

Zeitschrift

October 2006



The new VW Iroc - details inside!

IN THIS ISSUE:

A Bumper Collection of Past Events!

- * Young and Temora
- * Old Bar Kombi Gathering
- * Hubertus Oktoberfest
- The 100th Toy Department
- All the latest VW news
- Plus all the usual stuff...



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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Henry	Russell

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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Kleingedrucktes

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.



**VOLKSWAGEN
CLASSIC AND VINTAGE CLUB
OF AUSTRALIA**

together with:

BAULKHAM HILLS RURAL FIRE SERVICE

Are holding

A FUND RAISING DAY – TITLED “LOCAL HERO’S”

TO BE HELD ON SUNDAY 29TH OCTOBER 2006

AT ELLERMAN PARK, PELLIT LANE, ROUND CORNER DURAL

COMMENCING AT 9.00AM

***EVENTS WILL INCLUDE- VOLKSWAGEN DISPLAY- FUN FOR THE KIDS
And Mum and Dad***

FUND RAISING RAFFLES (all Raffle Prizes have been donated)

***FOOD AVAILABLE- Provided by Local Rural Fire Brigades (all proceeds go to the
Brigade)***

Coffee- muffins and biscuits provided by Home Café

***Please come along and support this worthy cause to raise funds for much needed
equipment***

The Bush Fire Season is once again with us so these “Local Hero’s” need our Support

Major Sponsors: IGA Stores and Shannons Insurances.

moving towards a **FIREWISE** *community*



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:
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or e-mail: info@flatfour.org
Further info and pre-entry forms
will be posted on:
www.flatfour.org
and
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Sunday November 26th



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South Gippsland Hwy, Cranbourne - Melway Ref 133 J6 • Gates Open 9am

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Show & Shine Car Entries Close 11am SHARP • Sorry - NO Dogs permitted

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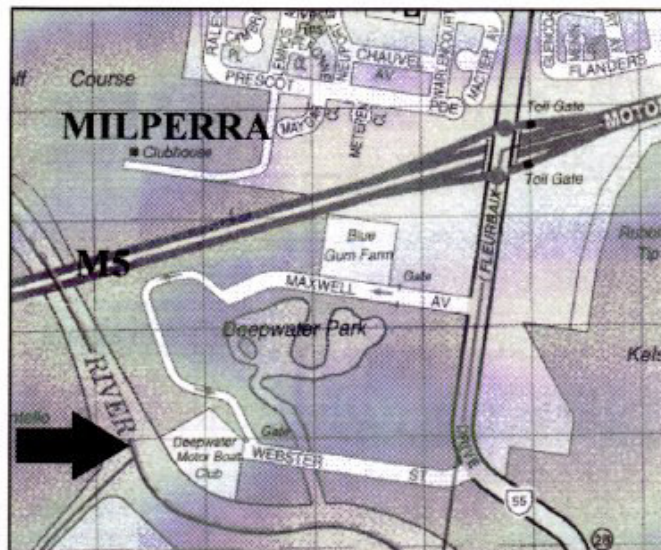
or phone Michael on 0419 684 181



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.

Sawtell Winter Break

17th - 19th August 2007
Sawtell Beach Caravan Park
Lyons Road, Sawtell
(02) 6653 1379 1800 729 835



Plenty of cabins & camping spaces. You must make your booking directly with the caravan park on the above numbers.

The caravan park is within walking distance of the town centre.

Catch up with your VW friends in a relaxed atmosphere.

Participate in the activities - or just veg out.

Location: 554km north of Sydney
427km south of Brisbane

7 hours drive
5 hours drive

All VW clubs are invited to attend.

Booking Code: ClubVeeDub

Toll-free telephone number for the park: 1800 729835

Internet address of the park: www.sawtellbeachcaravanpark.com.au

Organised by local members of Club Veedub Sydney.

More info soon!

Der Bericht von Präsidenten

Last weekend I attended the Warwick VW Weekender in QLD. What a fantastic venue, for both Drag and Circuit racing. It's a pity NSW does not have a facility like this. Unfortunately the Vintage car's engine failed, but we did have several good runs, which was the main exercise for the weekend. Being a brand new car, we wanted to watch how the chassis performed and how straight the car went down the track. Boris, Wayne, Leigh and myself were very happy with the results. So it's onto a new motor and WSID

If you are counting its only 12 weeks to Xmas so start filling your Volkswagen want lists out now.

Next weekend will be the Canberra VW Weekend, so try and make it down there, even if only for the day.

I should have pre entry forms at our next club meeting for the Flat 4 Club Shootout show to be held on Sunday 5th November

Last week I have received my entry form for the annual Australia Day Celebrations, NRMA Motorfest in the city. Would all members who have received their entry form, please return them ASAP. Even if you don't intend coming along, we can pass your entry onto someone else who may want to come. I have some copies so let me know if you need a form

Précis of Committee and General meetings:- Boris Picnic Day, Flat Four VW Shootout, NRMA Motorfest.

KeeponKruzin

David Birchall



Canberra Kapitelreport

Greetings from Canberra. At time of writing, we are in the final preparations for the German Autofest, which will probably have occurred by the time this magazine turns up in your letterbox. Saturday 14 October will be the local VW Cruise (with sausage sizzle afterwards) and Sunday 15 October will be the Autofest show,

on the shore of Lake Burley Griffin. I hope that we see (saw?) many of you there. There will be a full report with photo's in next months magazine. This is our largest event in Canberra and we hope to build on the lessons learnt at last year's Autofest. With help from Raymond in Sydney, we can now use an alternate system to join the club (or renew membership) - direct deposit or credit card. Check the local VW forum for details, or contact us. I believe that within 24 hrs there were already 2 new memberships from Canberra!

As I write this, there is a display of German cars happening at the German Embassy here in Canberra. We were approached to supply a suitable vehicle to be shown with the other marques, during a 'German Day' celebration. Many thanks to Barbara and Ian Schafferius, who have taken their immaculate 63 Single Cab. If I can get hold of any photos, I'll put them in the next magazine.

We'd like to hear from as many Canberra (and area) club members so that we can get ideas for events. Our club runs for everyone's benefit, so please let us know if there is something you'd like to see and we can look into it.

Happy Dubbing!
Bruce



Klub Kalender

October:

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.

Sunday 29th:- VW Display and Rural Fire Services Charity Day at Ellerman Park, Round Corner Dural, from 9am. All proceeds go to the Baulkham Hills RFS. See Page 3.

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 4 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.

January:

Thursday 4th:- Magazine Cut-off Date or articles, letters and For-Sales.

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140

Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Friday 26th:- Australia Day NRMA Motorfest in Macquarie St and Hyde Park, Sydney. Book your spot ASAP! Phone (02) 9416 7055 for more information.

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. 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 should 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 cabriolet. Trophy-winning example, restored to show-room 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 042-4493092.

For Sale:- 1960 VW Beetle in its original state. As per the log book, it was purchased on 30/7/60 by a young gentleman and was then purchased by my now 82 yr old neighbour in 1961 or early 1962. The car has done 102669 miles. The vehicle

has been regularly serviced and well maintained the last being in June where he also replaced all the brakes but unfortunately 2 weeks later was no longer able to drive it due to ill health, so did not bother to renew the registration on 28/7/06. Price to be negotiated. Please contact Trudi for any further information. (02) 9831-5034, Mob 0434-532-069 or Email trudi23@optusnet.com.au

For Sale:- 1971 Type 3 Fastback, incomplete project, but is easy to complete for full restoration. Body all assembled, no rust freshly primed and painted professionally, original arctic white. Interior awaits restoration, engine running and needs to be installed. Spare engine included, full history available, currently located near Camden. Must sell moving house. Call John on 48 83 7873

For Sale:- 1963 VW Beetle. Respectable mechanical condition. All you have to do is look at the ignition key and it'll start. NSW rego till Valentine's Day 07. Owned by VW lovers but can't justify a third car just between us two now. Since living on the coast for the past two years, it is developing superficial body rust and needs a re-spray to keep it in good shape. Hoping to keep it in the VW lover's family. Original condition except for interior which has been redone by previous owner. Also has VW Golf seats which are quite comfortable. Car resides in the Nelson Bay area. Contact Ted or Lisa at usinoz@smartchat.net.au or on 0419 242 006. \$2900 ONO.

For Sale:- Beetle parts Early 60's 2 off Passenger front guards, 2 off driver front guards, 1 off passenger rear guard, 1 off drivers door, 3 off bumper bars, 1 off bonnet, 1 off towbar suit bike rack, All parts in reasonable condition \$150 the lot or \$25 each Ring David 47394957

2nd Month 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 0413 487 725, can email photos if needed. Email is sophie.offen@gmail.com

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)

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Please Phone Ken on 0411 404 560 After Hours.

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.

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

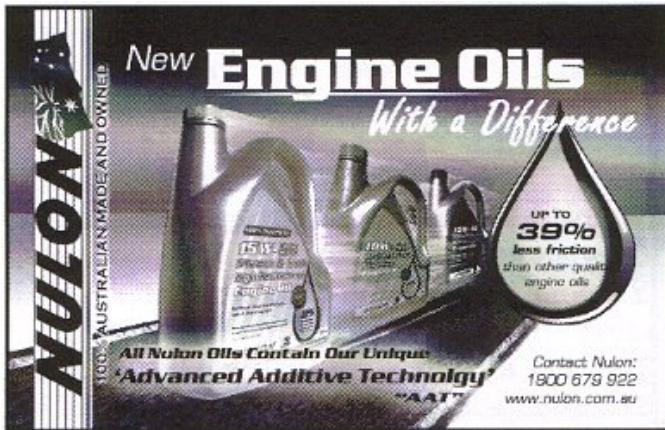
For Sale:- Volkswagen Beetle factory spare parts listing for 1200 & 1300 dated Aug 1972 edition , includes all 60's data, pages are a bit yellowed but all still intact. This is a bulging 3 inch thick folder of valuable and useful information, inc engine numbers, trim colour combinations, paint colours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

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

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 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.

**Trades and services
directory**

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

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

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For Sale:- Volkswagen Beetle factory spare parts listing for 1200 & 1300 dated Aug 1972 edition ,

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Sydney Australia




Volkswagen
Audi
PORSCHE


NO BUGS (SYDNEY)




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

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 numerical order with a page reference, \$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:- Type 34 Karmann Ghia Engine Lid. In great condition, all rubbed back and ready for colour. It is in Adelaide but can be shipped anywhere on the planet! Please make an offer or notify anyone who may be interested. Contact Andy on 0413 976 994 or email venetian@tne.net.au

For Free:- Set of moulds for fibreglass Baja kit, bonnet, nosecone, mudguards, engine cover, all in good order. Pick up from Maclean NSW Phone Bevan on 02 66 45 4502

For Sale:- '67 VW Beetle, 1300cc, orange, good condition, no rust, registered till Feb2007. \$3000 ONO. For Details ring Paul @ 0401198463

First Win for 2006!

Last year's German football championship (the Bundesliga) was cut short, due to Germany hosting the World Cup. Last year's champions were the mighty Bayern Munich.

This year's championship began 6 weeks ago. Up to last week, our team, **VfL Wolfsburg**, has not done so well. The Wolves had played five matches, won 0, drawn 3, lost 2. Goals for: 2, Goals against: 5. Position out of 18 teams - 18th (last). It's a bit like following South Sydney.

However, on 1 October Wolfsburg turned things around with their first win of the 2006/07 season. The Wolves defeated last year's premiers, Bayern Munich, 1-0, at the Wolves' home ground in Wolfsburg. Striker Mike Hanke scored the only goal of the match against the reigning champions in the 12th minute. It was Wolfsburg's first goal in more than seven months! The Wolves have moved up to 15th on the table.

New VW Iroc

Wolfsburg, August 2006. The comeback of a successful idea: 33 years ago at the international Motor Show in Geneva Volkswagen presented a sensational coupé. It was compact, distinctive, agile, spacious and affordable. Volkswagen called it the Scirocco. The car struck the nerve of the times: More than half a million first generation Sciroccos were produced worldwide. Turning point: In August 2006 the largest car maker in Europe is showing the reinterpretation of the successful Scirocco idea in a world premiere – the Iroc concept. 'Iroc' was selected as the name due to it being part of the original Scirocco.



Like the first Scirocco with its visual straightforwardness the Iroc also marks a stylistic turning point through its progressively designed radiator grill and a distinctive sensuality of forms. The concept of both Volkswagens is closely related, even though the vehicles are separated by over three decades: The first generation Scirocco was an attainable dream car for many people. Because the Scirocco was an automotive superstar of the 70's, styled by Giorgetto Giugiaro and equipped with four full-fledged seats, a proper boot, large hatchback and a lot of self-esteem. The Iroc concept takes up this fascinating idea again.

However, in contrast to the original Scirocco the Iroc is no classic coupé, but a progressively designed sports car with an extremely long roof and a comparatively steep rear end. This has two advantages. Firstly, the Iroc features sharp proportions. Especially when viewed from behind it becomes immediately apparent that this long roof together with side window sections is situated on very broad and powerful shoulders. The Iroc thus achieves a waist of flawless sports car theory. Secondly, the Iroc also has room in back for two adults and ample luggage. On balance the provocatively designed Iroc combines a high

degree of suitability for daily use, pure driving fun and expressive design into a Volkswagen that as a possible series-production vehicle will also be very attractively positioned in terms of price.

The Iroc concept exhibits numerous subtleties in detail. Paint example: Although anything but retro styled, the green used is an homage to the first generation Scirocco for which this exact shade of color was especially typical starting with the 1976 model. Then as now it's called "viper green metallic". This glaring green of the Iroc is especially effective in combination with the high contrast black shades of the concept. Carbon example: The central roof element is composed of dark tinted glass; this element is supported by a structure covered with carbon. An integrated lengthwise support is also a part of these materials. The side sills of the Iroc also have a carbon surface. The structure of the sill visible from outside continues seamlessly into the interior.



With its short overhangs the Iroc efficiently utilizes a wheelbase of 2,680 mm for the space provided inside. The concept is 1,400 mm high, 4,240 mm long and 1,800 mm wide. The light-alloy rims specially designed for the Iroc and 235 tires are implemented in 19 inch size.

The Iroc is powered by a TSI engine, referred to in-house as a Twincharger. Shifting tasks are handled by the DSG direct shift gearbox. About the Twincharger: First employed in the Golf GT in 2006, TSI engines are currently the most efficient four-cylinder gasoline engines in the world. The combination of compressor and turbocharger shows the path to the future. The compressor compensates for the typical powering up weaknesses of turbo-only gasoline engines at low rpms. The turbocharger in contrast packs a mighty punch at higher revs. The combination

of both superchargers in large-volume production engines is the only one of its kind in the world. The TSI version used in the concept achieves 155 kW. In principle, a large range of supercharged engines are conceivable for the Iroc that could start significantly under 110 kW. But there's one thing every engine theoretically employed in the Iroc has to guarantee: Driving fun.

The new design expression of the Volkswagen concept shows that the Iroc is a car thoroughly designed for dynamics. A look at the front end makes this positioning emphatically apparent. There has never been a radiator grill of this shape for a Volkswagen. By doing so the company is manifesting the decision to use different "Volkswagen faces" for specific models and segments. This is already practiced for the Golf, for example, which features the typical Golf radiator grill in the Trendline, Comfortline, Sportline and Individual versions, but sports variations of the crest radiator grill for the sportier GT, GTI and R32 versions.

The sports car grill specially designed for the Iroc concept is made of light, brushed aluminum in the outer areas. The honeycombed-shaped structure of the radiator grill has been a signature of the sporty Volkswagen since the debut of the current Golf GTI. Designed as a hexagonal air intake, the grill goes all the way down to the dark front apron. To the right and left of it there are two more air intakes for cooling the brakes. While the upper transverse web of the radiator grill is flush with the engine hood, the short side sections of the frame directly abut the xenon headlights. It is apparent here that the image of the radiator grill hexagon almost inevitably results from the connection of the headlights. The headlight casing itself is comparatively narrow and drawn up to the fenders in the modulation. Together with the radiator grill the headlights pay full honor to the Iroc's "viper green" paint.

As a virtual continuation of the radiator grill lines two elevated and sharply cut flanges divide the engine hood into three sections. In the middle and a bit lower the largest of these surfaces continues the V-shape of the sports car grill up to the A-pillars. The A-pillars themselves are hard to see from the front, because the windshield is extremely wide and overlaps the pillars from the front. The two other surfaces of the engine hood descend into the exposed fenders.

Whoever wipes his hand first across one of the headlights then over the fender and one of the doors will feel that the surfaces of the silhouette twist against one another. In particular the waistline above the front wheel arches and the door handles up to the upper edge of the rear lights drawn far to the side demonstrate this effect. Depending on perspective and the way the light falls this causes the side sections to look different each time, fascinating and like a taut muscle.

Furthermore, it's the hidden B-pillars, the markedly distinct C-pillars and the embedded rear side window here that together with the seemingly endlessly long roof line impart a completely unique presence and dynamic. The surfaces of the side windows extend the compact body of the Iroc. Still more: They reverse the proportions of classic sports cars – short roof, long engine hood. And this shape makes the Iroc unique. Moreover, the roof spoiler integrated in this section adds even more dynamics, both functionally and stylistically. A completely unique counterpoint to the interplay of green and black of the concept is, last but not least, the sculpturally designed rear lights that are strikingly succinct, even in silhouette.



The vehicle character here is determined by the relationship of the proportions between roof and shoulder sections and thus the waist. If it is sharply contoured classic sports car lines emerge. And this is exactly what the Iroc has. Due to the roof extending far to the back, the designers were able to dramatically pull in the sides and place the passenger compartment – the roof along with B- and C-pillars – on very sexy shoulders or, better to say, hips. The already wide track has an even wider effect visually. The fact is the sexy

proportions in this case stand in stark contrast to the more tightly drawn core elements of the rear.

This effect is underscored by the nearly eye-shaped contour of the horizontally arranged rear lights, which – being integrated far into the fenders – act like a continuation of the C-pillars. The clear and reduced shape of the rear window is clearly set off from the lower part of the hatch and rear apron. The general view of the broad track together with waisted roof line plus roof spoiler and a diffuser visually suggested in the rear apron imparts a markedly powerful image of the Iroc.

As outlined, the Iroc is a four-seater. Behind the wide open (and attached just as wide in the roof) hatchback a spacious trunk with over 300 l of storage volume is concealed. The level corresponds to the original Scirocco. The trunk capacity can also be greatly expanded by folding down the back seats. The resulting flat loading surface and the folded down seat backs feature guide rails onto which a multifunctional transportation lock system can be integrated.



The extremely sporty orientation of the Iroc concept is also reflected par excellence in the interior. Under the auspices of the uniquely conceived design theme an interior was developed that was uncompromisingly harmonized for potential racing use. And this at the racing car level as the front bucket seats with integrated 5-point seatbelts and central lock already show. However, the focus of the design lies on gauges and controls. Two large and completely newly designed round instruments form the visual center and highlight of the cockpit: Both main instruments have a bluish glow in a dark acrylic casing. The driver looks into two cylinders with twelve illuminated bars; they create a three

dimensional segmentation within the instruments. Two bright metal rings enclose both central gauges. The surfaces of the painted dashboard elements are refined with a crystal structure, similar to other parts used in the interior.

The color and trim designers combined color contrasting materials such as neoprene in “viper green”, leather with reptile embossing (in bicolor black/anthracite) and “breathing” high-tech “space fabric” (in “titan black”). In addition to the instrument panel encased in black leather, a layer of carbon paint which is also black is used on the doors, the roof area and floors and forms the framework for the most important functional blocks. Example of door opener: The robust handle in aluminum look design corresponds in shape and color to the compact central console. Example of gearshift lever: When idle it lies flush in a console and only after ignition moves into operational position – an innovative anti-theft protection system and fascinating visualized technology at the same time. Finally, the following two examples from the dashboard make clear how far the love for detail and for cars goes at Volkswagen: The hexagonal air conditioning vents in matt silver mirror the design theme of the radiator grill. A excerpt from the world of great sports cars is meanwhile the row of classic toggle switches.

Editor’s note: - The name ‘Iroc’ has been used before - in the USA. Over there, IROC stands for International Race of Champions, the auto racing series for invited drivers in identical NASCAR-style stock cars. It is the motor-racing equivalent of the golfing Masters. Mark Donohue won the first IROC Championship in 1974, while the 2005 champion was Mark Martin (for a record fifth time). From 1975 to 1989 all cars in the series were Chevrolet Camaros. In 1985 GM debuted a modified street version of the third generation Camaro and named it the IROC-Z. It differed from the Z28 by having upgraded suspension, special decals and a tuned port injection system borrowed from the Corvette. The 305ci V8 was upgraded to the L98 350 in 1987. Later IROC-Zs had Australian-built Borg Warner 7¾” four pinion rear ends. The IROC-Z was discontinued in 1990 when Chevrolet ended their sponsorship of the IROC series. The Camaro was discontinued altogether in 2002.

JE Design V8 Touareg

It's time for the VW Touareg to fill out a little. The VW tuning specialists at JE DESIGN in Leingarten are currently concentrating on body widening kits, and providing just such a treat for the big guy from Wolfsburg. An engine tuning package helps the SUV to achieve the kind of performance that its sister model, the Porsche Cayenne, has been enjoying for some time now. The first customer for this JE DESIGN creation is a sheikh from Dubai, who made the new love of his life available for a local photo shoot.



The 4.2 Audi V8 normally delivers 228kW and 410 Nm. This engine is well up to the task of moving the 2.3-ton-plus SUV, with its comprehensive equipment package. But superior performance is a different matter. JE DESIGN achieves this by fitting a supercharger, along with an adapted engine management system. Power output: 368kW. Whereas the standard production model of the Touareg reaches 100 km/h in 8.1 seconds, its supercharged JE DESIGN derivative gets there in 5.6 seconds. The standard 225 km/h becomes an incredible 273 km/h. 600 Nm of torque make overtaking a piece of cake. Any more questions? The upgraded engines naturally comply with emissions regulations and come with a TÜV parts certificate.

The sporty styling package for the "Wide Body" conversion is comprised of several components of the highest quality and the most accurate fit, giving the Touareg an even more powerful appearance. The complete front fender for vehicles with Park Distance Control (PDC) has a row of cooling vents that are primarily there to protect the upgraded engines from dying of heatstroke. To go with that there is a set of side

sills with an air vent for rear brake cooling, a stabilizing roof spoiler, a rear skirt extension for vehicles with PDC, plus a tailgate attachment for the lower tailgate area. The standard headlights are finally tuned into respectable "peepers" by means of the twin headlight unit, including fog lights and high beams. The complete body kit also includes special wheel arch extensions.

The two stainless steel tailpipes for the left and right-hand sides are another eye-catcher (each pipe is 84mm in diameter), giving the rear end a bulky look. The electronic lowering module that JE DESIGN offers for lowering vehicles with air suspension is an absolute must-have. After it has been installed, the gap between the body and the road surface is reduced by about 35mm.

JE DESIGN fits 295/30 R22Y tires to the AZEV R, 10 x 22" ET 50 wheel rim, providing a complete set of wheels. Logically enough, the not exactly undersize wheels would not do themselves justice on the "Wide Body" Touareg if JE DESIGN did not make one more small adjustment to the track. The auto-tuners from Leingarten widen the track by 60mm at the front and 80mm at the rear using aluminum spacers. And voilà: your dream SUV is complete!



VW Tiguan - First Photos

Look out Land Rover – VW is stalking your new Freelander! These are the first ever pictures of the firm's entry into the compact SUV market, the Tiguan. And don't be fooled by the comical badge on the grille – This model was caught undergoing final development in Finland. The shots reveal how the styling is influenced by its Touareg big brother.



However, a rakish stance gives the new SUV a sportier look. And behind the disguise lies a much bolder face, derived from the Concept-A show car seen at the Geneva expo in March. It features an H-shaped chrome grille, distinctive lights and deep air intakes. Chunky C pillars and Touareg-style tail-lamps finish off the rear, which is also likely to feature a split tailgate.



Under the skin is a platform derived from the current model Golf, with toughened suspension, a raised ride height and a four-wheel-drive system that's a development of the VW's 4MOTION set-up.

Inside, there's a high-level console which incorporates an LCD screen to control the sat-nav and stereo. As with rivals such as Toyota's RAV4 and the Honda CR-V, the Tiguan seats five.



Power will be taken from a choice of engines, including FSI and TSI petrols, plus TDI diesel units. The wraps come off the newcomer at Geneva next year, and a starting price of 14 000 Euros is likely.

New VW Sharan

The Volkswagen Sharan has been on the European market since 1995, and was created in co-operation with Ford (the Ford version is the Galaxy). It is about to be replaced next year with an all new model.

The new seven seater will be produced solely by Volkswagen and will be based on the current Passat platform. The new Sharan will be built in Palmela, Portugal.



The Sharan 2 will be bigger than the current model and will adapt to the typical VW-face as seen on the Passat. The transversely mounted engines are also coming from the Passat, ranging from fuel engines of 1.6 litre 86kW to a 2.0 litre 112kW, and a big V6 3.6 litre 186kW for the top of the line model. Furthermore, a new 2.0 litre diesel with 104kW will be available.

6-Speed Auto Polo

The Polo is now available with a six-speed automatic gearbox - the first vehicle in its class to offer this level of comfort and convenience. In conjunction with the new 77 kW 1.6-litre petrol engine, the gearbox gives the Polo the characteristics of a mid-class vehicle in the small vehicle segment.

The Polo is one of the most successful and versatile small cars in Europe. It has once again raised the bar with the new engine/gearbox combination and is the first vehicle in its class to have a six-speed automatic gearbox with gear ranges which are closer together for smoother performance. This is now the second automatic gearbox available in the wide Polo range of seven petrol engines and four diesel engines.



In combination with the 1.6-litre four-cylinder engine with 77 kW, the Polo is capable of a top speed of 187 km/h. It accelerates from zero to 100 km/h in 11.3 seconds. The combined fuel consumption is 7.4 litres per 100 kilometres.

The Polo Trendline with the six-speed automatic gearbox coupled with the 1.6-litre petrol engine has a starting price of 15,500 euros. It is also available in the Comfortline and Sportline versions. The "Goal" special model starts at 16,875 euros. The equipment package of the Polo "Goal" represents a price saving of 918 euros.

The Volkswagen Bank has attractive financing options for the Polo "Goal" and for other models in its "All-Inclusive" programme. With the Volkswagen "carefree package" ("AutoCredit" personal contract purchase), the monthly payment for the Polo "Goal" with a six-speed automatic gearbox is, for example, just 152

euros. This not only includes comprehensive vehicle insurance and an extended warranty but also the option of outstanding payment cover with free integrated income protection insurance. In addition, the Volkswagen carefree package includes free inspection and maintenance for four years.

The six-speed automatic gearbox is offered with a Tiptronic function (+/-) and the gears P-R-N-D-S. The "S" position gives the driver a sporty driving programme in which the automatic gearbox changes gear at higher engine speeds. In the "S" position the gearbox does not shift into the sixth gear as the top speed is reached in the fifth gear. In addition to this, the Tiptronic function, now also available in the Polo, enables the driver to select a gear manually. The long sixth gear reduces the engine speed and thus reduces fuel consumption, which is particularly noticeable in motorway driving. This also has a positive side-effect: the noise level is reduced.

The 1.6-litre engine is also available with a manual five-speed gearbox.

VW Calls for Bio-Fuels

As part of its fuel and powertrain strategy, Volkswagen is backing innovative 2nd-generation biofuels and is calling on politicians to develop a sustainable tax model providing a secure framework for investing in the development and market launch of these new fuels.

"The present assessment regarding the sustainability of first and second-generation biofuels is entirely unsatisfactory, both in economic and environmental terms. One biofuel is not the same as another: some first-generation biofuels can best be described as a 'wolf in sheep's clothing'. Some of them have a worse CO₂ balance than conventional gasoline fuels, but nevertheless



still bear the name of 'biofuel'", Dr. Bernd Pischetsrieder, Chairman of the Board of Management of Volkswagen Aktiengesellschaft, commented in Berlin on Thursday. "First-generation biofuels receive tax incentives from scarce budget resources and consequently constitute a bad investment. That cannot be considered sustainable in either the ecological or the economic sense of the word."

Volkswagen has for many years been working intensively on concepts for reducing fuel consumption and substituting fossil energies. "Our fuel concept is based on second-generation biofuels which can be produced from biomass, are to a large extent CO₂ neutral and do not compete with food production," Pischetsrieder added.

Second-generation biofuels are now on the threshold of commercialization. "In technical terms, second-generation biomass fuels are easy to blend with other fuels and thus help to reduce CO₂ levels in the short term", said Pischetsrieder. Relatively high manufacturing expenditure means that second-generation biofuels cannot yet be produced economically on a large scale. Production costs alone for the cellulose ethanol process are currently higher than the costs for both mineral oil-based gasoline and conventional bioethanol. Long-term conditions that also provide a financial incentive for greater CO₂ efficiency are needed in order to bring these second-generation fuels to market despite these obstacles and to encourage the further development of the process to bring costs down.

"With a sustainable, holistic tax model offering market-oriented incentives, second-generation biofuels can establish itself on the market," Pischetsrieder said. Apart from taking CO₂ efficiency as a yardstick, he also called for further sustainability criteria, oriented for example to factors such as the use of fertilizers and pesticides, the protection of rainforests, social standards, employment potential and security of supply, to be included in fuel taxation. "Excessive subsidization and the misallocation of politico-economic resources must be avoided," Pischetsrieder commented. Volkswagen has developed a tax model catering for both CO₂ efficiency (primary criterion) and the sustainability criteria he outlined. Volkswagen believes that such a system could encourage tax harmonization in Europe.



"Volkswagen is already working on concepts for the industrial production of second-generation biofuels and is willing to encourage their production through substantial investment," Prof. Dr. Jürgen Lehold, Head of Group Research at Volkswagen, said. He added that Volkswagen welcomed the German government's plans for a lower tax rate on Biomass-to-Liquid and cellulose ethanol fuels until 2015. "However, we doubt this is sufficient for the long-term planning security needed for major investment," Lehold added.

New biofuels bring significant reduction in carbon dioxide emissions

Second-generation biofuels include SunFuel[®], a synthetic Biomass-to-Liquid fuel, and cellulose ethanol, which can be produced from whole grains or various kinds of agricultural residue such as corn stover. First-generation biofuels, such as biodiesel or bioethanol, are mainly produced from the grain kernels only. Second-generation biofuels triple the yield per hectare and, unlike first-generation biofuels, do not compete with food production.

Volkswagen cooperates closely with other automakers, bio-tech companies and mineral oil corporations in developing fuels. Volkswagen supports the development of promising processes and is already working on powertrains that can run on biofuels: Volkswagen has developed the fully synthetic SunFuel[®] diesel fuel together with CHOREN Industries GmbH and other partners. By using biomass, the CO₂ cycle can be almost completely closed and greenhouse gases cut by approx. 90 percent. With regard to gasoline fuels, Volkswagen is cooperating with partners such as the Canadian Iogen Corporation, whose process for producing cellulose ethanol offers a similarly high CO₂ reduction potential.

The Toy Department - 100th Edition!

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Item #12037-White

1963 VW Bus Pickup

The recently released 1/24 scale pick up are a must, this scale is much better in my opinion than the 1/25 scale Masito versions.



These come with either surf boards or luggage racks and safari windows and come in a variety of 8 colours.

For further details and availability call Steve from Mobile Model Cars who are sponsors of our club.



In the meantime the Matchbox Kombi illustrated here which is number 31 have just hit the pegs at your local stockist

Tony Bezzina



Welcome to the Toy Department. This is a special edition as we are celebrating the 100th edition of the Toy Department this month!

Who would have thought, if not for the support and enthusiasm of club members that something that started in 1998 would continue to grow to this day.

Special thanks this month to Steve Carter our webmaster for his time and patience over the past 8 years in facilitating the Toy Dept on our club web site, here you can access all editions in full colour.

I recall in the early days before e mail (for me any way) when this feature was hand written and photographs were sent by snail mail... remember floppy discs! Thank you also for your contributions and look forward to sharing future stories with you all.



This month I have featured the Jada range of kombis and Beetles. Whilst these models are an unusual scale they have a fresh cal look about them which their distinctive chrome wheels.

In the 1/60 scale there are the wave two versions of kombi Pick ups in metallic blue and two tone yellow.

The beetles also have good detail in both blue and red.



Shannons Eastern Creek 27 August 2006

Here are some photos of the CMC's Shannons Eastern Creek Classic. This was held at Eastern Creek Raceway over the weekend of 26-27 August 2006.

Thank you to Paul Cheetham for the photos!



Young and Temora 16-17 September 2006

Well, let me start my story saying that the weather was perfect to take out my delicate yellow convertible for the long trip to Temora (408km). And I didn't have to take the infamous car cover either, because the night at Young was crisp and clean, the stars above were shining bright on the car like a tiger in the forest of the night.

We left Uncle Leo's at 8:05am with a convoy of just three Beetles! John and Mirjana Jozelich in their 1973 Beetle, me and Mary of course and Henry and Cindy in their 1963 Beetle. We know all the problems we had with Henry's car on that Mudgee trip, but not this time - didn't miss a beat, went like a charm all the way to Young and back.

Well I thought how disappointing, only 3 cars, was the day going to get any better? Well it did, for when we arrived at Goulburn about 9:50am, Ian and Barbara from Bungendore were there to meet us in their green split window Kombi Pickup. There was also Darrel Buck from Camden, a recent member of the club. He was driving a 1969 white Beetle. But wait, there's more. Tom Twarlou from Picton was also there, and came over to say hello. And then to make my day, an old friend of mine from my school days in the '60s also came along to say hello.



We arrived at Yandilla Mustard Seed Factory about 1:00pm, where John and Beverley Weston were waiting for us in their 1978 Kombi Camper. The two lovely ladies at the factory gave us a warm welcome, stuffed us with assorted sandwiches, creamy butterfly cakes, many other home-made assorted cookies and more cakes. And then when we all thought we had enough, they came out with pieces of juicy sweet



watermelon, rockmelon, strawberries, avacados, etc etc etc. But wait, there's more - tea and coffee for just \$10.00. So for those of you who thought of making this trip but didn't - all I can say is Na Na Na Na Na.

We arrived at Federation Motor Inn about 3:00pm (351km). Now here's an interesting point: John and I filled up our 1973 Beetles at Leo's, and then filled up again at Young. John used 7 litres more fuel than me; he filled up with unleaded fuel and I filled up with 98 octane fuel. Anyway, after unloading the luggage we visited the jam factory, then walked around town while me and Mary went to the 6:00pm Mass.

There was this young priest celebrating Mass and he said, "Are there any visitors in our midst?", so I stood up and he said, "Come up here and just introduce yourself." So I got up near the microphone and said, "My name is Joseph, and my wife's name is Mary. We had a little trouble finding an inn to spend the night here, but finally we got lucky and found a room at the Federation Motor Inn."



The next morning we left Young at 8:00am (minus John and Mirjana who drove back to Sydney. Mirjana was having trouble walking with her swollen foot; I hope everything's OK now)

and arrived at the Aviation Museum at Temora about 9:00am. The bloke directing the traffic in the car park was very helpful, he actually made a spot for our VWs. When I told him there were other Beetles coming from Canberra, he reserved room for them as well.

Bruce and his team finally arrived at 9:30am and there was some from the Riverina club, and also one member from South Australia who I never had a chance to meet. The air show was spectacular. There were Tiger Moths, a Hudson, a Wirraway, Kittyhawks, Spitfires, Mustangs etc, all doing their acrobatic acts in the air. One plane threw out a roll of Sorbent toilet paper and went around slicing it in three or four pieces.



Unfortunately we couldn't stay till the end because we had along drive home, so we all left together at 1:30pm and parted company at Yass. Bruce and his mates headed back to Canberra, Ian and Barbara were off to Bungendore, which left me and Henry driving back to Sydney.

Joe Buttigieg

Temora Run Canberra Perspective

As per previous magazines, Club VeeDub had organised a weekend trip to Young and Temora, culminating in watching the airshow at Temora Aviation Museum on Sunday 17 Sep. We tried to get some interested parties from Canberra to drive to Temora on the Sunday to meet up with the Sydney crew.....and we even worked in with the Riverina VW Club to have some of them come along as well.

Leaving Canberra at 6am Sunday morning, the weather wasn't exactly perfect for a 3hr trip (cold and thick fog). Our convoy consisted of a Bay



Twin Cab Kombi, an Oval Beetle, a Mk III Golf, and my Buggy (Ian, Barb, and their 63 Single Cab spent the weekend with the Sydney folk and thus, were already there). May I just say that by the time we made a stop at Boorowa, not only was I freezing, but I was drenched from the moisture in the fog! The weather cleared and the run into Temora was uneventful.



Of course, we had arranged to call the other 2 clubs once we hit Temora.....this is where the logistics broke down. No mobile phone coverage. Plans were changed and we drove to the Aviation Museum, to see that the Sydney crew were there. Some chatting and photos occurred, and we went



Club Veedub - The Legend Never Dies.

into the Aviation Museum. Not long afterwards, the Riverina VW Club came in, they brought (I think) around 6 cars. The museum put on a great display and we all had a great day there (wasn't easy finding shade!).

We decided we'd depart mid-afternoon, fuelled up and left Temora, next stop to be Yass. Again, the trip was uneventful (good news when driving older cars!). I'd like to personally thank the joker who decided to stir up the dust opposite us just off the Hume highway, so that some of us could choke in the open air. I suppose I bring that on myself when driving a buggy.....



A quick stop at Yass for food and we separated for Sydney and Canberra. All reports show that we had no breakdowns and that's always a good thing. Thanks to everyone who organised the main push from Sydney, and to everyone who attended from Canberra. Some pictures are attached.

Bruce Walker

Old Bar Festival 30 Sept - 1 Oct 2006

Well the Labour Day long weekend was here! The time had arrived for the world record attempt for the most Kombis at the same place. This record is held by Canada, with 489 Kombis. I hadn't heard from any of the other club members, to say they were going. So I loaded up my 78 Blue Bay window at 5am, and set off early for the 4hr trip to Old Bar.

After seeing 10 or so Kombis heading north on Friday while travelling back from Taree for work, I expected to see other fellow Kombis making their way north but to my amasement. we didn't see a single Kombi until we turned off at Taree for Old Bar.

Upon arriving at the airstrip, we were delighted to see all the Kombis lined neatly beside the oval and airstrip. Once checked in and registered as No. 96, it was time to take my place in the line of Kombis. While looking around and inspecting the other Kombis, I spotted Joe in the distance driving in. Joe had left at 5:15am and arrived later due to a puncture in the rear. Lucky a car passing him alerted him before there was some serious damage done to the tyre. A short stop at the local Shell garage plus \$10 saw him back on the road and heading for Old Bar.



After checking out the line, we head over to the swap meet area which didn't take long but picked up a couple of items, so it was worth it. There were only a few prizes for the day which went to the following.

People's Choice - G. Kay, Greenacre, NSW

Oldest Kombi - Matt Raine - 55 Splitty

Most Decorative - D. Butler, Emu Heights, NSW

Travelled - B.Jones, Davonport, TAS

Total number of Kombis was 164, excellent compared to last year's 113. The local Caravan





park was fully booked out, and it was amazing to see every parking space was taken up by a Kombi. We had booked into a Bed & Breakfast called Mescals at Pampoolah. A luxury hideaway to wind down after a busy week and long day. Owners Mescal & Rod were the loveliest hosts that you could wish for. I would highly recommend this place for a perfect relaxing stay. There are 3 rooms with ensuites and 1 has a spa. The breakfast kept to the country theme and was absolutely delicious.

Meanwhile Joe was able to camp beside the Surf Club but had to share the area with the local rabbit (who was about the same size)

There was a concert on the Saturday night with Normie Rowe & 2 support bands playing. It being a long day, we decided to give it a miss and turn in.

Sunday saw the classic car display and wine & cheese tasting. After this Debbie and I went for a cruz to Wingham, Taree and Harrington Beach. We had arranged to meet Joe at the local bowling club for dinner and to watch the Grand Final. With a \$5 roast on Sundays, I think all of Old



Bar were there. The roast was great, too bad about the grand final.

Joe decided to head off and park up just before Nabic and then continue home on Monday morning. We stayed Sunday night and left at 9am Monday to beat all the traffic heading back into Sydney.

Heading home, a couple of friends rang who went to the Warwick Drags to let me know how it all went. It was good to hear that a Sydney car won the event with a time of 6.028seconds for the 1/8 mile. Good on ya MIKE!!

The Old Bar festival committee are already planning for next years attack at the record. Looking forward to travelling north again.

Russell Sarten

Old Bar Festival - Another Version!

This year the Festival had a website to register entries and pay before 1st September which was at the cost of \$25 and included a souvenir pack. I obtained mine, signed my life away with the usual 'Disclaimer' and enclosed a copy of the Third Party Insurance document. More about the entry details later.

When my wife travels we take our 1978 Bay Camper. When I go on my own I drive the 1964 Split. We have talked about taking one each, maybe next year.

Anyway we set off on Thursday morning, had the usual heavy traffic out of Sydney but once on the F3—started cruising at 80 to 95 km/h, letting the semis drag us along at times. There was no wind to blow us out of our lane, all was well. We stopped at the Hawkesbury for our first 2 hour revive for maybe 30 minutes. Once off the freeway the driving gets more comfortable (some drivers seem). This time I noticed very few going over the speed limit. Double demerits may concern them. We haven't been up this way since June this year and some more road work is being completed. Fuel fill up at Bulahdelah in town, on driving out it was noted that the Caravan Park come Fuel Station had last week's price, 12 cents less (noted). Then on to 12 Mile Creek Rest Area for revive stop, quite a nice spot.

The road work to Nabic was open to north bound traffic, brand new concrete double lanes, sometimes single. It looked as though it had been

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opened to double lanes for the weekend. The southbound traffic was on the Old Highway, and a good 150 metres to our right. Nabiac was a changed town, and finally we were leaving the Highway onto Old Bar Road, which hasn't changed, still more filled pot holes than straight bitumen. It's a 100km/h road and you're bouncing all over your lane and trying to dodge the broken surfaces. I just drove 80 to 90. I did get quite a few close cars behind me, but there's no overtaking because it's mainly double line marked.

We drove through town and noticed that a BILO store (supermarket) has opened. The Old Bar Beach Café is for sale, fruit shop also and the town grocer shop is closed up. So called keeping up with modern times. The beach area has not changed. We checked our booking at the Lani's Old Bar Beach Caravan Park and moved into the same cabin we stayed in last year. It has a view of the ocean through the front door and the Air Strip out the rear window. We feel we are back home, and as this is our third stop we are improving, 6.5 hours including breaks from Heathcote.

We unpacked and got our cabin ready for a great stay of four nights. The wind started, it's always windy when we are here anyway. It was 6 o'clock by now, some times the wind calms down. Another VW - a 1972 arrived and set up next to us. Friday morning we met the owner and was given a tour of it. The Kombi had been sprayed two-tone Porsche blue with white mag wheels, new outfit in side, LED flat screen TV on a bracket so it could be used outside. The owner and his wife came from Penrith and they had some great photos from the Valla Park weekend.

We met up with the Festival organiser and was told there were 78 Kombis registered, but expected more (hopefully) to arrive later on Saturday morning. The registration did offer a souvenir pack, but the main sponsor pulled out, so our money was offered back, less the five

dollars entry fee. I decided that I would accept the pack which contained a Sun Hat with a VW logo and Kombi Beach Logo embroidered on it, a Mobile Phone & Key Holder Lanyard, a Key Ring Miniature Thong with Kombi Beach printed on the sole and a sticker from Harro Surfboard Company all in a large shopping type bag with Old Bar Beach Festival gaily printed on both sides with the side view of a Kombi with a flower over the side window and a peace sign under the window. So, I thought it was O.K. for a souvenir, as you won't get them elsewhere.



We walked around the Caravan Park with a camera and got a few ideas for setting up camp. Off to town to the Old Bar Beach Café for coffee and cake and met up with its owner again. (I don't always have cake, but this is a special weekend). When we were last here last year he had a surfboard with photos of groups and couples who had dined at his Café, and because we had frequented his Café many times he asked if he could take a photo of us next to our Kombi outside the Café. As he was out of film he took one photo with our camera and we posted him a copy with a note about how we enjoyed our visits to the Café. So, when we were there this year, we looked for the photos on the surfboard. It was not there. Instead he had the photos on a small table covered with glass. We were pleased to see our photo complete with note.

In the late afternoon we walked to the Surf Club area as there is a skate-board ramp there and the riders were practicing for the next day's



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competition. Also watching them was Mat with his 1955 Kombi, so we talked with him and his friend for a while. They had a good trip from Bundeena (fellow Shire Kombi man). Another Kombi driver was there and he had made some Kombi badges, and did we want some? On the badges was a picture of a Kombi with the words KOMBIS RULE. I bought one (last of the big spenders) then back to our cabin for dinner. This was Friday night and in the Surf Club was an exhibition with a combined indigenous contemporary-photography-art. Downstairs was showing a surf movie, we gave that a miss. The night was quite cold around 8°C.



The Saturday morning sun was shining right from day break and promising to be quite warm. It was like Pitt Street in the Caravan Park—Kombis and 4WD moving out and as our cabin was near the entrance they all passed our cabin. All this started about 8am. The gates to the oval were to open at 8.30am. After breakfast I drove over and found a three-lane queue, 100 metres long, and they were still coming. The Festival committee apologised for the delay in opening the gates, as they were handing out sheets to fill out to give them permission to use any photos they take for publicity purposes. Finally the gates opened just before 9am and when entering the officials were checking whether we had paid in advance, and if so again offered \$20 back or the souvenir pack. You know I took the pack. I was handed a colourful, numbered sticker to place on my windscreen and another thong key



ring. By the time I got onto the field I was parked almost at the end of two lanes facing one another, near where I parked last year, and more Kombis were arriving. So they started another line across the end of the field, this ended up a double line. It was looking good, two more pockets of Kombis were formed. Later I found out the record will have to wait another year as only 163 Kombis were recorded. Officially the count finished at 12.30pm, unfortunately more Kombis arrived after this but couldn't be counted in the attempt.

Beverley and I went to the Official opening of the Festival. The guests included Nancy Bird Walton, who is 91 years young and she gave us the history of the air strip and other information on aviation. Interesting, and all off the cuff, no notes. The Deputy Prime Minister, Mark Vaile who is also Minister for Transport and Aviation introduced her. Nancy gave him some advice on how country aviation strips are being forced out of business because they are on valuable real estate, all built on flat land, water sewerage and power are there, no trees and are easy for developers to move in. Mark Vaile answered that he understood and would try to have this changed (enough of this).

They announced the category winners from The Kombi World Record Attempt—the 'Oldest' No. 44 won by Matt with his 1955. The 'Furtherest Travelled' No. 57 was from Geelong (even though



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there was a Tasmanian registered Kombi on the Field, maybe he was too late for judging). 'People's Choice' No. 63 and 'Best Decorated' No. 155. There were a lot of people looking at the Kombis, so the interest was great. There were some Kombis that I recognised from last year's attempt, and a lot, lot more I didn't. We finished our day with a walk around the market stalls. Two stalls were selling model cars with various VW cars. One fellow bought a 64th scale Type 3 Notchback. On the same stall who do you think I met, not the stall owner but none other than Tony Bezzina. I did see a 1978 Kombi Micro Bus on the field, but it did not have its usual display. The number plate and colour I did think at the time reminded me of Tony's car. I didn't see Joe there but I am not familiar with his Kombi, so bumping into Tony, Joe may have been there and we didn't cross paths. There were a lot of people. Anyway I talked with Tony for a while and I finished up buying a Dub City pack with a 1963 VW Bus Pickup-yellow and white lowered and fitted with, it looks like 20" mags. On another stall Beverley bought me a mini plaster 1964 split Delux Micro Bus complete with yellow and black paint and brush.

The night was finished off by sitting in our own chairs on the oval in front of the main stage being entertained live by none other than Normie Rowe, supported by singer Trevor Knight and comedian Peter Dean. The show was great but boy did the grounds get cold. We even put the heater on when we got back to the cabin, just to regain normal body temperature and I don't normally feel the cold.

Sunday we awoke to an overcast day, more wind and had a hardy breakfast, went to church in the park, then over to the oval to check out the Classic Cars-Rolls Royce, Mercs, Fords, Holdens, Statesman, HQ Series, Morris'. Then did the new stalls, there was also wine tasting-gave it a miss as we were leaving next morning. We watched all

sorts of planes, but were spoilt by the Temora Air Show. In the late afternoon a jet did some very clever flying off the beach. Back to Old Bar Beach Café just a coffee for me this time. Beverley had the works-lime and lemon cheesecake again and I bought the strangest looking split bus painting, but it does have character. Strolling around the town we came across a guest house built in 1923, had a great surfing theme throughout and one really nice wide angle photo of a Bay Kombi overlooking a surf beach. After pricing the framed surfing 10" x 8" at \$100, I didn't dare ask about the Kombi photo. This guesthouse accomodates 30 people.

Well, we left on the Monday morning and headed for Forster after visiting Saltwater and Wallabi Point, south of Old Bar. Then along Old Bar Road to Half Chain Road which is all gravel (I like gravel roads) to Great Lakes Road to Failford to visit a Doll's House Museum, but it was closed Mondays and Tuesdays. We had a picnic lunch at Halliday Point close to the beach which was crowded.

We travelled to Tuncurry, then over the bridge to Forster's Lani's Island Caravan park. We drove around the island, very big, has camp kitchen and toilets-no showers. Ideal for boaties. I could visualise heaps of VWs having a weekend here just camping in the nataral scrub.

We decided to stay in the caravan park on an unpowered site. After dinner Beverley joined the Bingo Game in the main entertainment shelter. I had a well earned rest. Next morning we looked around Forster, boy has it grown since we were last here. It would have been about 20 years ago. Even high rise units being built along Little Street overlooking the Lake. Well, it's time to return home. It was nice looking at the 3 lakes on our way back to the Highway. No wonder it is a popular holiday area. Cuppa break at Bulahdelah, back on the highway, another break along F3 to have a coffee, then through to





Roselands before filling with fuel. Light traffic all the way. This continued to Heathcote. Arrived home safe and in one piece. When you hear about what happens on long weekends you count your lucky stars. Last count of deaths I heard there were double last years.

John Weston

Editor's Note: It was a great shame that we had three events on that weekend - Old Bar, Warwick Drags and the Hubertus Club Oktoberfest! I would love to have gone to all three.

Can I please invite all event organisers, both in our club and in other VW clubs reading this, to please use our calendar? When thinking of organising a future event, please check it first to see if someone has already grabbed that date. And let us know about your coming event ASAP, so someone else doesn't book an event that clashes with yours! The Klub Kalender on page 8 is for your convenience - please use it!

Also, I have been trying to find info on the Canadian show that supposedly holds the record for the most Kombis (489?) but haven't had any luck. In any case, I think that is wrong. My information is that the annual Vanfest at Malvern, UK, is the world's largest VW Type 2 show. At

the 10th anniversary show in 2003, almost 5,000 Kombis attended, with 15,000 visitors. At the 1999 Vanfest, they arranged 538 Kombis on a field to make the 'Big Bay' (photo above).

See www.vanfest.org for more info and lots of photos.

Hubertus Oktoberfest 1 October 2006

Sunday was a fantastic day. This year the weather was on our side which made it all the more enjoyable. It was a relaxing day, listening to



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with his Golf III, Darin and family with their '62 Beetle, Bob and his Thing (181), Bill and family also with their Thing, Andrew and family with their '61 Beetle, Phil and his '74 Kombi Campmobile and we were of course there with our T3 Caravelle and Golf III VR6.

A great big thank you to the Hubertus Country club for allowing us to display our vehicles on the day, and also for again sponsoring the trophies.

Congratulations go to:

Phil Matthews - Best VW on the day

Ray & Shirley - Consolation Prize



the German music, watching the German dancing and drinking plenty of German DAB beer. The food also was great, although there was a bit of a line up, but it was worth it in the end. We had quite a few people looking at our display. We sold some merchandise and handed out membership forms, so maybe we'll have some new members soon.

A big thank you to those who came on the day. Ray, Shirley and Daisy the Type 3, Brian

The children were kept entertained throughout the day with rides, games, the model boat club and the local fire brigade who let them have a go at fighting (fake) fires and driving the (model) fire truck.



All in all it was a great day, as we look forward to the Oktober-Fest next year.

Grace Rosch

The Konzept Kübel

Among the many new models shown at this year's Geneva Motor Show was the latest addition to the New Beetle family. Dubbed 'Konzept Kübel' the new car is aimed primarily at the burgeoning sports utility vehicle market. It should be very popular with hunters and shooters. It has been designed in conjunction with a number of other famous German and Austrian companies such as Steyr, Junkers, Spandau and Luger.

The new car is packed with features and is said to be capable of taking the owner any place they want to go. It has been tested in North African deserts and in far eastern European winters, and it is therefore capable on a number of fronts.

One of the more striking features is the removable doors which are, according to a VW spokesperson, 'partly a retro nod to the car's origins, partly sun bed'. VW claim it is possible to deploy both within 30 seconds. Other applications for the doors are under development, such as light-foam filling for added buoyancy on planned later models.

Unlike other models in the New Beetle range the Kübel is constructed mostly from specially formulated plastics making it exceptionally durable. An added benefit of this is that most of the cars panels are simply clipped on and different colours or designs can be used according to the 'operational needs of the customer'. Colours available at the present time include olive drab, khaki, desert sand, black night and jungle camouflage, all in a fashionable matt finish.

The vehicle shown at Geneva features VW's TDI engine and an all new 4WD transmission but it is not known at this time if these will make it into the production version. An examination of the engine showed that a much larger air filter than normal had been fitted. Curiously the configuration shown appeared to incorporate a power take-off unit but a use for this is yet to be determined. Perhaps it was merely a prop.

A wide range of accessories are planned, including a cloth roof, mountings for metal storage cans, shaded headlamps, leather straps, hunting rifle and machine pistol mountings, duckboards, and individual markings.

It is understood that both Arnold Schwarzenegger and George W Bush have expressed more than a passing interest in the car and the President, with the help of White House aides is said to have ordered one for his daughter Jenna. VW of America would not be drawn to comment on this but stated that they 'have issues' with his use of the letter W and are considering legal action.

Sadly there are no plans to offer the car for sale in the Britain as previous attempts to land similar models to the UK a number of years ago 'were not a great success'. The French are also reluctant but may have the car forced on them. If the car is to be sold in Europe - VW Germany are wary of using the 'Kübel' tag - it would probably be called the "VW New Type 82".

Höx Fibber



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,

I am currently thinking of trading my trusty 1996 Golf 3 GL on a new Golf TDI. I think with the price of petrol the way it is, this would be a good move. How does the new TDI's engine output compare with my old petrol Golf 3? Also, I know the TDI has a turbo, but what was the first Golf diesel to get a turbo? Was it the Golf 1? T.S., Mascot

TKM had the Australian VW franchise back in 1996, when they imported Golf GLs with 1984cc engines that produced 85kW at 5400rpm, and 166Nm at 2600rpm. Your trusty Golf would have this motor, which was also fitted to the Aussie-spec Cabriolet, Vento GL and Passat GL of that time. The lower-spec CL model, which didn't sell as well, only had the 1781cc engine (66kW, 145Nm). Now, with the new Golf TDI, you have a choice of two turbo diesels. The 1.9 TDI produces 77kW at 4000rpm and 250Nm at 1900rpm. A bit down on power compared with your current Golf, but quite a bit more torque! The 1.9 TDI also only drinks 5.5L/100km on the combined cycle, giving a range of around 1000km on a single tank. The big brother is the 2.0 TDI, which uses direct injection (Pumpe-Düse) and multi-valve technology to produce an astounding 103kW at 4000rpm, and an even more astonishing 320Nm at 1750rpm (!) Yet, its consumption is only 5.7L/100km. VW is the world leader in automotive diesel engines. The first Golf Diesel was groundbreaking but it was never turbocharged; the first was the Golf 2 CL Turbo Diesel introduced in 1986. The more famous Umwelt turbo diesel with catalyser followed in 1990. I needn't mention that neither of these models was sold in Australia, but at least the new TDIs are. Buy one!!

Dear Doktor,

I am new to the club, and have only owned my Beetle for a few months. Why is there news about Audi in the magazine every now and then? I thought this was a VW-only club.

J.W., Sylvania

You are right, we ARE a VW only club! The reason

is that Volkswagen owns Audi. There was quite a bit of shared history between Ferdinand Porsche and Auto Union (Audi) before the war, but after the war Auto Union came to be owned by Daimler Benz. VW bought Auto Union in 1965, then bought NSU in 1969 and merged them together to create the Audi division we know today. And it's just as well they did, because Audi was the source of what became the Polo (originally the Audi 50) and Passat (Audi 80). The Audi engine was also used in the first Golf. Without Audi, VW would have gone bankrupt in 1975. So yes, we love Audis!

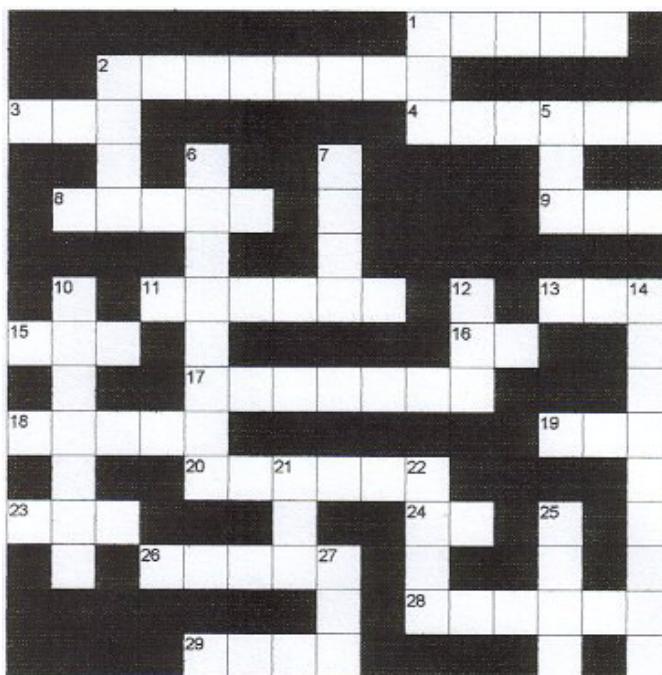
Dear Doktor,

Where is VW's Australian headquarters now? I think they used to be at North Ryde in the 1970s, but I'm not sure after that?

H.C., Hazelbrook

LNC Industries Pty Ltd had the Australian VW franchise from 1968 to 1987. Their old headquarters used to be in Waterloo Rd. North Ryde (it was bulldozed after LNC went out of business in 1991 and the site is now a modern office complex). The later franchisees - Ateco, TKM and then Inchcape - all used the same industrial premises on Victoria St, Wetherill Park. This is still the home of Subaru, among others. VW Germany took over the Australian franchise in 2000, and after a short while at temporary premises on Gardeners Rd at Alexandria, they now have a flash new permanent head office (we hope). Their address is The Lakes Business Park, 6 Lord St, Botany NSW 2019.

Club Veedub Crossword



Club VeeDub - The Legend Never Dies

Across:

1. A slippery Australian oil additive containing PTFE particles
2. The animal on the logo of the Dural-based VWCVCA
3. You'll always find these quality instrument gauges in VWs
4. The German state that still owns 20% of the VW company
8. A peak in Colorado that hosts the Race to the Clouds
9. VW's on-board Multi Function Computer
11. Former race track at Annangrove, now bulldozed for housing
13. The 1980s name for the Volkswagen Audi Group of companies
15. Original supplier of VW clutches
16. A VW racer with an hotted up silver Oval Beetle is ?? Hansen
17. The old VW dealer on Canterbury Rd at Bankstown
18. This luxury marque became part of Auto Union in 1931
19. The more common abbreviated name for Bugs For You
20. They convert VW T4 and T5 Transporters into Camper Vans
23. Aronson, Fleming and Thurber's VW tuning shop in California
24. Volkswagen for short
26. An Italian carburettor usually found in pairs on hot VWs
28. Spanish-made VW people-mover not sold in Australia
29. The most succesful VW ever, in terms of total sales to date

Down:

1. VW parts that are New Old Stock
2. Fantastic high-quality adjustable shock absorbers
5. VW parts that are Original Equipment Manufacture
6. The German name for the German army of WW2
7. Belinda's nickname for her red 1302
10. US name for the T4 Transporter
12. The more common name for Small Car Specialties
14. The licenced club where we hold our meetings
21. German makers of VW brake pads and brake discs and aftermarket stuff too

22. Audi aluminium show car named after banked Berlin racetrack
25. A German brand of spark plug for VWs
27. German high-performance tuner of Porsche 911s who also makes his own ally wheels

Prize offer! The first person at the October Monthly Meeting to show me this puzzle correctly finished will win a packet of Tim Tams! Last month's winner was David Birchall.

Answer in next month's magazine.

Last Month's Crossword:



Overdue Videos/DVDs

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

Ron Bijen - Video #26, borrowed 18 August 2005.

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

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

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