Sale:- Karmann Ghia Glass job lot, 6 front windows, 3 front windscreens, 1 rear windscreen and 4 pairs of rear quarter windows (8 pieces) \$400 the lot. Anthony 0412 25 3333 Dural NSW

For Sale:- T3 Transporter S/H front grills, top and bottom plus 3 plastic bumper ends \$90 Anthony 0412 25 3333 Dural NSW

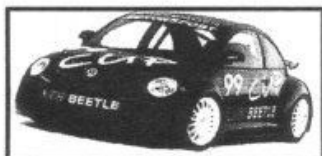
For Sale:- A stack of German VW advertising brochures 2004/5 picked up personally from Autostrad. Includes, T5 Multivan, Golf and variant, Sharan and Phanteon plus an accessory catalogue, all mint condition \$30 Anthony 0412 25 3333 Dural NSW

For Sale:- AUDI A8 full 2004/5 German sales pack including presentation folder with 3 brochures including accessory catalogue, 2 soft cover embossed Audi A8 books, one has picture gallery other has full details and pictured options, 70 pages each and a genuine Audi Hard cover Quattro GmbH RS6 book complete with printed tracing paper overlays, ALL in MINT condition , beautiful presentation set. \$50 Anthony 0412 25 3333 Dural NSW



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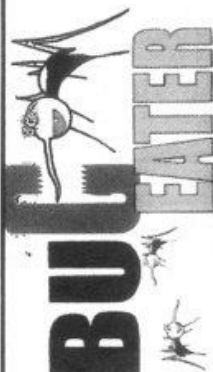
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For Sale:- 1969 White 1500 Beetle, one owner, travelled 117,000 miles. Always garaged. Asking \$4200.00 Phone Flo on 9411 4893 or Ray on 0402 075 230.

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/hidden 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

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Volkswagen Sponsors Starlight Foundation

If one thinks about children, most of us see happy faces, children playing outside enjoying a carefree time growing up. And yet all over Australia there are many children facing serious illness or injuries forcing them to stay in hospital for weeks and sometimes months on end. These children and their families have to cope with stress, pain, loneliness and in many cases, isolation.

Founded in 1988, the mission of the Starlight Children's Foundation Australia is simple: To brighten the lives of seriously ill and hospitalised children and their families. 7 of the 10 major paediatric hospitals in Australia have 'Starlight Express Rooms' - purpose built rooms which provide hospitalised children with an entertainment haven. Another 138 hospitals around Australia have 'Starlight Fun Centres' - high tech entertainment units which can be wheeled to the bedside of children who are too ill to leave their beds.



Captain Starlight is the essential human touch for Starlight's programs, delivering entertainment and lots of fun for sick kids in and out of hospitals. From now on, Starlight's Captains will reach many more kids in Australia: Volkswagen has recently donated five brand new Golfs and a Transporter Van for the Captains to travel in to help Starlight with its mission.

"The Starlight Children's Foundation relies solely on the support of its corporate partners and the Australian community for funding. Volkswagen is helping Starlight gain greater mobility and reach for children in need and we hope it helps to bring a few more smiles to sick

children", said Matthew Wiesner, General Manager of Press and PR at Volkswagen Group Australia.

"Currently we reach '1 in 3' of the 600,000 seriously ill children hospitalised each year, but that means there are many more in children who are still in need," Penny Waitsman, Manager Partnerships and Development of Starlight, says. "With Volkswagen's generous support, we will now be able to extend our reach and give more children the opportunity to access and benefit from our programs - especially those living in isolation in regional and remote areas."

VW Polo BlueMotion

The new Polo BlueMotion is the most economical car of its class in Europe. Average fuel consumption of the 5-seater: 3.9 litres per 100 km (60 mpg). On the highway it consumes just 3.2 litres (73 mpg). Either way, with fuel consumption of under 4.0L/100km this Volkswagen saves cash at the fuel pump: 100 kilometers of driving costs on average 4.45 Euro. And its 45-litre fuel tank capacity combined with 3.9L/100km yields a theoretical driving range of greater than 1,150km.



The Polo BlueMotion makes a powerful impression in spite of its exceptionally economical and environmental talents: Its 59 kW direct injection turbodiesel engine with particulate filter delivers a powerful torque of 195 Newton-Metre at a low 1,800 rpm. So equipped the Polo BlueMotion enables an agile driving style when needed. If the full dynamic potential of the three-cylinder TDI is required, the engine can accelerate the light 1,084kg Polo to 100 km/h in just 12.8 seconds; if necessary the rpm-friendly TDI can make the Volkswagen go 176km/h. This

extraordinary combination of agility and economy was achieved by aerodynamic refinements and a highly efficient engine.

With its realistically set base price and a high value retention that is typical of the model series, the new Polo BlueMotion is an economically well-balanced choice. Relative to the comparable Trendline version the fast economizer has standard features such as 14-inch alloy wheels, attached components all around the vehicle painted in the car color, an aerodynamically optimized front end, rear spoiler, sporty seats in new "Popcorn" or "Select" pattern and a multifunctional display that can be used to call up information such as the excellent fuel economy figures. Also of economical interest are its financing options. In Germany, for example, Volkswagen is offering a so-called AutoCredit for the Polo BlueMotion at a 0.9 % effective interest rate.

Volkswagen is using the introduction of what is now the most economical model in its car lineup to start the BlueMotion sustainability initiative. And this initiative not only applies to the car, or its fuel economy and emissions, rather it applies to the entire company. Blue, the VW color, stands for the elements to be protected: Water and Air. Motion embodies the aspect of forward-looking mobility. The goal is to protect the Earth's resources for future generations. The objective is to make BlueMotion a seal of quality in Volkswagen products, a benchmark for the most economical variant of a car model series. The new Polo BlueMotion is paving the way.



BlueMotion also demonstrates that economy need not be achieved at the cost of driving fun. Today Volkswagen is already meeting this challenge with its TDI, FSI and TSI

engines. Technically speaking the potential of these engines has hardly been exhausted. In the mid-term they will intermingle to create new engine concepts. An example is the CCS: The CCS hybrid combustion process, an engine and fuel system combining the advantages of both the diesel and gasoline engine worlds, will over the next decade enable the use of synthetic fuels that will replace conventional diesel and gasoline engines. BlueMotion at its best.

VW Polo GTI Cup Edition

A racing car feel, but licensed for the road: the Polo GTI "Cup Edition" brings the look of the junior race series Polo to the road. In the ADAC Volkswagen Polo Cup, talented young drivers take it onto the race circuits with 110kW. The turbo-charged Polo GTI "Cup Edition" is more than a match for that – its 132kW make it the most powerful production Polo of all time.



Even the 110kW standard specification Polo GTI is one of the fastest small compacts. Just a few months after its launch the designers and development engineers at Volkswagen Individual have gone one further both technically and optically.

The turbocharged five-valve four-cylinder engine has had its performance boosted to produce 132 kW from 1.8 litres and a maximum torque of 235Nm, already available at 2000 rpm. That puts the Polo GTI at the top of its segment – and makes it a dynamic thrill to drive. Not surprising with a power-weight ratio of just 9kg per kW!

This engine propels the fastest Polo of all time to a maximum speed of 225km/h and the

special "Cup Edition" accelerates from a zero to 100 km/h in only 7.5 seconds.

The standard Polo GTI is already distinguishable by its looks as an emphatically muscular version, but the striking design of the "Cup Edition" goes one better: roof spoiler designed by Volkswagen Individual, front and rear skirts taken virtually straight from the ADAC Polo Cup racing car and conspicuous side sills. The "Cup Edition" lettering on the tailgate provides the conclusive evidence of its racing pedigree.

Behind the large 7.5 J x 17-inch alloys which have the "Aristo" four-spoke design, there are updated brakes with red calipers. Together with the wide 205/40 ZR 17 tyres they provide sports car braking performance. The typical GTI interior with luxury "Interlagos" sports seats remains the same as does the extensive safety package with ESP as standard.

The Polo GTI Cup Edition is available to order now as a two or four door version in the finishes Metallic Reflex Silver, Flash Red and Black Magic Pearl Effect starting from 22,425 Euro (\$A37,925)

Volkswagen Improving

The Volkswagen Group sold more vehicles, substantially increased sales revenue and improved earnings in the first six months of 2006. Deliveries to customers were up by 11.9% year-on-year to 2,900,000 vehicles. Sales revenue rose by 14.2% to €51.9 billion. At €2.0 billion, operating profit before special items increased by 51.3%. "Our model initiative is successful and our customers find it compelling. We have increased our market share in relevant countries," commented Dr. Bernd Pischetsrieder, Chairman of the Board of Management of Volkswagen AG, when the interim report for the first six months of 2006 was presented on Thursday. "We are on the right track and have made significant progress in improving our competitiveness. In absolute terms, however, our profit remains unsatisfactory. Further considerable efforts are still needed to secure sustained profitability and the future of our Group," Pischetsrieder said.

In the period from January to June 2006, the Volkswagen brand group generated an operating profit before special items of €730 million, up €561 million on the previous year.

Deliveries to customers rose by 13.5% to 1,958,000 vehicles. Skoda continued to develop well. "Performance by the Volkswagen Passenger Cars brand is not satisfactory. Restructuring must continue at full speed. This is fundamental to an appropriate earnings level for the Volkswagen Group," Hans Dieter Pötsch, Member of the Board of Management, Finance and Controlling, emphasized.

The Audi brand group continued its positive growth in the second quarter of 2006. At €722 million, its operating profit in the first six months exceeded the already high prior-year figure by 9.9%. Deliveries to customers rose by 8.3% to 691,000 units.

The upward trend in the commercial vehicles business continued. The Commercial Vehicles business line generated an operating profit of €85 million compared with €10 million the previous year. Volkswagen Commercial Vehicles delivered 215,000 vehicles to customers, representing a year-on-year increase of 10.1%.

The Financial Services Division again made a major contribution to the Volkswagen Group's operating result. Operating profit increased by 3.4% year-on-year to €486 million.

"In difficult world markets we have successfully increased sales revenue per vehicle while simultaneously keeping sales promotion costs per vehicle below the prior-year level," Pötsch said. "We have the right sales strategy, and tailored financial services complement our range of attractive vehicles."

Special items and the sale of Europcar affected the Group's earnings in the first half of 2006. The company established provisions of €1.3 billion for the restructuring measures. Gains on the sale of gedas AG and Volkswagen Bordnetze GmbH amounting to €0.3 billion had a positive effect. The Group's operating profit after special items was €1.0 billion (2005: €1.3 billion). After-tax gains from the sale of Europcar amounted to €0.8 billion and are reported as profit from discontinued operations. Consolidated profit after tax amounted to €1.2 billion (2005: €403 million).

"Despite the improvement, earnings and return on investment are still well below our medium-term targets," Pötsch emphasized. "Global competitive pressure will continue to tighten, and high energy and commodity prices plus continuing unfavorable exchange rates will

also impact the development of our business. 2006 is the year in which we must create the conditions for long-term competitiveness. 2006 is the year of restructuring.”

Looking to the full year, the Board of Management reiterated its forecast for increased deliveries to customers and a year-on-year improvement in operating profit before special items. The Automotive Division is expected to record a positive net cash flow and a further improvement in net liquidity compared with December 31, 2005.

The medium-term target remains a consolidated profit before tax of €5.1 billion in 2008. “Getting there will be difficult. We can secure the sustainable performance of our company with the continued success of our new model initiative, competitive costs and higher productivity,” Pischetsrieder said. “We will continue our ForMotionplus performance enhancement program and the systematic restructuring in order to reach our target.”

VW Eos On Sale

The Eos is the top-seller on the convertible market in Germany. With 1,559 new vehicle registrations in June, the Eos became the top-selling vehicle of its class in Germany. Almost one in ten new convertibles sold in the month of June was an Eos. This statistic, supplied by the Federal Bureau of Motor Vehicles and Drivers, is particularly remarkable as the basic version of the Eos was not available in June. Delivery of the Eos 1.6 FSI with 85 kW to Europe is now starting, at €25,950 (\$A43,885).



The Eos range includes two petrol engines (110 kW, 147 kW) and a turbo diesel (103 kW) with a particulate filter fitted as standard. A V6 petrol engine with 184 kW is to be added to the

range. Just a few weeks after the European debut of the Eos, trends are starting to establish themselves as to which specifications are preferred by customers: as regards engines, 47 percent of Eos drivers have selected the dynamic 2.0 TFSI with 147kW, 25 percent have favoured the 110kW 2.0 FSI, and 24 percent ordered the torquey 103kW TDI engine.

Clear preferences can also be seen with colour choices: 37 percent of Eos owners have opted to be seen in "Silver Essence metallic" in the hot European Summer. "Deep Black pearl effect" (27 percent) and "Midnight Blue metallic" (11 percent) are the 2nd and 3rd most popular colour options. 80 percent of Eos owners ordered a fully-automatic "Climatronic" air conditioning system even though the Eos is fitted with the "Climatic" semi-automatic air conditioning system as standard.

The exceptional sales figures are matched by an exceptionally good price: the 2.0 FSI can be purchased for just 245 euros* per month on the "FairEos" payment plan – including comprehensive vehicle insurance for one year, credit security and extended warranty period. Anyone placing an order today can look forward to spending the hot summer, and hopefully, a golden October, in a chic convertible.

The Rabbit Returns

In 1975, just as the American public was starting to warm up to the idea of cars that were both compact and economical in the wake of a fuel shortage, Volkswagen launched its small and plucky Rabbit (called the Golf everywhere else). Powered by 1.5 liters of fury, with breaker-point ignition, drum brakes at all four corners and 13" tires that were smaller than the brake rotors on today's Audi S8, the Rabbit would never be mistaken for a luxurious vehicle. Compared to its peers, however, the Rabbit was a knockout. Road & Track once named it "the best sedan under \$3,500", and Car and Driver, in a 1978 comparison of econoboxes, stated that "the car that is all by itself at the head of the pack is the VW Rabbit." The cheeky hatchback has also proven to be remarkably durable. Consider this: There hasn't been a new Rabbit produced in 22 years, but there are still 18,000 examples frolicking over the hills and dales of the American countryside. That's no idle brag. When was the

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last time you saw a Renault Le Car on the road? Or a Toyota Corona? You could gather up everyone who owns one of those, and still not be able to field a soccer team.

Rabbit soldiered on, changing its name to Golf in 1985 and growing more and more distended with each generation. As Volkswagen of America stood on the cusp of introducing an all-new, fifth-generation Golf in the U.S., it made a bold move that left even those who like bold moves scratching their heads. It not only chose to introduce the car at a substantial price cut under the previous model - \$14,990 for a two-door model and \$16,990 for a four-door with more standard equipment - and to sell it as a Rabbit. The decision was so eleventh-hour that VW staffers at the New York International Auto Show were frantically prying Golf badges off of show cars the day before they were set to be unveiled to the press.

Now, in a yet another bold move likely to go down in advertising history, Volkswagen teamed up with Playboy to shoot a back cover for the September Playboy issue that is "rear view perspective" (literally) of the front cover. Volkswagen and its agency CP&B has managed to capture the spotlight once again with "Unpimp My Ride", "Safe Jetta" and now the back cover of Playboy. Its nice to see Volkswagen have the balls to pull something like this off.

The Volkswagen Rabbit logo mimics its distant cousin, the official Playboy Rabbit Head logo, in an ad on the back cover of the September issue of Playboy, due on newsstands Friday, 4th August 2006.

The back cover, which showcases a rear view of cover models Holly Madison, Bridget Marquardt and Kendra Wilkinson, stars of E! Entertainment Television's *The Girls Next Door*, was produced using special simultaneously shot front and back cover images. This unique cover photo perspective, a first for Playboy, features the Volkswagen Rabbit logo making a special cameo appearance on Holly's lower back. The surprise Rabbit sighting is the first time that Playboy has featured a rear view perspective on the back cover of the magazine.

"The return of the Rabbit to the North American market has been extremely well received. The Playboy opportunity was a great chance to unite two famous and iconic brands," said Volkswagen's Director of Brand Innovation Kerri Martin.

The issue kicks off the second season of the reality show *The Girls Next Door*, which gives viewers an inside look at life at the Playboy Mansion through the eyes of Hugh Hefner's three girlfriends Holly, Bridget and Kendra.

In early 2006, Volkswagen announced that it was going back to its roots with the original Rabbit nameplate for the U.S. and Canadian markets. The new Rabbit hopped back into the US market this summer, and has already jumped into the eyes of consumers and onto the cover of a leading iconic lifestyle magazine. The Rabbit is sold in both two and four-door versions, with pricing starting at \$14,990 for the two-door.



New VW Golf 5 R32

Phillip Island, July 2006. The new 184 kW Golf R32 with its individual looks and standard all-wheel drive represents Volkswagen's second venture into the segment of high-power compact and midrange vehicles. It follows on from the impressive but rather limited run of the Golf 4 R32 launched in Australia in 2003.



One look at the current Golf range shows how Volkswagen is expanding the spectrum of dynamic performance hatchbacks.

Following on from the successful launch of the 147kW 2.0 turbo Golf GTI in May 2005 and the 110kW 1.8 turbo Polo GTI in November 2005, comes Volkswagen's exquisite 6 cylinder all-wheel drive Golf R32. The agile 2.0 turbo engine in the Golf GTI and high-performance 3.2 V6 in the R32 play a major role in this dynamic positioning. While the attraction of the Golf GTI is its character as a purist icon of "the Hot Hatch" offering straightforward driving fun, the special appeal of the now 184kW Golf R32 lies in the superior technical combination of six-cylinders, all-wheel drive and a striking appearance that only a Golf can offer in this segment.

The heart of the new flagship Golf is a four-valve six-cylinder engine. Its sonorous sound is true to its excellent development. The engine powers the Golf forward with little resistance. Power to weight ratio: 8.31 kg/kW. Together all cylinders deliver 184kW at 6,300 rpm. The 3,189cm³ V6 produces its maximum torque of 320Nm between 2,500 to 3,000 rpm. The performance of the new Golf R32 is therefore incredible. The manual five-seater with a top speed of 250 km/h catapults its passengers from

0 to 100 km/h in just 6.5 seconds. As standard, the engine output is transferred to all four wheels via a manual six-speed gearbox and 4MOTION.

Volkswagen also offers the new Golf R32 with the DSG direct-shift dual-clutch gearbox as an option. This unique automatic shifts extremely fast and precisely. The DSG version of the Golf R32 can accelerate from 0 to 100 km/h three tenths of a second faster; that is, in 6.2 seconds. The Golf R32 races to the 1,000 metre line in 26.7 seconds with both gearboxes - these figures make this hot Volkswagen a top-class sports car.

In terms of design, the four-valve six-cylinder engine has a narrow V-angle of 15 degrees between the cylinder banks. The bore is 84.0 millimetres and the stroke 95.9 millimetres. Each of the four overhead camshafts - two per cylinder bank - use continuous timing adjustment. The adjustment angle is 52 degrees on the inlet side and 22 degrees on the outlet side. Roller rocker arms with hydraulic play compensation operate the valves. Each of the six cylinders is assigned its own ignition coil.



The DSG automatic dual-clutch gearbox is optionally available for the Golf R32 as an alternative to the standard six-speed gearbox. The transverse mounted DSG combines the agility and economy of a conventional manual gearbox with the convenience of an automatic. You can also select gears manually using the paddles on the standard multifunction steering wheel or the selector lever. The DSG has six forward gears just like the manual gearbox. The Golf R32 with DSG consumes 9.8 litres of fuel every 100 kilometres on average. Equipped with the standard six-speed manual gearbox, this sports car consumes 10.8 litres per 100 kilometres. DSG is truly revolutionary in terms of automatic

consumption figures.

Incidentally, the fact that the DSG is used in Volkswagen Group's new Bugatti Veyron indicates the performance credentials of this superb technology.

The new Golf R32 converts its power reserves into continuous forward movement by means of 4MOTION all-wheel drive. The advantage is that there are no traction problems in the wet and there is not even a hint of torque steer. The first 4MOTION system made its debut in 1998 as a follow-up to the VW Syncro drive.

Technically, the most important 4MOTION element is the latest generation of wet (oil bath) plate clutch. Compared with a purely mechanical Torsen differential, the Haldex coupling has the decisive advantage that it can be controlled electronically. It therefore works in perfect harmony with the Anti-lock Braking System (ABS), the Traction Control System (TCS), the Electronic Differential Lock (EDL) and the Electronic Stabilisation Programme (ESP) - all of these driver assistance systems are standard in the Golf R32. Thanks to the electronic control, it now reacts even faster, more precisely and quieter.

In principle, all-wheel drive technology is particularly advantageous in the wet, on ice and snow and is superior to rear wheel drive in particular. But also on dry roads, 4MOTION improves the lateral guiding force and therefore the active safety.

The dynamic safety chassis for the new Golf R32 provides an impressive synthesis between sportiness and comfort. The front wheels are mounted on a strut axle. A highly innovative multi-link layout is used at the rear. It made its debut in the current Golf. The multi-link rear axle is suitable for use with front-wheel and all-wheel drive. It can also be adapted for other models.

The Golf R32 comes with 18-inch Zolder alloy wheels as standard. They reveal the blue-painted brake callipers and vented discs of the high-performance 17-inch braking system. The high-performance 225/40 tyres with directional tread pattern have the speed index rating Y and are therefore approved for speeds up to 300km/h for your safety. The centre of balance has been lowered as the total height has been reduced by 20 millimetres (thanks to the standard sports chassis set-up).

The rear axle on the Golf R32 deserves

particular attention: The modern multi-link rear axle for the all-wheel drive Golf R32 proves its full performance potential. It allows a rare combination of excellent handling and superior comfort characteristics in this class. The precise handling is characterised by impressive safety reserves and extraordinary agility. Thanks to the sophisticated four-link construction, the longitudinal and transverse forces acting on the rear wheels are absorbed specifically and independently of each other. This allows precise guidance of the wheel and thus clearly defined handling in all conditions.



Front axle in detail: Numerous detailed modifications compared with the predecessor improve the performance characteristics of the proven strut front axle. The high transverse stiffness of the front wheel suspension ensures noticeable improvements in agility. Highly effective anti-roll bar connections reduce the body roll when cornering. The steering precision benefits from the more direct ratio of the electromechanical steering (EPS = Electrical Power Steering).

Brakes in detail: A sophisticated sports car should brake just as well as it accelerates. The new Golf R32 certainly meets this requirement. Vented disc brakes with a generously dimensioned diameter of 345 millimetres at the front and 310 millimetres at the rear. The brake callipers are also a striking feature. For the R32, they have been painted blue instead of red as in the Golf GTI. In combination with the standard dual-brake assist, braking values are achieved, which do indeed meet the demand for braking performance on the same level as the acceleration. The R32 also comes with the ESP (Electronic Stabilisation Programme).

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Front design: The new model is distinguished more distinctly from the other derivatives in the series than the first Golf R32 was. If we take the front, for example, like the current Golf GTI, a completely individual radiator grille has also been developed for the Golf R32. The design and aluminium look of the R32 grille also distinguish it from the GTI front. Particularly the lower part of the grille shows great modulation in the style of classic sports cars. Double aluminium-look bars in the upper section of the radiator form a further R32 styling element.

At the side of the radiator grille, two additional large intakes complete the air supply. Furthermore, in contrast to all other Golfs, the lower third of the front bumper on the R32 is painted completely in the body colour and there is an airflow element on each side that sweeps along the side skirting to the rear bumper.



Rear design: The rear bumper on the new Golf R32 is also completely painted in the body colour. Only the centre segment, styled like a diffuser, is black. The twin round polished stainless steel tail pipes have been integrated next to each other to make a striking feature.

Silhouette: Looking at the Golf R32 from the side, the 18-inch alloy wheels ("Zolder" model) are striking. Featuring a total of 20 spokes, they are based on the design of the first R32 wheels. You can also see the blue-painted brake callipers through the spokes. At the front, these are combined with 345mm discs and 310mm discs at the rear. A prominent R32 logo replaces the Golf badge on the tailgate. The R32 is available in four unique colours: Deep Blue Pearl Effect, United Grey Metallic, Reflex Silver



Metallic, Black Magic Pearl Effect – all at no extra cost!

R32 measurements: The dimensions of the Golf R32, which is available as a three-door and five-door, only differ slightly from the other versions. There are small changes, of course, due to the new front and rear design as well as the 20mm lower sports chassis. Therefore we will use the basic Golf model as a comparison: While the Golf Trendline is 1,759mm wide, 1,485mm tall and 4,204mm long, the Golf R32 is exactly 4,246mm long (+ 42mm) and only 1,465mm tall (-20mm). The width is the same as the Golf Trendline.

The interior features numerous details that are only available in this smart sports star of the Golf series. They include the elegant "Engine Spin" trim as well as a specially designed gearstick knob and a perforated-leather sports steering wheel with the R logo that has a great feel. This emblem is also located around the head restraints on the standard sports leather seats.

Volkswagen offers the newly designed sports bucket seats as an option for this model. Thanks to their special contours, these seats, which were specially developed by Volkswagen together with Recaro, have even greater side support. They also bear an embossed R logo. The backrests on the folding bucket seats with broad shoulder areas and integrated head restraints can be adjusted on both sides of the seat. The back rest is unlocked using the belt guide. The bucket seats have a very sporty look, but are still practical.

The cockpit pays tribute to the powerful temperament of the 184 kW Golf with a graphic adapted for the speedometer that goes up to 300 km/h. The characteristic R-banner logo also appears on the anti-slip rubber grips on the

stainless steel-look pedal caps.

In addition to the characteristic features for this top model, the new Golf R32 has everything you could desire in terms of standard equipment. This includes Bi-Xenon headlights, Climatronic (automatic air-conditioning system), the RCD 500 Plus radio system with ten speakers, the automatic dimming rear-view mirror with integrated rain sensor, the coming home / leaving home light functions, an anti-theft alarm system with interior monitoring and tow-away protection.

Body-coloured bumpers, widened sill panels, bump strips, door handles and door mirrors underline the elegant sportiness of the body. A large, but smart rear spoiler makes the roof line look longer. It also improves the downforce on the rear axle and thus ensures more stable handling at higher speeds. The blue tinted heat-insulated glass reduces the build-up of heat in the interior when the car is in direct sunlight.

The safety of this top performer is also increased by the extensive equipment. In addition to front and side airbags, the Golf R32 has a head airbag system for the front and rear passengers. Three-point automatic seat belts are provided on all five seats. The driver and front passenger are protected by belt tensioners and belt force limiters.

The Golf R32 also features the ESP (Electronic Stabilisation Programme), ABS and supplementary control systems.

Experience the "Beauty and the Beast", the New Golf R32 from \$54,990 for the three-door manual and \$56,490 for the five-door manual. Add \$2,300 for DSG. See it at your local Volkswagen dealer now.



Rally South Africa

August 10, 2006. Round six of the 2006 South African Rally championship this weekend will present Free State fans with the opportunity to witness top-class motorsport action on their doorstep. Saturday's event will again run in and around the farming community of Dewetsdorp, about 70km from the Windmill Casino rally headquarters in Bloemfontein.

The 2006 rally season so far has been a VW team benefit with their two lead teams, defending champions Jan Habig and Douglas Judd, and the current championship leaders Enzo Kuun and Guy Hodgson, dominating the top step of the podium in Class S2000 Volkswagen Polos.



Kuun has a healthy 19-point lead over Etienne Lourens's and Andre Vermeulen's Toyota RunX and can afford not to win any more rallies this year.

Irrespective of who wins the last three rounds of the series, Kuun can settle into a steady run of three thirds to claim his long overdue first championship crown.

Kuun built his almost unassailable lead with three wins and a third out of five rounds, recording a single non-finish on the Sasol Rally in April.

Habig has two wins and most of the team's bad luck but, if he is to be in the title race, he must win two of the last three events with Kuun not finishing - and that scenario will only close the points gap between the two VW's.

The third Volkswagen Polo, driven by Hergen Fekken and Pierre Arries, has been on the pace, but not consistently so. This is Fekken's first year in the top S2000 class after a 10-year apprenticeship.

The Toy Department

Hello again from the Toy Department!

The following scale models are just some examples of Kombis at their best, which is at work!



These models are in 1/43 scale and made of plastic. These rare models are friction powered and made by "Lucky" in Hong Kong.

These models are not only highly sought by VW enthusiasts but also by those who collect fire engine models and memorabilia.

The image displays a series of Kombis made in Hong Kong, which includes a cement mixer, host, tipper, tow truck and conveyor but not illustrated here.



The first two are 1/43 scale fire trucks made by Schuco. These are probably the best detailed VW fire trucks that I have seen so far.

Particular attention by this reputable brand can be seen by the detail in the extension ladder and spot light, not to mention the detailed chassis.

The next model has a familiar extension hoist on its rear, very much in line with the Husky range.



The green Kombi bay is my favourite, being the vacation holiday version, made in Hong Kong in the early '70s.

Lastly this is a modification to the recently released Hot Wheels "Qombee" pronounced KOMBI. Someone no doubt has been busy out the back shed.



Tony Bezzina

Valla Park 2006

Ahh, Nambucca Heads! It's hard to believe that Donna's VW Spectacular has been going for 22 years - the first one was back in 1984, even before our club was formed. The Valla Park event was held yearly from 1984 to 1991 inclusive, then every second year - 1993, '95, '97, '99, '01, and '03. For the 20th anniversary in 2004, Donna vowed to do one more - then no more!

The Pell family wrote in the 2004 Spectacular magazine, "Well, we never thought we would see the end. Yes we have said in anger 'no more', but we have always been talked around, but this time it is finished. End of an era. Or that is what we thought! If you think you are confused, well think about us?"

So it was with pleasant surprise that we learned that, after a non-Valla 2005, it was on again in 2006. Maybe THIS one might be the last, so it was important to make sure we went.



My good drinking mate Henry had just joined Club Veedub, having convinced his wife that buying an air-cooled VW T3 Caravelle was a great idea (and it is). We decided to go up together, Henry in his two-tone blue Caravelle, and me in my '74 Kombi camper. Henry's son Harry was going to come but had a junior football grand final to play in that weekend, so leaving the serious partying to us.

We got away about 5am on Friday morning, and got across Sydney before the traffic started. I had a full tank, Henry not quite. We motored along the F3 freeway at 90km/h, which is a comfortable speed for Kombis. Any faster is noiser and more stressed, and the fuel gauge starts to move too quickly. His Caravelle cruised nicely and we traded the leading role a few times, never more than 100m apart. We pulled into Maccas

at Wallsend for coffee, pancakes and a toilet break as the sun was coming up.

Further north it was interesting to see the road work that has progressed since the last time I'd been up this way in 2003. The Karuah bypass was finished and big roadworks were in progress along the old Leyland Brothers World near the Hawks Nest turnoff (Ayres Rock is now a sad-looking roadhouse under renovation). The Buladelah bypass is fantastic. I looked but couldn't even see where the old road went.

I reckoned I had enough fuel to reach Taree, but as we approached the Ampol just before Nabiac I saw Henry in my mirror flashing his lights at me. Ok, we'll pull in! I still had a bit left but he was running on fumes. I didn't mind as my bum had become quite numb after several hours behind the wheel. The Kombis were running like clockwork.

We liked the Taree bypass too, and it was mid-morning by the time we passed the Port Macquarie turnoff and I started to feel hungry. It was too early for lunch yet, but I thought Kempsey ought to be about right. Our Kombis purred along. I ejected the Beach Boys CD I'd been playing and tuned into ABC Local Radio on 95.5 MHz (Manning) or 92.3MHz (Kempsey). I was pleased to hear Fiona Wylie on the morning program; she had interviewed me about VWs on ABC 702 in 1994 but had since moved on. Now I knew where! I had had quite a crush on her and it was a pleasure to hear her cute voice again as we drove on.

After a lunch stop at Maccas in Kempsey I still had about two thirds of a tank, and Henry was about the same. I added a litre of oil, as my Kombi eats a little bit of it at speed. We were ready for the final leg to Valla Park. Crossing the river at Macksville always feels like you're nearly there, and suddenly we were approaching Nambucca Heads. I sent Birchall an SMS, and he replied he was at the golf course. I decided to continue on to Valla. I'd told Henry to watch out for the signposted Beetle at the turnoff, but this year it was a Kombi!

I was amazed at the subdivision and new housing alongside the Valla Park access road; last time it was still bush. We bombed into the resort and parked in front of an empty Club Veedub cabin complex; no one about as yet.

We booked in at the office and I showed Henry the park layout as we wandered around a

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bit. The Club Veedub keg was set up but not cold, so we decided to drive up to the pub for a case of beer and bring it back.

After the long drive from Sydney the first two beers didn't touch the sides. We began the second six-pack, and then the third. By the time the other Club Veedub guys and girls began returning we were on the last six pack - hmm, cases don't go as far as they used to.

The drizzle was setting in as we decided to head into Nambucca Heads for dinner. The non-drinkers were co-erced to be the drivers, and we piled into Kombis and headed into town as the rain got heavier. The RSL seemed the best bet, and we dashed from the carpark to the club to be greeted by a huge queue at the bistro. Looks like all the Nambucca locals hit the RSL on a Friday night! No karaoke though.

We were well behaved and eventually headed back to Valla Park. The idea of a nightcap at the campsite was mooted but the pouring rain put a damper on it; besides, our case of beer was gone and the keg was a bit warm. Henry crashed out on the back seat of his Caravelle, while I had a bit more comfort in my Campmobile. I lifted the roof, drew the curtains and bedded down. It was a pleasure to doze off, snug and warm, listening to the patter of rain on the Kombi's fibreglass roof.

A few times in the night I was awakened by booming thunder and the odd flash of lightning, so it really had settled in. I dozed some more, and finally at daylight I peered out through the curtains. The world was wet and grey; the rain had eased to misty drizzle and the grass was muddy and boggy. Birchall was already at the barbecue so I quickly washed and dressed, packed up the Kombi's bed and went out to join him and the other early risers.

By 9-ish many of the cars started heading toward the entrance to line up for the convoy. I



decided to leave my Kombi where it was and go with Henry in his Caravelle, and we nosed slowly towards the entrance road. All the cars waited in multiple lines, with the rain falling steadily, until the 9:45 departure but they began moving at 9:30 to speed the process. It was an orderly procession out of Valla Park, onto the Pacific Highway and the 6km trip to Nambucca Heads. Things slowed again as the cars were lined up Bowra St, but it was all done very smoothly and quickly despite the rain. Old timers like me have done this many times, and it never fails to give a thrill to see this many VWs in one place.



The rain made looking at the cars difficult, and most people sheltered under the shopfront



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awnings along the main street. The coffee shops did a roaring trade. Henry and I walked two or three times up and down the street, and I thought there were more VWs than ever before. The lines did not stop at the top rear end, as before, but continued around the corner back towards the highway. We braved the drizzle and breeze for a while, then retired to the cozy little pub on the main street until it was time to start up again and head back to Valla Park.

Then we were in a quandry. Racing at Raleigh Raceway had been cancelled due to the rain, and the outdoor swappers could not set up. What to do all afternoon? I know - the pub! The rain had eased to a drizzle, so Henry and I decided

to stroll across the park, and up the access road to the Valla Beach hotel nearby.

I would have thought many others would have the same idea, but the pub was almost empty. After the first two beers we watched the MCG Richmond-Western Bulldogs AFL match on the TV. Henry is a connoisseur of Australian Rules football (he follows the Swans) but I know little about it. We drank several more schooners of dark beer watching the Bulldogs 15.10.100 defeat Richmond 10.18.78. Henry told me that it was Chris Grant's record-breaking 330th AFL match for the Bulldogs, putting them into the finals for the first time in six years. Who am I to make fun of that? We watched the rain fall down outside as it got dark. Henry's wife Danielle rang him, and my beautiful daughter Lily phoned me.

The pub's bistro was closed so we strolled five doors up the road for a pizza. There were a few more VW people in there, but overall very quiet. We enjoyed our pizza then headed back to the pub for round two - this time Australia v South Africa, our fourth match of the rugby Tri-Nations and the second against the Springboks. We had recently flogged them 49-0 in Brisbane, so we were looking for an enjoyable repeat over more dark beers.

What a disappointment. The beers were excellent, but the rugby was woeful. The Wallabies were ugly, sloppy, and played 'kick the ball back' all night. They were losing 18-13 with only 10 minutes to go, and we decided to walk back to the campsite and crash out. It was only later we heard that Australia had won 20-18, thanks to some late replacements such as Mat Rogers who scored the winning try.



On Sunday the weather cleared and the swappers set up. The show cars came out gleaming and all were happy. We wandered about

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for a few hours, finally enjoying some sunshine and the chance to look at the VWs in detail. We also grabbed some free Red Bull from the pretty girls in their New Beetle promotion - nice.

By mid-morning we had seen enough and thought about heading off. I had a few more days off but Henry had to go to work in the morning. We circled the show once more, then said our goodbyes and headed off. I therefore didn't see who won what, so don't ask me anything about the photo on the cover.

We turned off at Macksville and headed up to the Taylors Arm Hotel, the original Pub With No Beer that Gordons Parsons wrote about and Slim Dusty made famous in song. It was a sealed goat-track of a road for the 26km and I expected a little shack of a place. No - a tourist haven! Someone has spent a lot of money on this piece of Australiana, with its wide modern verandah, nice bistro, outdoor and indoor stages, and hi-tech micro-brewery out the back! We enjoyed a steak burger counter lunch and just a couple of beers in the sunshine before heading back to Macksville, and onto Sydney.



Not much to mention about the trip home except that I hardly saw any VWs going in our direction; maybe they were all staying at Valla

longer? There was a 10km detour at one stage due to an accident, but I had the Beach Boys going on the CD then and didn't mind. We stopped for fuel and Maccas at Raymond Terrace, and were back in Sydney by about 7pm. I peeled left at the Clancy St ramp and Henry continued straight ahead over Alford's Point with a toot on the Caravelle's horn.



Thanks to Donna Pell for another very enjoyable final VW Spectacular, and I look forward to the next last-ever VW Spectacular in 2008. Book now, and we'll see you there!

Phil Matthews

It's a Wrap!

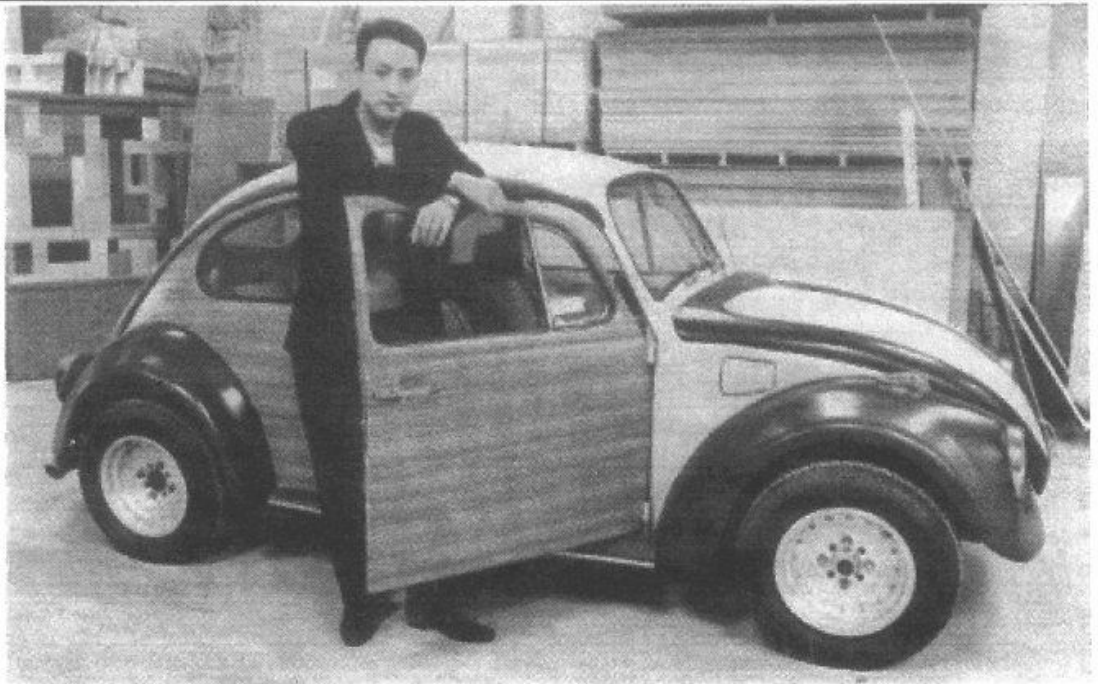
You could say John Woo cracked it when he came up with the idea for his wood-paneled VW. "I was going to do a Mini but it doesn't have enough curves. I wanted a more rounded car that would show that we could do compound curves."

His company, Legno, produces a range of ultra-thin timber veneers that are more like wallpaper than conventional veneer, which is double the thickness. As such it can be applied to almost any surface, including plastic, metal, or traditional surfaces such as plywood. It can also go around two curves in one (compound), as seen on the Volkswagen, a feat that would snap ordinary veneer.

The Beetle was created over a few weeks for the Designbuild convention in May. Woo drove it around the streets for several days before the battery died. The VW elicited a variety of responses.

"From a distance, people thought it was some kind of paint concept. At traffic lights they asked me if it was solid timber," Woo says.

The car has served its purpose and now resides at the Sefton showroom, the curvaceous lines of the VW Beetle demonstrating the solid timber effect and the range of finishes. There are about 25 natural timber finishes, including blackwood, jarrah, maple, white oak, rosewood, walnut and beech. There are also more than 10 reconstructed veneer finishes.



Woo says that conventional timber veneer has a far more limited application whereby the veneer must be applied at the beginning of the construction process, whereas Legno's veneer can be applied to existing furniture.

Woo stops short of describing Legno as revolutionary veneer, preferring to say it's just a new concept. He saw the product a few years ago in Europe and took the idea further by thinking up new ways in which it could be used. He is in negotiations with an international refrigerator manufacturer to create the world's first timber veneer fridge, for example.

"A lot of people ask for doors because you can't see the joins," Woo says.

Not being able to see the joins goes a long way creating a solid timber effect, and is another distinction between Legno and conventional veneer.

Obviously, using veneer uses a lot less wood than making something out of solid timber, so in that regard, at least, you could say that Legno is environmentally friendly.

Marketing Manager David Park says, "We buy timbers from around the world, but we make sure that we buy it all from managed forestries."

Legno can be found at 18 Yamma St., Sefton NSW. Phone (02) 9645 2137, or go to www.legno.com.au

Jackie Chowns (SMH)

Overdue Videos/DVDs

Would the following members please bring back your overdue videos or DVDs to Joe Buttigieg at the September meeting:

David Curtis - Video #19, borrowed 18 August 2005.

Bill Daws - Video #45, borrowed 15 September 2005.

Les Hamori - Video #50, borrowed 15 September 2005.

Jeremy McAusland - Video #1, borrowed 15 September 2005.

Overdue Library Books

Would this member please bring back your overdue library book to Simon Matthews at the September meeting:

Jeff Dunn - Haynes Body Repair Manual borrowed 19 January 2006.

Ask Herr Doktor

Have you had a problem fixing your VW, 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 Cct., Grassmere NSW 2570, or email info@clubvw.org.au

Dear Doktor,

My 1971 VW Beetle 1300 smokes when I make a right-hand turn, or accelerate up a hill. It is my first VW and I've only owned it for about three years. The engine was rebuilt about 85,000 miles ago. Is this a common problem with VWs, or is there a cure?

B.M., Kingsgrove

No it is not a fundamental design problem with the Volkswagen, if that is what you are wondering. Oil burning is causing the smoke, which happens when VW engines simply rack up long and successful lives. Oil is slipping past the valve stems when you turn, as your valve guides are worn. The smoke on acceleration is due to another problem, most likely worn piston rings. Take your VW to a VW specialist (see the sponsor's list) and have him examine it. You may only need a top-end overhaul to get another 85,000 miles of VW motoring.

Dear Doktor,

What was the first Volkswagen to be built with unitized construction, as distinct from a body bolted to a chassis? Was it the Passat?

D.H., Cronulla

All water-cooled VWs have been unitary body, but the Passat was not the first VW built this way. The first VW car to have a one-piece body/frame was the Type 4 sedan, the VW 411, introduced in Germany in October 1968. Earlier Beetles, Karmann Ghias and Type 3s all had platform chassis and bolt-on bodies. However, the VW Type 2 Transporter has had a one-piece unitised body from its debut in 1950, and was the first VW so made.

Dear Doktor,

I have an 1835cc engine with twin 40 DCNF Webers in my Beetle. It runs really rough on the right-hand cylinders. When I hold my hand over the right-hand carb, blocking off most of the air, the engine picks up and runs smoothly. I know the carb is good because I've swapped sides with

the two, and the right bank still runs rough. I've made sure the carb is tight on the Bugback manifold and I'm pretty sure the ignition is OK. What do you suggest?

R.D., Woodhaven

There is no harm in rechecking the ignition, particularly the plugs and leads. If they are OK, then I suspect you have a leaking manifold. The easiest way to test this is to grab a can of Nulon 'Start Ya Bastard', and spray it around the base of the manifold when the engine is running. If the motor picks up, then you have a leak. Take off the carb and manifold and check for cracks or signs of leakage. You may find better sealing with fibre gaskets on the head rather than the VW-style steel gaskets. You should also check the cylinder compression - make sure all four cylinders are good. Another more remote possibility is that your camshaft lobes are worn.

Dear Doktor,

What was the first Volkswagen to be fitted with fuel injection? I was chatting about this with some mates at work and they said it was the Golf Mark 2. I think Kombis might have had it earlier as Leigh Harris' Kombi has it. Who is right?

W.B., Lurnea

Yes the Golf 2 (I do not use the work 'Mark') came with fuel injection, but did not go on sale in Australia until 1990. Before that, the Golf and Passat diesels sold from 1979-82 had fuel injection, but both the Australian and German-made petrol Golfs sold here from 1976 to 1980 had carburettors. The European GTI Golf 1 was not sold here, but it did have fuel injection in 1976. This was before Kombis, which only got fuel injection with the imported 1977 models. We have to go further back. In fact, it was the 1967 VW Type 3 that first got fuel injection on some US-spec models. They used the Bosch D-Jetronic system. We can be proud that the VW Type 3 was the first production vehicle in the world to have electronic fuel injection (earlier systems like the Corvette's were mechanical). In Europe the model was called the TLE, TL for Touren Limousine, E for Einspritzen. It came to Australia slightly later, in 1970, but only on the Fastback. That was the year the Type 3 range was facelifted with the longer nose and bigger taillights.

Dear Doktor,

I read somewhere that Kombi 2-litre engines are actually the same as Porsche engines. How come mine is so gutless then? How can a Kombi

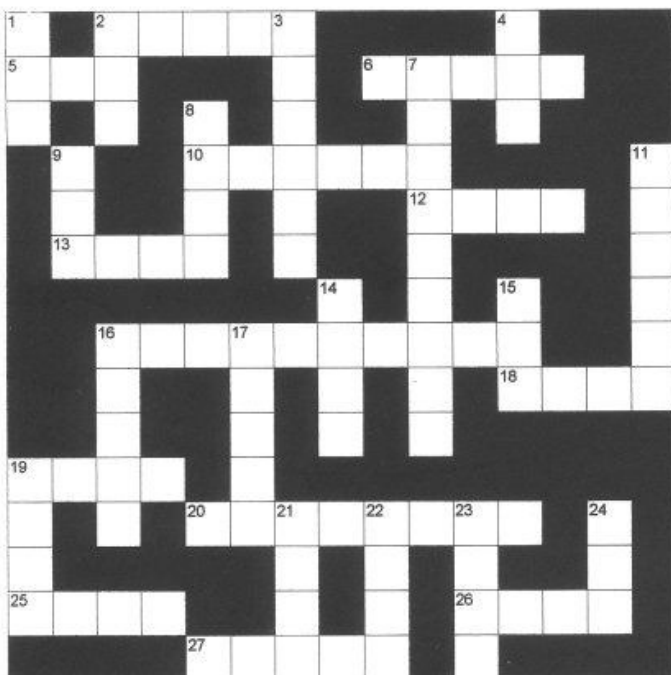
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engine be the same as a Porsche engine? As Pauline Hanson once said, Please Explain.

E.C., Austral

Your 2-litre Kombi engine is a 1970cc development of the 1679cc engine first fitted to the VW 411 in 1968. It grew to 1795cc in 1973 for the VW 412, but the model was killed in 1974 and replaced by the Passat. The Type 4 never had a 2-litre version of this engine. The 1679cc motor was first fitted to the Transporter in August 1971, but it was detuned to produce only 48kW, compared with 50kW and 58kW versions in the 411. The 412's 1795cc engine was fitted to the Transporter from August 1973, but again was detuned to 50kW from the 412's 55kW and 62kW versions. The differences were mainly that the 411 and 412 engines had much higher compression and usually (but not always) fuel injection. In the meantime, the VW-Porsche 914 debuted in 1969 and used the 411's 1679cc engine with 58kW. In 1974 the 914 was upgraded to the 412's 1795cc engine, in 62kW form. These engines were essentially the same as the Type 4 except for the exhausts. In 1973, however, a separate development of the 1679cc engine was introduced to replace the 6-cylinder 914/6. It was bored and stroked (94mm bore x 71mm stroke) to make 1970cc, and produced a maximum 74kW in the high-compression twin Weber version. The Transporter engine is just a detuned, low compression 51kW version. Your engine may just need an overhaul.

Club Veedub Crossword



Created with EclipseCrossword — www.eclipsescrossword.com

Across:

2. He is the VW guru at Vintage Veedub Supplies
5. VW bought them in 1969 and merged them with Audi
6. VWs won this trial in 1957
10. An early Australian VW body conversion by Mirek Craney
12. A VW Beetle made between 1954 and 1957
13. VW model shares its name with a horsy sport
16. The Station Wagon Type 3
18. The original and best ever VW beach buggy
19. Gene's son who races the Berg drag car
20. The Coupe version of the Type 3
25. Joe Vittone's classic VW performance parts company
26. Was beaten at Bathurst in 1963 by Barry Ferguson's VW
27. The original booted VW Golf

Down:

1. Owned the Aussie VW franchise in the 1970s
2. US name for VW Type 1
3. VW 4WD system with viscous coupling
4. The new VW convertible roadster
7. This old VW dealer was once at Rockdale and St Peters
8. The shitty little kid in Herbie Goes Bananas
9. The most famous Los Angeles hot VW club
11. The old VW dealer at Parramatta and Blacktown
14. VW Spectacular organised by Donna who?
15. A British company that once sold VWs here
16. The Factory-appointed Australian Campmobile converter
17. The Australian organisers of Drag Racing
19. The late founder of the Berg VW performance shop
21. A Spanish car company now owned by VW
22. What the booted Golf 4 was named
23. The bureaucrats who run motorsport in Australia
24. The sporty Golf

Prize offer! The first person at the September Monthly Meeting to show me this puzzle correctly finished will win a packet of Tim Tams!

Answer in next month's magazine.

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