

# Zeitschrift

November 2006



**The new VW Eos convertible - Now In Sydney!**

**IN THIS ISSUE:**

**All the latest VW News**

**Motor Show 2006**

**German Autofest Canberra**

**Ethanol in Petrol**

**The Toy Department**

**German Unification Day**

**Canberra Skidpan Day**

**...and lots more!**



**PUBLISHED BY CLUB VEEDUB SYDNEY**

**[www.clubvw.org.au](http://www.clubvw.org.au)**

**Proudly a member of the Council of Motor Clubs**



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Ray Pleydon	Brian Van Derley
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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.*

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### Kleingedrucktes

Monthly Club VeeDub meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday of each month from 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 published monthly by Club VeeDub Sydney. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month. 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, or in PDF format on the Club Veedub website.

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.

SHOW & SHINE • TRADE DISPLAYS • SWAP MEET • FUN FOR ALL THE FAMILY

*Sunday November 26th*



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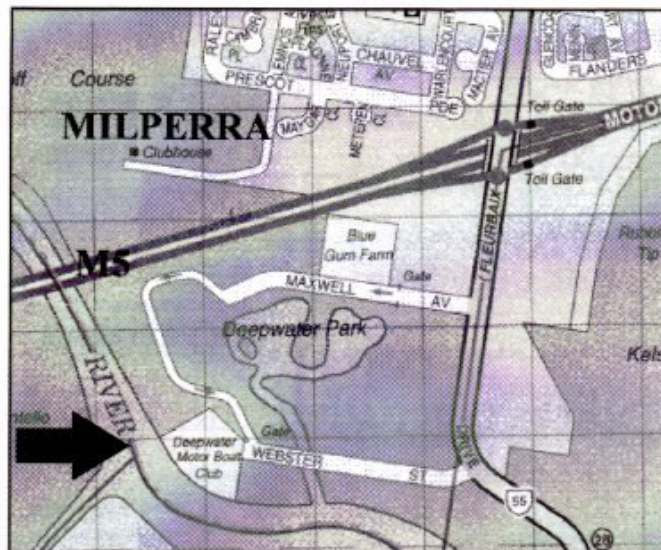
or phone Michael on 0419 684 181



# 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](http://www.sawtellbeachcaravanpark.com.au)

Organised by local members of Club Veedub Sydney.

More info soon!

## Der Bericht von Präsidenten

The annual Flat Four VW Club Shootout will be held this weekend, 5<sup>th</sup> November. I wish Flat Four success with their event and hope all our members will be attending.

Don't forget Boris' Picnic Day on Sunday 3<sup>rd</sup> December at Deepwater Motorboat Club Milperra. Bring along your swap meet items, and also lend a hand on the BBQ from 8.00 am.

Our December 21<sup>st</sup> general meeting will be a very informal meeting, as this will be our Xmas Party. We will be having our Attendance Raffle draw and a giant raffle to end the year. If you would like to bring along a prize for the raffle, please gift wrap and disguise it, so it won't be easily detected. The Raffle is intended to be a mystery. Come along and enjoy a great social and casual evening with your fellow Club members, and test your knowledge on a Xmas quiz.

I have entry forms for the NRMA Australia Day celebrations. If anyone would like one please let me know and I will post you a copy, but you will have to fill it out fast and FAX it off, or you may miss out.

Organisational plans are well under way for the Nationals 2007. As always we will need as many hands as possible helping out. If anyone knows of any business houses that might like to be a corporate member (sponsor) for our show would they please advise me so that we can send out a letter advising them of the details required.

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

The 12th issue of VW Magazine Australia is out on the news stands, and has some great articles inside. Look for our full page advert, with information regarding the VW Nationals 2007. So please pick up your personal copy and support it.

Précis of Committee and General meetings:- Flat Four VW Shootout, NRMA Motorfest, VW Nationals 2006, Volkswagen Club of NSW, Canberra Euro Day, Xmas Party.  
KeeponKruzin,  
David Birchall



## Canberra Kapitelreport

A big G'day to you all, from all of us here in Canberra. We've been pottering away here during October and had a pretty exciting time, I can tell you! Our annual event, german Autofest, went extremely well - look for a report elsewhere in the magazine. We had a few minor areas that we can improve on, but we're learning and the attending numbers were excellent!

For our locals, our next event will be the 'Marques In The Park' held in Belconnen on Sunday 19 November, contact us for further info.

At time of writing, it looks like a cruise from Civic to Belconnen and a day of showing the cars off to the crowds.

Anyway, enough babbling. Catch you all again next month.

Bruce



## Klub Kalender

### November:

**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 19th:- CMC Marques In The Park, Canberra.** At the John Knight Park in Belconnen. Contact the Club Veedub Canberra chapter for more info.

**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.

**Tues 26th:- Boxing Day Top Fuel Drags** at WSID, Eastern Creek. Australia v USA in 8000 hp top fuel dragsters. [www.wsid.com.au](http://www.wsid.com.au)

### 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.

**Friday 26th: Australia Day Classic Car Display** at Parramatta Park. Family entertainment, hot-air balloon display, circus, interactive workshop, food and drink stands. 7:30am-1pm. Phone Loretta on 9806 5212 to book and for more info.

### February:

**Thursday 1st:- Magazine Cut-off Date** or articles, letters and For-Sales.

**Sunday 4th:- CMC Bathurst Swap Meet** at Bathurst Showgrounds.

**Thursday 8th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd.

Yagoona (next to Potts Park).

**Thursday 15th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 17th & Sunday 18th:- CMC Super Swap Meet** at Hawkesbury Showgrounds, Windsor Rd and Racecourse Rd, Richmond.

### 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](http://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 Meet at er for \$10.00 to: Club VeeDub Sydney, c/- 14 Willoughby Cct Grassmere NSW 2570.*

### New Ads:

**For Sale:- 1970 Beetle**, registered until July 07, TFV500, 1600 twin port engine fitted, no rust, great body, faded paint, also **1973 1303 L-Bug** with 1600 twin port , twin Kadrons, slide back ragtop sunroof, wide wheels, glass guards, body reasonable or suit parts car, asking \$1800.00 for both cars Phone Alan Lowe on 0401 107 504 or 02 4936 4881.

**For Sale:- VW VR6 Golf**, Pearl Silver Paint. ROLA Roof Racks. Colour Matched Bumpers, Side Moulds and Flares, ABT Sports Grill and

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**Wanted:- Club Members looking for a JP.** I am a JP for the Australian Veterans' Children Assistance Trust, but as a Club Veedub member I'm happy to help other club members who need the services of a JP. If you do, please phone me - Norm Robertson, on 02 4625 7057 or mobile 0409 771822.

**For Sale:- Number plates VW-064** Black on White small front large rear currently in storage central coast RTA asking \$2500.00 please contact Michael on 0410 608 331 or email [mkvale@optusnet.com.au](mailto:mkvale@optusnet.com.au)

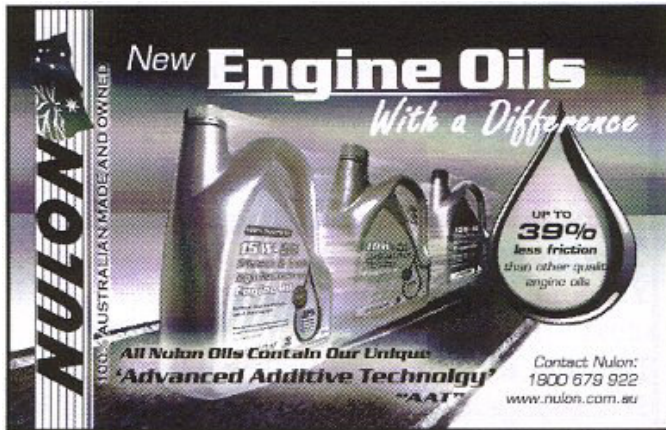
**For Sale:- 1975 Dual Cab Kombi**, wrecking or restore???(has been blasted does have normal rust issues), most parts, including vg set of gates blasted and 2pac primed \$900, Pair vg front doors blasted & primed \$190, vg bumpers, seat rear seat base, seat bases, cab divider top trim etc.etc. Phone Ray Vanderkly on (02) 6658 4422.

**For Sale:- Other Kombi Bits**, Suit 68 to 79.... Overhead Aircon unit plumbing covers, under chassis fans etc \$850. Factory camper front roof rack galvanised \$100. Set of Audi 15-inch mags and tyres (50%) of Bay window \$275. Pair Front flipper windows...one small rust hole bottom inner frame on one \$250. Good auto gearbox was running in an rust 1800 \$75. Pair quality danish inner and outer footwell replacement sections \$150. Email for pics [vanderkly@aapt.net.au](mailto:vanderkly@aapt.net.au) Parts located in coffs harbour...will be at Boris' Picnic day 3rd December or phone (02) 66584422.

**For Sale:- 1641cc Type 1 engine.** New bearings. Good single port heads/dual relief case. Header/long block only (needs tinware and externals).



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jackets etc.  
Contact Raymond Rosch  
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\$300. Contact Chris in Mt Vic on (02) 4787 1213.

**For Sale:- Original 40mm Kadron set:** carburettors rekkited and w/new floats; dual port manifolds; complete linkage & air cleaners. Nice, throaty sound. \$600. Contact Chris in Mt Vic on (02) 4787 1213.

**For Sale:- 1966 Karmann Ghia (URGENT MOVING HOUSE SALE)** hard top 1500 Genuine Australian delivered RHD, Factory ball joint front end, unfinished project 90% completed, fully painted 2 tone manila (cream) and chocolate (roof), body was taken off the pan to repaint and restore, restored original style only the generator has been changed to 12v, seats fully reupholstered original, This car is 99.9% complete with parts, new German wiring loom, all new brakes and brake lines, new tyres, lots of NOS parts used, like NOS wheel trims, German rubbers, some west coast , headliner is installed, new laminated windscreen fitted with NOS German rubbers, all other glassware like rear screen and pop outs are back in, doors and bonnets fitted and aligned, window winders and front glass is installed, perfect unsplit original dash refitted, good tested and running engine and gear box, excel cond bumpers, Needs steering fitted, carpet kit and front door trims made and fitted, rear trims are already installed. Well over \$20k spent, the hard work is already done it just needs the final finishing off and assembly, lots of additional spare parts included like a spare headlight , int door handles etc etc , THIS IS A BARGAIN! \$18,000, the first to see will buy! Phone Anthony, Dural NSW 0412 25 3333

### 2nd Month 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

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George: 0412 434 762

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](mailto: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](mailto: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

**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](mailto:Marenk@ozemail.com.au) or on 0415 278 163.

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**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](mailto: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](mailto: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](mailto: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 & Leann, Mobile : 0410 434 667 Email : [master@yoda.com.au](mailto:master@yoda.com.au)

## Sydney International Motor Show 2006

Volkswagen was the only car maker to have TWO stands at this year's Motor Show at Darling Harbour. Outside on the lawn was VW's camper display, featuring the T5 California and Multivans, the Kombi Beach and the new mini-camper version of the Caddy. The girls were very attractive and extra-friendly to anyone wearing a VW shirt, as I was.



VW's main stand inside the 5-hall exhibition centre was in the middle Hall 3 this year. The stand was larger than the Nissan stand next door, which befits VW's serious presence on the Australian market these days. There were a number of interesting cars to see.



Firstly, there were two new Eos convertibles on display, a red petrol version and a silver TDI. The red car was first snapped by Raymond at Mascot when it was just off the plane, and his photo is on the cover this month. It was also at the Canberra day. The Eos goes on sale in 2007.

The ultimate Golf, the V6 R32, was also on display, this time in a four-door body.

The facelifted Touareg 4WD has two new

V6 engines - one an FSI petrol and one a TDI. The five-cylinder TDI is still available, as is the ultimate motor - the 5.0-litre V10 TDI. The petrol V8 is no longer available.



VW also showed examples of the Polo GTI, Jetta, Golf and Passat. A T5 Multivan and Caddy Life was also shown. Again, the girls on the stand were very yummy and very helpful.



Over at Audi, the highlight was the Le Mans-winning R10 TDI race car. The gorgeous R8 supercar concept was just awesome - more on this next month.



## No Phaeton for Australia

The most luxurious car in the Volkswagen range will not be coming to Australia. Volkswagen Australia has given up on its plan to import the German carmaker's Phaeton flagship.

The Phaeton competes against the BMW 7-Series, Mercedes-Benz S-Class and Audi A8 in Europe with a small price advantage.



Volkswagen Australia has been keen on importing the loaded limo since 2003. The plan had been put on hold, until the company came up with a new plan to bring the Phaeton to Australia.

It is understood the Phaeton would have been cheaper than the model sold in Europe, aimed at the less expensive Mercedes E-Class, BMW 5-Series and Audi A6.

Volkswagen Australia managing director Jutta Dierks says the Phaeton would have had a tough time in Australia if it was priced the same as it is in Europe. "The gap between Passat and Phaeton would have been too big," Dierks says.

She says Volkswagen is missing out on customers who want something bigger than the mid-sized Passat but don't want to buy the all-wheel-drive Touareg.

The decision for Volkswagen, makers of 'people's cars', to stretch out and build a large luxury car is a controversial one.

Critics argued the brand, which also sells affordable city cars such as the Fox and Polo, didn't have the street cred to match Mercedes and



BMW. European buyers agreed early on and sales struggled, but impressive diesel engines have seen sales lift slightly.

## Golf GT - Supercharged and Turbocharged

Most carmakers have to choose either a supercharger or turbocharger to boost an engine. Volkswagen will use both in a bid to reduce fuel consumption of small petrol engines.

That might sound crazy, but by using both forms of boosting technology, Volkswagen is able to reduce the size of an engine and maintain healthy performance.

The first engine to use this new system, which VW calls Twincharging, is only 1.4-litres but produces 125kW at 6000rpm, and 240Nm at 1750-4500rpm.



To put that into context, a normal non-boosted 2.0-litre four-cylinder that powers a US-specification VW Jetta generates 110kW and 230Nm. To top it off, the 1.4-litre four-cylinder TSI Twincharger as fitted to the Golf GT uses a meagre 7.2 litres of petrol per 100km of city and highway driving when tested to European standards. The less-powerful 2.0-litre engine uses considerably more.

Australians should have their first chance to own a car with Twincharger technology late next year when the Golf GT is expected to arrive. Using a supercharger and a turbocharger is not new. Lancia fitted a double-boosted engine to its Delta rally car of the 1980s, but no serious production vehicles have used the technology until now.

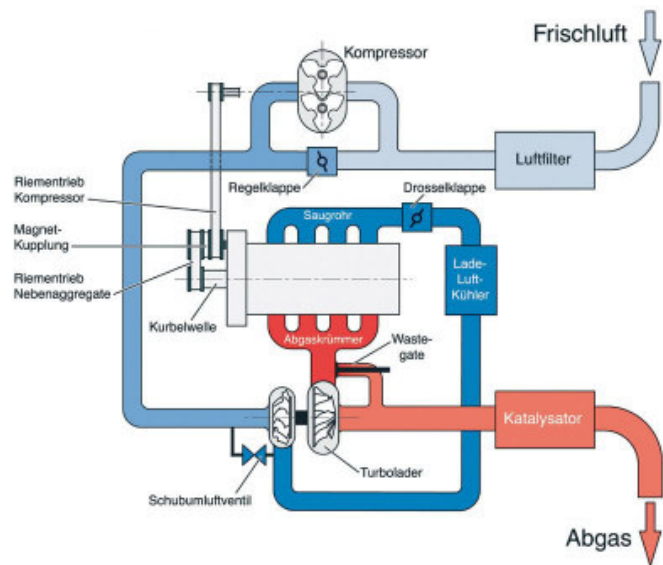
Volkswagen, which is at the forefront of diesel-engine technology, started to examine the

potential of its Twincharger technology because it felt petrol engines were falling behind their oil-burning counterparts.

It started by looking at turbochargers. Turbochargers work by using the force generated by exhaust gasses to force air into the engine, but they can take a while to get going. Volkswagen found that simply fitting a turbocharger to a smaller engine didn't work so well before the turbo started to wind up.

"At low speed, small engines don't have enough torque to work well with a regular turbo," TSI Twincharger development chief, Hermann Middendorf, says.

Superchargers are driven by the engine's crankshaft, so they wind-up and provide boost quickly. So the Twincharger engine uses a supercharger for low-down grunt before the turbocharger takes over. The idea is to produce a torquey engine that punches hard all the way through the rev-range.



Volkswagen chose its existing 1.4-litre four-cylinder engine as a base for the TSI powerplant, adding direct petrol-injection. The engineers also wanted to run a higher compression ratio (10:1), so instead of using a regular aluminium engine block, they designed one made of stronger cast iron.

To maximise efficiency, VW also set-up the supercharger so that it only comes on if the driver needs it. If you put your foot down hard, the supercharger spins up. If you go easy with the right foot, the air intake simply bypasses the supercharger to save fuel.

The same bypass valve is used when the engine switches off the supercharger as the turbo

spools up. The Golf GT is available in Europe with a six-speed manual or six-speed DSG automatic driving the front wheels.

Other models are expected to take up Twincharger technology and VW has already fitted a 103kW version to its Touran people mover, tuned more for economy than power.



A German Autobahn is a good place to test an engine. A smooth, wide road with no speed limit in many areas, minimal traffic and good weather allow us to push the Golf GT's Twincharger. The run between Wolfsburg and Dresden is an eye-opening experience.

The first test is to see how it will pull in sixth gear from about 90km/h. You would expect a weeny 1.4-litre to cough and splutter, but the double-boosted engine responds quickly and pushes the speedo past 100km/h -- the needle moving easily all the way to 200km/h. That is seriously impressive. But how is that test relevant to Australia, where the only place you can legally do those speeds are the baked tarmac freeways of the Northern Territory?

Well, it reveals just how much pulling power this special 1.4-litre engine has.

Perhaps more practical is how the engine responds around town or on twisting roads, with a manual. With supercharger and turbo working away, you can leave the engine in a higher gear and forget about it. You don't need to keep shuffling between gears, because either one will do much of the work for you. The supercharger, if enacted, provides the boost up to about 3500 revs before the bypass valve is switched on.

It is about this time that the turbo has gained enough speed. It's all pretty much seamless. You

can hear the slight metallic whine of the Roots-type supercharger and some turbo woosh, but only just, and only if you are listening for it. That's not to say the engine is perfect. In some driving conditions you can re-apply the throttle and the engine takes a moment to provide some form of boost, but this doesn't happen often.

The best thing about the Twincharger is the width of the powerband. A comparable diesel only gives you a burst of power in a very narrow band, but the Twincharger has impressive urge from down low to about 6000revs. Fuel consumption has not been tested to Australian conditions.

That and the price will be revealed closer to launch. The figure we gain in Germany, an average of about 9L/100km, is not representative because the engine spends a lot of time at 5000 revs or more as we push it hard. Still, many people who push a boosted performance engine hard would be happy with that kind of consumption. The Golf GT test cars are all manuals, so we can't tell you what it is like with the auto. VW Australia is yet to lock in the local specifications.

The European models come with a nice sprinkling of premium gear, including heated sports seats, dual-zone climate control airconditioning, leather steering-wheel cover and metal trim on the wheel, around the gearstick and across the dashboard. But whatever kit it has, Golf GT's TSI Twincharger engine will be a star, and a win for petrol lovers who want performance and economy without going to diesel.

## Passat Aerodynamics Package

The new aerodynamic package from Volkswagen Accessories demonstrates the Passat's sportive vein. The sporty styling of the premium set consisting of front apron, side skirts set, rear

apron, rear spoiler lip and dual tail pipe cover refines the looks and reduces the air resistance of the series vehicle. The characteristic shape of the vehicle front is particularly striking: The muscular V-shape of the radiator grill is optically highlighted making the Passat a true eye-catcher.

The innovative aerodynamic package is based on the design of the "Passat Moonraker" from the U.S. The project that had already stirred up interest at the SEMA Motor Show in Las Vegas was realized in only seven months.

The front apron contributes significantly to the sporty effect: The entire air intakes on the side and below the license plate holder were designed in honeycomb fashion. For an even more striking look, the middle radiator grill frames and the lateral inserts can be painted in contrasting colors. The broadened side skirts in vehicle color continue the athletic design line towards the rear.

The Passat cannot hide its sporty nature in the body area either: The powerfully drawn side line is extended by the harmoniously integrated rear spoiler lip. At the same time, the rear apron with the air intakes hinted at to the right and left in the side section as well as the oval dual tail pipe covers over the ultimate in motor sports looks – great for drivers wanting to enjoy visual appeal in everyday life on the road. To accentuate the powerful character of the vehicle even more, a partial color highlight of the rear apron is suggested.



The chassis has also been slightly modified: The vehicle is lowered approximately 25 to 30 millimeters through the use of sport springs complemented by spring travel limiters. The attractively styled 18-inch alloy wheel Velos in the colors brilliant silver or titanium constitutes a perfect supplement to the aerodynamic package: The rim with the Pirelli P Zero Rosso Asimmetrico (235/40 R18) tires represents

dynamic and speed as complete summer wheel ideally complementing the sporty overall impression of the vehicle.

The limited aerodynamic package for the Passat will be available from September 2006 at all European Volkswagen dealers. More information and prices can be found at [www.volkswagen-zubehoer.de](http://www.volkswagen-zubehoer.de).

## Latest Golf GTI Accessories

Celebrating its 30th birthday and five generations – a genuine original among compact cars with much power: The Golf GTI by Volkswagen. Over 1.65 million customers can't be wrong. You can pull up with it wherever you want, but you cannot always have it with you. Volkswagen therefore offers an extensive range of GTI accessories: The selection ranges from the model car for the living room showcase to shirts with the GTI logo and on to the computer adventure game.



The Golf GTI model car in the scales 1:18 or 1:43 looks quite attractive at home in the showcase or on the desk in the office. Design elements typical of the GTI – such as the honeycomb radiator grill, the eye-catching rear spoiler or the brake calipers painted red – have been meticulously implemented with much affection. The smaller model is available for •21.90 and the larger one for •31.90 as Volkswagen accessory in the shop at [www.votex-shop.de](http://www.votex-shop.de) or at the Volkswagen dealer.

The exclusive GTI chronograph watch is quite a special accessory. Analogous to the GTI's interior trim, the black saddle-leather wristband has been stitched with red seams. In

addition, the GTI logo decorates the genuine carbon dial. This superbly crafted chronograph with its polished stainless steel housing, the quartz Miyota OS 10 clockwork and the scratch-resistant mineral glass does justice to the successful automobile whose name it bears. The chronograph is also part of the Votex selection for •199.00.



The GTI Racing PC game offers a perfect blend of driving pleasure and realism. For •39.90, all GTI fans can test the five GTI generations in more than 70 racing situations. Six environments and many different track objects can be set. Even tuning can be performed on the PC: For example, cars can be retrofitted with additional turbochargers, more powerful brake systems, racing transmissions with a shorter gear ratio or optical tuning elements. This action-packed game can be ordered in the Votex-Shop.

GTI Outfits – The sporty red or trendy white GTI T-shirts with V-neck and GTI lettering on the left sleeve are an obligatory summer accessory for all GTI fans at the price of •8.90.

The GTI rugby shirt in black with long sleeves and red GTI lettering across the chest is recommended for cooler days; it costs •19.90. Both models are made of 100% cotton and are available at the Volkswagen shop of the Wolfsburg plant.

Also available at the Volkswagen shop: GTI plastic ballpoint pens (•1.00) or pens with high-quality silver-colored metal housing and black rubberized grip section (•5.50), a tornado-red GTI pin (•1.50) or a keyring pendant in GTI design (•3.30) made of silver-colored matt-finished metal with red lettering.



## New VW Touran

The Touran is coming with a new look, new technologies and a new top TSI engine. The next generation of the bestseller was presented in a world premiere at the Paris Auto Show and the European market launch will be taking place in the middle of November.



At first glance the new Touran is recognizable from the front by its Volkswagen crest radiator grill in chrome design, a new bumper and sharp headlights; the optional lights available as bi-xenon adaptive headlights follow the stylistic design of the Eos. Numerous interior modifications and expanded standard equipment top off the extensive package of measures.

Starting in spring 2007, the highest performance gasoline direct injection engine, a Twincharger with 125 kW, will be employed in the Touran for the first time. The gears of this sporty yet thrifty 1.4 TSI are changed via the standard DSG direct shift gearbox. The 103 kW Touran 1.4 TSI, whose Twincharger is also optionally available with DSG, will get started right at market launch.

Another technology highlight of the Touran is the optional parking guidance assistant (including Park Pilot / distance warning front and back). Developed by Volkswagen, "Park Assist" enables automatic parking. Park Assist is activated at the push of a button. While driving by at speeds of up to 30km/h an ultrasonic sensor system detects all parking spaces on the right and left that are parallel to the driving lane; a control unit calculates the ideal path for parking. Park Assist notifies the driver about the starting position via display in the instruments. After engaging reverse gear the van maneuvers into the parking space in under 15 seconds. During the

entire process the driver only has to accelerate and brake – the Touran does the steering.

The Touran is regarded as the all-round talent for private and/or business use due to its unrivaled range of innovative engines and gearboxes, as well as its great interior versatility and capacity. From a standing start the first generation introduced in 2003 advanced to the most successful van series in Germany (approx. 8,000 new registrations per month); in Europe the Touran is also one of the most sold models of its class (11% market share in the segment). The new Touran should strengthen this position. At a purchase price of •20,460 (Touran Conceptline, 75 kW) it can be recommended in terms of economy.



New upholstery fabrics and appointments breath new life into the interior of the next generation Touran, lending it a more refined feel. The middle plate of the instrument panel, for example, is now crafted in a stainless steel design. The same is true for the area around the standard storage compartment above the middle console. In addition, the basic "Conceptline" version is refined by the new "Media" interior trim. The "RCD 300" radio-CD system with integrated MP3 mode is standard on-board equipment. Also true in terms of safety: no compromises. Front, side and head airbags are included as standard features, as well as the ESP Electronic Stabilization Program including counter-steering feature and trailer stabilization.

The stainless steel theme is even more enhanced in the next highest equipment version. It has a sporty character matching the new "Energy" interior trim. The Touran Trendline now comes with the semi-automatic "Climatic"

## Club Veedub - The Legend Never Dies.

air-conditioning system as standard equipment (previously a Highline equipment feature). Taken from its predecessor are practical details such as the folding front passenger backrest with table and load-through facility.

At Volkswagen "Highline" traditionally refers to the most exclusive equipment version. In the case of the updated Touran this includes, among other features, newly designed 16" light-alloy wheels ("Magny Cours" design), the refined "Mando" interior trim, an air-conditioning system (Climatronic instead of Climatic), the most powerful version of the "RCD 300" audio system with eight speakers and ParkPilot.

In addition to "Park Assist", "Hill-Starting Assistant", daytime running lights and bi-xenon headlights with cornering light, the new optional equipment for the second generation Touran includes a variable luggage compartment floor with two integrated storage compartments and a DVD-based radio navigation system ("RNS MFD DVD").

The new top gasoline engine is the Twincharger 1.4 TSI with 103 kW, first used in the Golf GT. In combination with the new Touran the dual charged high-tech engine (charged via compressor and turbocharger) enables a top speed of 198km/h while running on an average of only 7.5 litres of fuel per 100 kilometres. The basic version engine Volkswagen offers for the Touran is a 1.6 litre gasoline engine with 75 kW.

A 125 kW TDI engine is at the top of the diesel engine range, while the entry level diesel is a TDI with 66 kW. In between these two extremes are the two other TDI performance levels Volkswagen offers the new Touran with 77 kW or 103 kW.

Another innovative way of saving without forgoing driving pleasure is the 80 kW natural gas version of the Touran, the "EcoFuel", that will also be available at market launch. A world-wide novelty in the van segment: All TDI and TSI engines (above 77 kW) can be combined with the DSG direct shift gearbox – in the eyes of many experts the sportiest and most economical automatic transmission in the world.

The innovative seating system of the Touran shows the way in terms of versatility. The three light-weight seats arranged next to one another in the second row can be quickly and easily moved – lengthwise and offset diagonally, folded down or removed. The Touran can be optionally equipped with a third row of seats; when not in use the two full-fledged individual seats can each be easily lowered separately into the luggage compartment floor. The luggage compartment of up to 1,989 litres (depending on seat configuration) is also a hallmark of versatile and efficient usability.

No plans to bring the new Touran to Australia have yet been made.



## VW Caddy Life

*\$27,990 Affordable Motoring For The Masses*

Volkswagen has released the cheapest seven-seater on the Australian new-car market, and its diesel engine and cargo-carrying ability may be the keys to its sales success.

The all-new Caddy Life is priced from \$27,990 for the 1.6-litre petrol manual version - \$2000 cheaper than its nearest rival, the Kia Carnival, and \$5000 cheaper than the Hyundai Trajet. But, unlike other people movers, the Caddy Life has the flexibility of doubling as a commercial van.



“I think predominantly buyers will be families who want a commercial-type application during the week and the flexibility to be able to move their families around over the weekend,” said George Carey, general manager of McCarroll VW at Hornsby.

The Caddy Life comes in five models, but there are only three seven-seat options - the 1.6-litre petrol with a five-speed manual gearbox; a \$31,990 1.9-litre diesel with a five-speed manual; and a \$34,990 1.9-litre diesel with a six-speed automatic.

It is the only people mover on the Australian market with a six-speed, clutchless manual transmission, which shifts so smoothly and easily it could be mistaken for an automatic. This transmission is only available, however, with the 1.9-litre turbo diesel engine.

The Caddy Life is the cheapest diesel-powered people mover on the market.

“Diesels are going to do [very] well and that is our competitive advantage,” Carey said. Standard safety equipment includes dual front air

bags, anti-lock brakes and traction control. Side air bags (front seats only) and electronic stability control are optional.

Standard equipment on the 1.6 model includes 15-inch steel wheels, height and reach-adjustable steering wheel, power front windows, central locking, air-conditioning and CD player. The diesel model has alloy wheels, height adjustment for the front seats, and cruise control. Heated seats, a CD changer and satellite navigation are optional.



Each row of seats is slightly higher than the one in front to reduce the risk of motion sickness among rear passengers.

The family can get into, and out of, the Caddy Life via sliding doors on both sides of the car. The tinted windows in the side doors can also be opened.

Whether you are planning to use it as a work van, a family vehicle or both, the Caddy Life has a number of different storage holes. Pockets in both front doors are large enough to hold a one-litre bottle and the Caddy Life has a centre console with an armrest, two cup holders in the front (one in the back), pockets in the rear sliding doors and a storage compartment in the front passenger footwell.

There are net pockets above the rear windows, as well as a compartment with lid and document clip for the driver and an open compartment on the instrument panel.

VW estimates the 1.6-litre petrol engine consumes 8.4 litres of fuel per 100 kilometres and the diesel engine between 6.2 and 6.7 litres per 100 kilometres, depending on the transmission type (general duty cycle).

See your Volkswagen dealer.

## Petrol Choices

The most commonly sold fuels in Australia are the unleaded varieties of petrol: unleaded (ULP), premium unleaded (PULP) and ultra premium unleaded (UPULP).

Unleaded fuels carry a RON (Research Octane Number) rating. Put simply, RON determines petrol's 'anti-knock' quality or resistance to pre-ignition. If you run your vehicle on low octane petrol you might notice a 'knocking', 'rattling' or 'pinging' sound which means the fuel is detonating instead of burning smoothly. This is not only a waste of energy; it may also damage your engine in the long run. Fuel with a higher octane number suitable for your vehicle's engine will eliminate knocking.

But NRMA Motoring & Services' Jack Haley says it's a widespread but misguided belief that if you use a high octane fuel your car's performance will automatically increase.

"You won't achieve any improved performance from using higher octane fuels unless your vehicle's engine is designed for them," he says.

If you are in any doubt, check your owners manual to find out what type of fuel your engine is designed for, or email [info@clubvw.org.au](mailto:info@clubvw.org.au) with details of your VW.



### Unleaded (ULP)

This is usually referred to as 'Regular' unleaded, and is the cheapest of the normal unleaded fuels. ULP is classified as 91 RON.

Locally produced vehicles, plus most Japanese cars, are designed to run on it and these don't generally benefit from premium or ultra premium petrol. Some pre-1986 cars - those with hardened valve seats and lower compression - can also use ULP. Air-cooled VWs with normal low compression should be able to run on it, but may ping occasionally. If so, upgrade to using PULP. See also the information on additives.

### Premium (PULP)

This is now the mid-range fuel, rather than a true 'Premium'. It has a higher RON rating of 95 or 96, and therefore is more resistant to pinging. Older VWs that ping on 91 RON fuel will run better on PULP. Most European cars are designed for PULP because it is the standard octane there. It is priced midway between 91 ULP and the 98 RON UPULP fuels.

### Ultra Premium (UPULP)

This is the top grade of fuel, with a RON rating of 98. You will find it sold under names like Shell Optimax, BP Ultimate, Mobil Synergy 8000 or Caltex Vortex 98. This is the specified fuel for higher performance European cars, which are optimised for 98 RON. All new VWs require this fuel. It is more expensive than ULP or PULP. Modified VWs run well on this fuel but there is no advantage for older, standard VWs over using 95 PULP.

### Lead Replacement Petrol (LRP)

From 1986 all new cars sold in Australia had to run on unleaded petrol. Leaded fuel was still sold for 14 more years, but was finally phased out by the Commonwealth Government in 2000. For older cars that still needed leaded fuel, such as old Kingswoods and Falcons, Lead Replacement Fuel was provided as a substitute. This was 96 RON unleaded fuel with valve protection additives. This was the ideal fuel for our old VWs.

However, LRP was only intended as a temporary measure and was phased out in 2004. "As LRP is no longer available at the pump, motorists have to buy the additive themselves and mix it with PULP according to the recommended concentration," says Jack. Nulon's Lead Substitute is an ideal example - 1ml of additive treats 1 litre of PULP and is sold in 50mL bottles to treat one standard fuel tank.

### Liquified Petroleum Gas (LPG)

LPG is made from butane and propane and is cheaper than petrol. If you like the idea of LPG, you have two options.

“You can go for a factory fitted model, such as the Ford Falcon, which is a dedicated LPG model,” says Jack. “Or you can go for a ‘bi-fuel’ version. These retain their petrol systems, with the LPG usually added by an approved installer after the car is sold.

“The cost of modifying your existing vehicle can be high. You should also check with the manufacturer that your vehicle’s engine is suitable for LPG.”

VWs are not good candidates for LPG conversions.

### Diesel

Mainly used for fleet cars, heavy vehicles, some 4WD and commercial vehicles. New Commonwealth Fuel Quality Standards require diesel to have lower sulphur levels necessitating a more intensive refining process. VW is the world leader in efficient, modern diesel engines for cars. They are very popular in Europe, where diesel is cheaper than petrol.

### Ethanol blend

Shell has just released a 100 RON premium fuel with 5 per cent ethanol (an alcohol fuel alternative that can be produced from crops). NRMA supports a 10 per cent blend of ethanol to petrol as long as it doesn’t increase costs for motorists. It should not be used in some older vehicles (check with your manufacturer), and the excise is subsidised until 2011.

## Ethanol and our Volkswagens

I have been asked if I had any information regarding ethanol and any implications it may have if used in the fuel systems of our cars. I had some old information, but decided to research recent material. I am glad I did as more recent studies have exposed considerable concern for Australian motorists. The following is reproduced with the authority of the Federal Chamber of Automotive industries. It is pertinent and defines issues that need to be considered before using one of the new ethanol blend fuels, particularly in pre-1986 vehicles such as the VWs most of us drive.

The Australian Government has limited the level of ethanol in petrol in Australia to a maximum of 10%, or E10. Most new and many older vehicle models can run on ethanol blended petrol. Vehicle manufacturers and importers have

provided the following information on the capability of their vehicles to operate on ethanol fuel blends up to a maximum of 10% ethanol, subject to the fuel meeting the octane requirements for the vehicle and complying with relevant mandatory Australian fuel quality standards and particularly proper blending of the ethanol into the petrol. To avoid operational issues, vehicles should be maintained in accordance with manufacturer’s servicing procedures using genuine replacement parts. This will ensure that the fuel systems of vehicles listed as suitable to use either E5 or E10 blended petrol continue to be ethanol tolerant. The information below provides technical reasons why some models cannot use ethanol blended petrol.



### Reasons Why E10 Is NOT Recommended For Some Current Models

The Australian Design Rules (ADRs) are harmonised with international standards as specified in the UN ECE Regulations. The same requirements apply throughout the European Union. New vehicles certified to these standards will increasingly use advanced emission control technologies that strictly control the engine’s operating parameters and have therefore more stringent fuel quality requirements.

The maximum level of ethanol blended petrol in Europe is E5.

Depending on what markets certain models are sold in, Australian vehicles may be built to either a European specification (E5 compatible) or some other specification that is E10 compatible. This is the reason recommendations regarding E10 suitability will differ from one manufacturer to another.

The use of E10 petrol in vehicles that are E5 compatible may also result in material compatibility problems in the fuel system.

The only Volkswagens that are suitable to run on E5 or E10 ethanol blended petrol are fuel-injected models made after 1986.

Before use of E5 or E10 in motor vehicles not listed below or if you are unsure, you should consult your handbook or manufacturer to check if the fuel is suitable. A list of manufacturer contacts is available [here](#).



### **Reasons Why Ethanol Blended Petrol Is NOT Recommended For Use In Some Older Vehicles**

The following information outlines the key reasons why vehicle manufacturers do not recommend the use of any ethanol/petrol blended fuels in vehicles made before 1986. This information is also applicable to post-1986 vehicles listed as unsuitable to use ethanol blended petrol (such as post-1986 VWs with carburettors)

Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle's design.

Vehicles made before 1986 were predominantly equipped with carburettors and steel fuel tanks.

The use of ethanol blended petrol in engines impacts the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

Vehicles with carburettor fuel systems may experience hot fuel handling concerns. This is because the vapour pressure of fuel with ethanol will be greater (if the base fuel is not chemically adjusted) and probability of vapour lock or hot restartability problems will be increased.

As a solvent, ethanol attacks both the metallic and rubber based fuel lines, and other fuel system components.

Ethanol also has an affinity to water that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this corrosion can ultimately

block the fuel supply rendering the engine inoperable. Water in the fuel system can also result in the engine hesitating and running roughly.

In addition to the issues mentioned above for carburettor equipped engines, the use of ethanol blended petrol in some fuel injection systems will result in early deterioration of components such as injector seals, delivery pipes, and fuel pump and regulator.

Mechanical fuel injection systems and earlier electronic systems may not be able to fully compensate for the lean-out effect of ethanol blended petrol, resulting in hesitation or flat-spots during acceleration. Difficulty in starting and engine hesitation after cold start can also result. Lean-out resulting from the oxygenating effect of ethanol in the fuel may affect exhaust emissions.

Of more concern is that fuel containing ethanol can increase permeation emissions from fuel system components, particularly those that have aged for nearly 20 years. Therefore the increased vapour pressure of fuel with ethanol (if the base fuel is not chemically adjusted at the refining stage) will lead to increased evaporative emissions.

A 10% blend of ethanol will increase fuel consumption by approximately 4.3%. This is because ethanol produces less energy per litre than petrol. So an apparent saving of 5% cost is not a saving at all.

Fuel pumps and carburettors will need the diaphragms replaced more often. If erratic idle and "surging" are experienced, the carburettor will need to be recalibrated. Often, this can be done by raising the fuel level(s) in the bowl(s) by about 1.5mm above specification. The higher fuel level reduces the amount of negative pressure necessary to effect bleed-over, thus richening the mixture. Try this approach before paying a carburettor specialist to recalibrate the carburettor.

The other important side-effect of ethanol (sometimes referred to as an "oxygenate") is that this extra "oxygen" can and will promote rusting in OLD fuel tanks. As ethanol is an alcohol it is miscible with water and as such will lift any water and associated rubbish from the bottom of the tank and put it into solution in the petrol. The rubbish will find its way to fuel lines, fuel filters, fuel pumps and carburettors etc., so it is critical to use a good quality in line filter as near as possible to the carburettor.

The government has set up a group called The Ethanol Working Group. Recent information leaked from this organisation claims that up to 2 million cars could be adversely affected by the recommended 10% ethanol mix. Ford states that the ethanol blends of up to 10% are suitable for Australian manufactured Fords produced after 1998. Holden state that a blend of up to 10% is suitable for all their local and foreign produced cars. Holden further advises that blends containing more than 10% could void warranty.

So, what do we do?

If you have a car built after 1998, follow the manufacturer's recommendations. If your car was built prior to 1998, use traditional petrol. There is no need for concern, as normal petrol will be available for a long time. Australia has no possibility of producing large volumes of ethanol in the short term, as we do not have the water to grow the crops necessary to produce the ethanol in large volumes. The government has imposed a 38 cent import levy on ethanol, so cheap ethanol will not be imported.

Written by Chris Pascoe

## VW hopes for alliance rise as MAN drops hostile bid

German truck-maker MAN has dropped its hostile 9.6 billion Euro bid for Swedish rival, Scania, in return for "a friendly solution through negotiation". The decision means Volkswagen is closer to realising a three-way alliance with MAN and Scania to create Europe's biggest trucks business.

Bernd Pischetsrieder, chief executive of VW, which controls 34% of voting rights at

Scania, and has a 15% stake in MAN, welcomed the move, giving the three sides four weeks to reach a deal on cost-savings, and confirming VW would inject its Brazilian heavy goods business into the alliance.

German truckmaker MAN had previously said it was confident its £9.6bn bid for its Swedish rival Scania would be successful even after its offer was first rejected by Scania's board and two largest shareholders. The board of the Stockholm-based Scania group, Europe's most profitable truckmaker, met earlier to discuss the MAN bid and said it had unanimously rejected the offer.

Munich-based MAN, Europe's third-largest truckmaker, announced details of its offer in Stockholm yesterday morning. A spokesperson for Scania said it now considered MAN's bid to be hostile.

Later, the two largest Scania shareholders - Volkswagen and the Wallenberg family - who together control more than 50%, said they too rejected the bid.

Volkswagen, which holds 34% of the votes and 19% of the share capital in Scania, said yesterday it had an "industrial interest" in retaining its stake in the firm, with which it has a cooperation agreement. Volkswagen has said it wants to remain in the truck business.

The Wallenberg family owns 29% of the votes and 11% of the capital through its holding company, Investor. It said yesterday that MAN's offer "did not reflect the fair value and potential of Scania". It is thought it also has concerns about Scania becoming subsumed within a German corporation, even though MAN has said it would remain a separate company headquartered in Stockholm.

MAN said Volkswagen and Investor reacted positively to the possibility of a takeover in talks before news of the bid leaked last week. MAN chief executive Hakan Samuelsson is himself Swedish and was a Scania executive until 2000. He said he believed he could persuade Scania's shareholders that the deal made sense within six weeks. "We are confident that we will get broad support in the end," he said.

It is understood that MAN is open to Volkswagen taking a stake in the merged company. If successful, the merger would create Europe's largest truckmaker, overtaking Volvo and DaimlerChrysler, with annual sales of more than 12 billion Euro.



## The Toy Department

As we come into the home stretch for 2006 and as you read this, there may only be 5 weeks to go before Christmas, so start dropping hints.

The '70s was a time when plastic model cars, known as toys back then, were being produced in mass and they mainly came from Hong Kong.

The following is an example of a clear plastic variety of Beetle that came in some very bright colours as did the colour combinations. The Beetle in the background is an old playart diecast model from the late '70s as well.



The next model is a kombi bus from the similar era and also made in Hong Kong. I love the bright see-through colours. This model is about 1/40 scale and I have been looking for it for years. The other colour combination was a blue and orange.



The inscription underneath it reads "CH No 605 made in Hong Kong". It is a friction-powered model as most were in those days. Unfortunately, the friction mechanism is located at the axle. (So it's a front wheel drive)

It looks a bit like a stretch limousine and in fact has the 3 bench seats and the rear luggage door opens up. It's also a 25 window bus!

Also rare again is to find such models to include a driver or passengers.



I recently came across this tin Type 3 Fastback on eBay. Rare and unique, as it is a wind up version. It could be a Bandai made in China.

Anyway, that's all from me this month.

Tony Bezzina

[kbezzina@bigpond.com](mailto:kbezzina@bigpond.com)

## The eBay lots that Got Away

The world's media reacted with surprise this week to the news that three-year-old Jack Neal had taken the opportunity, when his eBay-using mother's back was turned, to purchase a pink Nissan Figaro for £9,000. Yet this is far from the most remarkable auction in the site's history. Here are some of the great eBay sales that you may have missed:

\$13.83, a second-hand laser pointer (broken): Sold in 1995 by eBay founder Pierre Omidyar to "a collector of broken laser pointers".

50p, one Lotus Esprit Turbo: Sold in June 2005 by the wife of the owner, radio DJ Tim Shaw, in revenge for his on-air flirtation with Jodie Marsh.

•188,938.88, one Volkswagen Golf Sedan: This car, previously owned by Cardinal Joseph Ratzinger (now Pope Benedict XVI), was bought





in May last year by serial eBay self-publicists goldenpalace\_casino (who also own an invitation to Britney Spears's wedding, their logo tattooed on the forehead of one Karolyne Smith, and an image of the Virgin Mary in grilled cheese).

\$455, a few tablespoons of water: Sold in December 2004 by Wade Jones, who said it was left over from a styrofoam cup that Elvis Presley drank from during a concert in 1977.

£1.20, a cornflake: Sold by Coventry university student Bill Bennett.

£61,000, 50,000-year-old woolly mammoth skeleton: One of the best preserved specimens in the world (90% original bone material) and regarded as something of a bargain when it was sold by its Dutch owner in 2004.

£8,400, Rosie Reid's virginity: Ms Reid had to finish the auction on her own website, after eBay removed her listing, but the lucky buyer, a 44-year-old divorced father of two, collected his purchase in a Euston hotel room in March 2004.

£7,510-25,100, 13 decommissioned nuclear bunkers in the north of England: Sold by a telecoms firm to assorted ramblers, bird watchers and "cold war enthusiasts".

\$1,691.66, the first ride on the world's tallest roller coaster: Enjoyed by US Navy serviceman Jeremy DeLong on the Kingda Ka in New Jersey last May.

\$1m, K77 - a Juliett-class soviet submarine: May still be available, as Finnish entrepreneur Jari Komulainen twice failed to find a buyer at this price in 1999 and 2000.

£39,999, Channel tunnel boring machine: Sold by Eurotunnel to a user named steddenn in April 2004.

£4m, HMS Vengeance: The decommissioned 16,000-tonne aircraft carrier was proving very popular until eBay removed it for being "military ordnance". It was eventually sold for scrap.

\$425,000, a round of golf with Tiger Woods: Proceeds went to the Tiger Woods charitable foundation.

Aus\$3,000, for New Zealand: Bidding was stopped on a technicality. The starting bid was one Australian cent.

\$5.50, "an original air guitar from the 1980s": Ingeniously sold by a Bon Jovi fan in Arizona.

from The Guardian, UK.

## German Unification Day (Die Wende)

On Thursday 5 October, the German Embassy remembered one of their country's special events. On 3 October 1990, the former communist German Democratic Republic (East Germany) was incorporated into the Federal Republic of Germany (West Germany). You would remember when the Berlin Wall was torn down - it was one of the most enduring news stories of the late 20th Century.

As part of the German Embassy's day of celebration, they requested a vehicle from each German marque to display in the German Embassy grounds in Canberra. The German Embassy is a 1950s building built in the 1950s at Yarralumla, beside Lake Burley Griffin.

Pictured below is the '63 Single Cab belonging to Ian and Barbara Schafferius, who did us proud on the day. Thanks, I hope you enjoyed the day!

Bruce



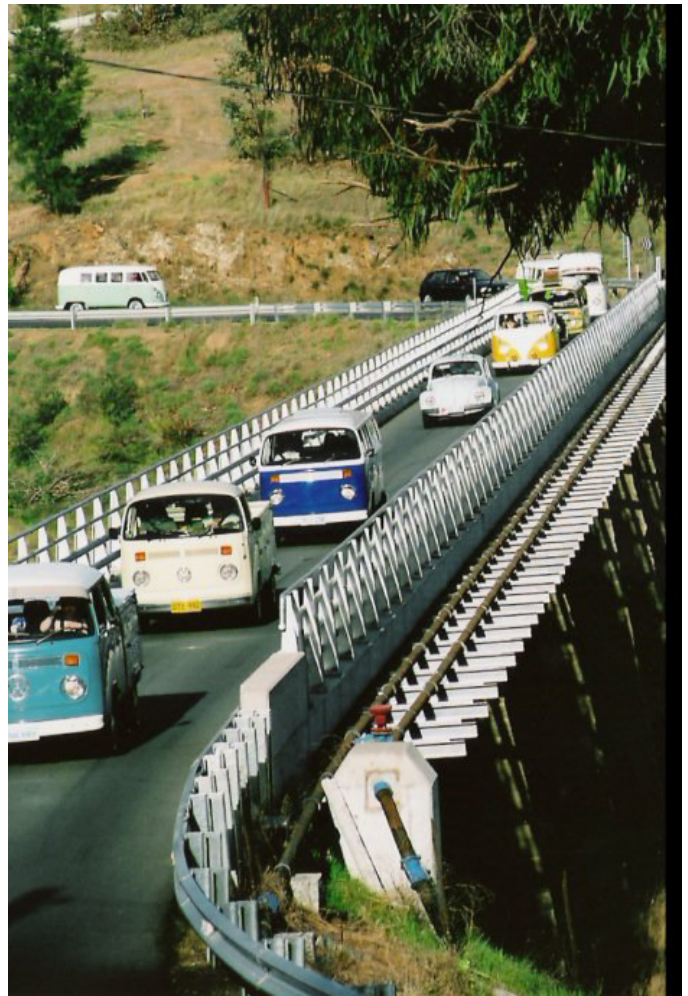
## German Autofest

Huge! That's all I can call it. The annual German Autofest, held in Canberra, is always a big event. But, for our local VW fraternity, it is growing every year, and this year was definitely no exception! The German Autofest is a celebration of all German marques, and covers VW, Mercedes, Audi, BMW (cars and bikes), Porsche, some rare marques...and even the new Minis. And every year, it is sponsored by Shannons Insurance.

We've been planning for months, learning from last year's show, and making sure that the VW display was bigger and better. Of course, something that we can't plan on, is to know how many cars (and what types) to cater for. As the date crept closer, our plans were finalised and...we were ready.



Saturday (14 October) was our VW cruise, starting mid-afternoon and taking in a few scenic areas of Canberra, and finishing somewhere local for a Sausage Sizzle. Unlike last year, we actually told the cruisers this year where the finish point was....and even gave out maps (yes, we lost a few people last year). As the cars started to arrive, we took a moment to fully appreciate the quality of the cars turning up....Kombis, Beetles, Golfs, there were some awesome vehicles. A quick brief to the drivers and we departed for our first stop - scenic Mt Ainslie. And the problems arose - even careful planning of a route won't alleviate hassles with intersections, but we got everyone up there and showed the public what great cars we have. Down to Anzac Parade we drove, around the shore of Lake Burley Griffin, past the German Embassy, and then out to the Cotter picnic area for a hot snag and a chat. We did have some mild problems



with getting over 40 VWs through such a course (at one point it was said our cars spread across around 2km through roundabouts and intersections) but we got there and had a great time. Excellent conversation, and some very tasty sausages, topped off the arvo.

Sunday (15 October) - showtime. We built on our success last year and had a better plan to setup the cars as they arrived, and may I say, our marshals did a great job. We managed to obtain a slightly larger display area this year, and we're glad we did - we had a total of 85 VWs turn up! Our newly-acquired club shade-covers housed our



## Club VeeDub - The Legend Never Dies



eager team of registration ladies and the continuous line of arriving cars was making a great display.

The rows were loosely formed around three groups - Beetles, Kombis, and Water-cooled cars...with some of the 'miscellaneous' cars utilising the end of the Beetle row. In the air-cooled cars, we had standard cars, modified, show-room condition, and 'daily-driver' cars. It was a true mix of engineering and it took quite a while to have a good look at all of the cars. A good sign was that we had a few young-drivers showing their cars - I spotted at least 2 'P' platers and an 'L' plater in the rows.

The water-cooled row also attracted plenty of attention with some very nice 'modern' examples of the marque.



Lennocks (our Canberra VW dealer) provided a large display this year, bringing a number of brand-new VWs for the public to look at (around 7 cars I think?), including the new VW Eos, which had yet to get to the Sydney Motor Show. It had a continuous stream of onlookers for the entire day. I believe the display of the convertible roof was something to drool over?

As I said, we had a few 'miscellaneous' VWs on the end, cars that didn't fit into the main categories, and a couple mingled into the rows as well. A water-cooled Caddy Ute was present (I hope I got that right?), as was one solitary Karmann Ghia. At the end of the row were the orphans - a Notch, Beach Buggy, 2 Things, and a Fridolin. I must say, the Things and the Fridolin raised a lot of eyebrows and I certainly was pinching myself to make sure I wasn't dreaming! One of the Things was with us for the cruise...I thought having one was lucky enough! And of course, who could forget the stretch split-Kombi



## Club Veedub - The Legend Never Dies.



that visited from Sydney? Yep, news of the arrival of this huge beast spread like wildfire through the ranks and it drew a lot of attention.



We chose a panel of judges who would represent a good cross-section of our crowd, and had a representative from Club VeeDub in Sydney, the Flat Four Club, Lennocks, and a junior dubber from Canberra. One of the problems we faced was not knowing what cars were turning up. We couldn't set trophy classes until later in the display, but our judges handled that extremely well. After



lunch, we invited the German Ambassador to come and present the trophies to our clan. The list of winners is at the end of this article. Well done to not only the winners, but everyone who displayed with us!



A bit later, the Autofest committee also had presentations, with VW winning the Peoples Choice for the show ('67 Split Ute, owned by Lee Jones), the Shannons Choice ('67 Split, owned by Elton Willis), and our display was chosen as the best of all the marques. We're on a roll, its going to be hard to top this next year guys!

And then it was over...another year finished, the cars disappeared, and only the memories remained. The photos are emerging slowly from the event and I'm sure the conversation will continue for some time!

We had a huge rollup as I said, and included in this were a lot of out-of-towners.....members from Club VeeDub (Sydney), Flat Four VW Club, and the Riverina VW Club. I know there were others there (eg south-coast dubbers?) but I don't have other club names, but thanks to everyone for coming.

We could not have done it without the support of a lot of people. Firstly, a big thumb's-up to Club VeeDub in Sydney, your help and



## Club VeeDub - The Legend Never Dies



Aircooled Camper - Elton Willis, '67 Kombi

Aircooled Bus - Michael Hughes, '66 Kombi

Aircooled Ute - Wayne Murray, '76 Kombi

Bug pre '68 - Modified - Ray Pleydon, '59 Beetle

Bug pre '68 - Original - Megan Wadey, '67 Beetle

Bug post '68 - Modified - Wayne Penrose, '72 Beetle

Bug post '68 - Original - Ken and Wendy Davis, '72 Beetle

Aircooled Miscellaneous - Bill and Linda Daws, '71 Thing

Rat Class - Kimm Garland, (year u/k) Stretch Split Kombi

Encouragement Award - Michael O'Rourke, '79 Kombi

Best Overall - Kimm Garland, (year u/k) Stretch Split Kombi

### Autofest Trophies:

Peoples Choice - Lee Jones, '67 Split Ute

Shannons Vehicle of the Day - Elton Willis, '67 Split Kombi

Best Marque Display - Club VeeDub

assistance to us has been immeasurable, and we can't thank you all enough. Also thanks to Lennocks here in Canberra, for your sponsorship and support, as well as our other sponsors - Canberra VW Centre (Belconnen and Tuggeranong), and Beetle Exchange (Fyshwick). Thanks for the support this year.

I could not forget the members who came early to help setting up, and who helped during the day - you all know who you are, thanks to you all. For the weekend phone calls and bulk emails, our wives deserve a thanks for putting up with it all (Jo, Kat, Sue). And finally, Dimitris, Mark, and Steve...we did it! Another successful year! But how do we outdo ourselves next year?

Written by Bruce Walker

Photos by Jo Palmer and Bruce Walker

### Club VeeDub (Canberra Chapter) Trophies:

Pre '90 Golf / Watercooled - Ron Croft, '78 Golf

Post '90 Golf / Watercooled - Peter Nickson, '03 Golf

Watercooled Transporter - Michael Molnar, '02 Transporter





## **Canberra Skidpan Day**

Whilst still relatively new, the Canberra chapter of Club VeeDub is coming along very well, with new members joining up constantly and regular events becoming more and more popular. We decided to try something different to the 'norm' for a VW club. After a little organizing, we had 10 VW driving participants locked in for a Skidpan Training Day run by Fifthgear Motorsports ([www.fifthgear.com.au](http://www.fifthgear.com.au)).

Fifthgear are an ACT-based driver training organisation that provides from learner driver level up through 4WD training, defensive and advanced driver training, to performance and race driving. They also train the Australian Federal Police and emergency services drivers.

A skidpan, for those not in the know, is a purpose built short loop circuit, surfaced with polished concrete and flooded with water, creating a very slippery and challenging circuit. But most of all, it's brilliant fun, and perfectly safe for both drivers and cars alike. The Fifthgear skidpan is located at the Sutton Road Driver Training Facility, at Sutton Road in Canberra.

We only needed to provide our own vehicles, suitable clothing and appropriate



## Club VeeDub - The Legend Never Dies



footwear, and booking form and payment prior to starting. Fees are quite reasonable; \$125 per participant, or \$99 each for bookings of ten people or more. No CAMS licence is required.

The day started with a briefing session, including the basics of skid control, when and why you can expect a car to go into a slide, and how to control it when it does. From there, we took it in turns to have a one on one training session with our trainer, Dereck Crook, the Fifthgear Professional Driver Trainer. The first lap or two is very hairy as the car is sliding and spin wherever it wants, but it's amazing how quickly you can tame the beast and bring the car back under control. Once the basics are down pat,

it's free play time without the instructor, for everyone to test their limits and have a play

The standard duration is a half-day, from 8:15am to 12:30pm. Special arrangements could be made for large groups.

The highlight of the day had to be Martin in his red and white '59 bug, who spent most of the time putting on an excellent show of drifting. However, at one stage he ended up sitting in the passenger seat, after a fairly harsh flick of the car sent him flying over the gearstick...

Needless to say, a brilliant day was had by all, and we're in the early stages of planning another skidpan day or two for the new year. I encourage any of the interstate people that may want to join in to register their interest with me ([peterdearing@gmail.com](mailto:peterdearing@gmail.com)). We're only a few hours away and would love you have you down here for some fun!

Peter Dearing

Club Vee Dub – Canberra Chapter



## Car Movie Clichés

- \* Movie characters driving in the city will get to park wherever they like when they get to their destination. There is always a vacant parking space right out the front of their destination.
- \* When characters are sitting alone in the back seat of the car, they always sit in the middle. They never sit right behind the driver or passenger.
- \* Sudden acceleration of a car (be it forwards, backwards, stopping, skidding, sliding, or whatever) causes a loud skid, even on dirt or wet roads. Be prepared. Each wheel is also fitted with a smoke device to let you know when this happens. Hollywood cars are also special: when you take off quickly, you always leave a skid mark for each drive wheel, regardless of whether you have a limited slip differential or not.
- \* Pedestrians in Hollywood have the world's best reaction time, so drivers don't ever worry if they have to drive down a footpath. People strolling along will always jump out of the way at exactly the last instant.
- \* Mr Pappodopolus is quite used to having his fruit cart smashed by passing cars, spraying his fruit everywhere. Despite his gesticulations and curses, he always manages to get out of the way in time.
- \* There are always people carrying around large sheets of glass on the street during a car chase.
- \* The person behind the wheel is talking to and looking at their passenger for the entire journey without actually looking at the road, changing gear, signalling etc. (eg. "When Harry Met Sally").
- \* Cars chasing each other in the middle of a city will not suffer enough damage to stop the chase.
- \* People being chased by a car will keep running down the middle of the road instead of ducking in somewhere that a car cannot go.
- \* A car will always explode when shot at, unless the hero is driving it. If the hero crashes and the car bursts into flames, he always manages to crawl out and run away before it explodes.
- \* When you drive a car, you will always recognize all the persons you know that pass you in the opposite direction.
- \* If someone has "fixed" the foot-brakes in the car, the driver never remembers to use the hand-brake and the gears to slow down, at least not until the last moment.
- \* Cars often end up on cliff-edges with 2 wheels in the open air. The good guys are saved just before the car falls over, the bad guys join the car in the free fall, often caused by a bird setting down on the part of the car hanging over the edge.
- \* When a car falls off a cliff after a car chase, it usually explodes in mid-air, well before reaching the ground.
- \* When speeding cars hit a parked car, they fly up into the air while the parked car doesn't even wiggle.
- \* After a car crash, no movie character ever sits and shakes for five minutes, or becomes incoherent with shock.
- \* All cars seem to run on kerosene rather than gasoline (hence the copious black smoke when they burn). Diesel trucks also explode in bright orange fireballs, even though they run on oily diesel fuel.
- \* Watch steering wheels in movie cars, especially in "through the windshield looking at the driver" shots. 9 times out of 10, the spokes of the wheel, which one would think should be horizontal, or close to it, are vertical, i.e., one can see one of the wheel spokes vertical, above the dash, in front of the driver's face, even when he's driving straight.
- \* Whenever you see someone driving, even on straight and smooth roads, they are sawing at the wheel hard enough to be running an obstacle course. The car doesn't swerve at all, of course. The amount of excess wheel-twisting is independent of speed.
- \* Not only do movie cars always park right in front, but they are never locked. Even convertibles with their tops down are still there hours later. No one ever tries to vandalise or steal it.



- \* Movie cars have all excellent brakes and can come to a full stop from 80 MPH (with loud screeches, even on dirt roads) in 20 ft.
- \* There's never an annoying wind disturbing the coiffures of convertible passengers.
- \* There are no stop signs in movie land. Wherever you have to drive, no matter how close or far away it is, you never have to stop before you get there.
- \* Film cars do not have inside rear-view mirrors. Most of them do, however, have an appx 1" gray spot on the inside of the windshield where the mirror would normally mount.
- \* Film cars always start quickly and easily every time, except when you're trying to escape from the bad guy. Then your car will not start.
- \* Film cars are easy to steal. Usually the doors are unocked, and the keys are behind the sin visor. If not, they are easy to hot-wire. Reach under the dash, pull out the red and green wires, spark them together - twice - and the car starts.
- \* If there is a large bump in a downhill road, speeding cars will always fly over them and hit the ground in shower of sparks. An interior view will then show the reaction of the passengers at the moment of impact. They will not be injured, even if they are not wearing seat belts. No tyre damage, broken axles, or suspension failures will occur as a result of the impact. The car will then execute a sharp left turn at the bottom of the hill. Losing a hubcap at this point will be optional.
- \* Any time you see a really nice, snazzy foreign car or a great old car like a '65 Mustang, you know it's going to be smashed into a million pieces.
- \* All too many times a Hollywood car chase will be interrupted by the emergence of a semi from a driveway, alley or street, resulting in the escape of the hunted, or the death of an expendable character.
- \* Police cars involved in chase scenes usually tend to suffer more than any other vehicles- they have head on collisions, smash parked cars, fall into water, and of course, experience the ever popular flying-roll, causing the car to land upside down and crush the lights and siren. Usually, we never get to see the unlucky police force member before or after the inevitable accident.
- \* A car that crashes will always explode in a ball of flames, but not until the hero can pull the important passengers to safety, and yell, "Watch out! She's gonna blow!"
- \* Acid applied by the villain to the hero's brake lines never has any effect unless the car is heading down a steep, winding road. Cars at traffic lights have indestructable brake lines.
- \* No one ever runs out of petrol (even in long car chases). Corollary: every stolen car has a full petrol tank and gets fantastic fuel economy.
- \* Vintage cars are always 100% immaculate and freshly polished. They never have any scratches, dents or repairs.
- \* No one fumbles in their pockets for car keys right before a car chase. They always jump right in and start the car up because they've left the keys in the ignition.
- \* When the police car crashes, it always emits one last pitiful wail from the siren before conking out.
- \* Every car chase that happens in San Francisco always goes down the same steep streets. The cars jump into the air at the cross-streets. They pass the same parked car six times.
- \* Bad guys always drive black cars. Decent, honest, law-abiding families always own Volvos or Audis. Movie VWs are always clapped out; they are never show cars or hotted up.
- \* Cars driving at night always have a light inside that shines on the driver's face so you can see him.
- \* When there is a car chase on the freeway, all the other cars are travelling at the same speed and are uniformly spaced out to allow easy swerving in and out around them. Car chases are never stopped by built-up traffic.
- \* City streets are always wet at night.
- \* When you realise you are being followed by the bad guys, you never trust what you see in the rear vision mirror. You must turn around and stare out the back window. This never causes an accident.

## 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](mailto:info@clubvw.org.au)*

Dear Doktor,

I own a 1994 Golf GL and a 1975 Super Beetle L, but my question relates to all cars. My owners handbooks and my VW workshop manuals specify tyre pressures - are they an average value or are they absolute? If they are only an average, should tyre pressures be raised for high-speed driving? What about for driving on dirt roads? Should the back tyres be pumped up higher than the front ones if I'm carrying a heavy load?

B.L., Toongabbie

Factory-recommended tyre pressures have, as a rule, been thoroughly investigated, but they are calculated on average driving, average loading and most road conditions. For high speed driving or for carrying extra loads, tyre pressures can be a little higher. Tyres wear because of heat and friction acting together, so the correct pressures would be those which cause the least amount of both. Neither of your VWs are designed to carry outrageous loads, and European-style high-speed driving is not possible in Australia. I would stick to the VW factory-recommended pressures, for both dirt roads and normal tarmac driving.

Dear Doktor,

I have a battery problem in my 1978 Golf. In a week of driving to and from work, about 150km over the week, the water level in my battery drops from full to down below the cells. I had an old Apollo battery but have since bought a new Century Ultra-Hi Performance battery, but the fluid level goes down just like in the old one. Any suggestions?

A.W., Ramsgate

I believe that your system is overcharging. This can happen when your regulator allows too much charging current to reach your battery, causing it to get hotter than normal and evaporating the water. The only way water can disappear from your battery is by evaporation, unless there is a hole in the case. You have already replaced the battery. Take your Golf

to a VW workshop or auto electrician and have them check the output of the alternator. It should be checked at normal running speeds, not just at idle. Your Bosch alternator will have a built-in regulator, which can be adjusted or, more likely, replaced.

Dear Doktor,

I am new to owning Volkswagens, my last car was a Kia Rio. I don't get Oktoberfest; what has it got to do with VWs? Just what is the attraction of it?

T.H., Earlwood

Oom pah pah. Pretzels, sauerkraut, sausage, schnitzels, pork knuckles. Dortmunder, Einbecker, Hacker-Pschorr, Erdinger Weissbier, Kölschbier, Altstadt Hof, Spaten, Bitburger. In addition, there are always a couple more attractions.

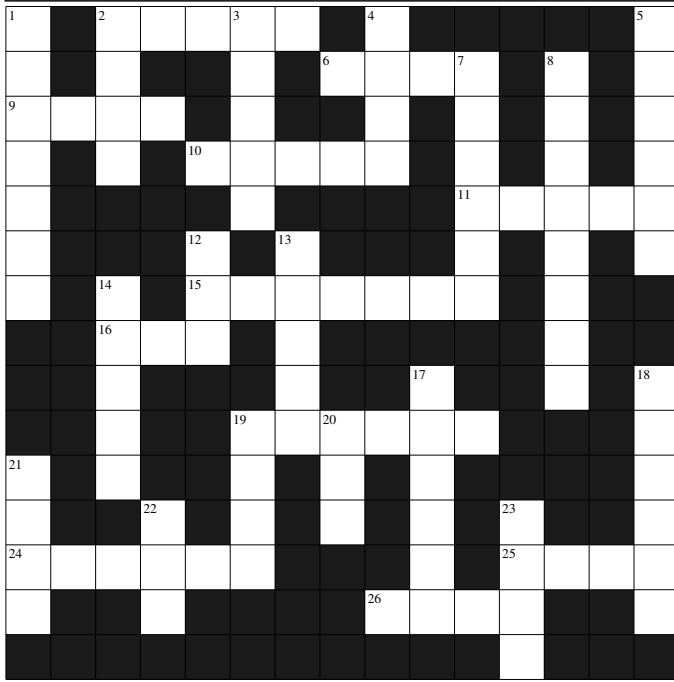


## Club Veedub Crossword

Across:

2. US maker of foreign engine to VW gearbox adapter plates
6. The old unit of currency used in Germany
9. An Italian company who styled the Beetle-based sports coupe
10. The common name for the VW Type 2
11. A VW won this reliability trial in 1955
15. A huge, expensive VW limousine that isn't selling very well in Europe
16. VW Type 1, 2, 3 and 4s are all cooled by this
19. The American name for the Passat
24. The long straight at Bathurst, named after connecting rods

## Club VeeDub - The Legend Never Dies



Created with EclipseCrossword - www.eclipsecrossword.com

- 25. The home of the original Bug-In in California in the 1970s
- 26. Gene was always known as a VW guru

**Down:**

- 1. A famous French car company from the 1930s now owned by VW
- 2. Suspension spring system used by VW T3 Transporters
- 3. The Australian name for an estate care
- 4. The German party that started the VW factory (and World War 2)
- 5. Aussie Beetle with all the trimmings
- 7. Brazilian-made twin carburettor kit that Boris doesn't sell
- 8. Heinz ran the VW factory from 1948-68
- 12. Japanese maker of stock and big-bore VW piston and cylinder kits
- 13. Home of the VW Spectacular, ??? Park
- 14. The European name for the Golf ute and now the Polo van
- 17. A US Type 4 engine builder is ??? Bergmann
- 18. Bruce designed the original and best VW-based beach buggy
- 19. Andrew has a beard, a VW workshop and lots of old VW stuff
- 20. A VW workshop in Iraking Ave. Moorebank
- 21. Darrell Vittone's old EMPI drag car was the ??? Pincher
- 22. British makers of desirable vintage magnesium VW wheels
- 23. German makers of shock absorbers fitted stock to VWs

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

Answer in next month's magazine.

## Overdue Library Books

Would the following members please bring back your overdue videos or DVDs to Simon Matthews at the November meeting:

**Mick Moran** (Ruby Rd Gynea) - Autopress VW Transporter Manual 1954-67, borrowed January 2003.

**Steve Driscoll** (Evans St Rozelle) - Air Cooled VW Picture Book borrowed February 2004.

## Overdue Videos/DVDs

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

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

## Last Month's Crossword:



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We wish to extend a sincere *thank you* to all of our sponsors, who made the VW Nationals 2006 possible. Please support them, as they support us.

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Genuine Trade Imports	(02) 9653 1114
Harding European Qld	(07) 3392 2980
H & M Ferman	(02) 9533 2722
Imported Car Wreckers Vic.	(03) 9547 2169
Indian Automotive	(02) 4731 6444
InMotive	(02) 8812 5299
Iron Cross Design	0418 978 155
karmannghia.com.au	0409 605 775
Karmann Promotions Vic.	(03) 9583 5626

Klaack Motors	(02) 9724 5901
Kombi Rescue	0400 356 057
Korsche Performance Centre	(02) 4325 7911
Les Barlin Automotive	(02) 6552 3190
Mick Motors Qld.	(07) 3266 8133
Mobile Model Cars & Toys	(02) 9543 5364
M&R Mobile Car Detailing	0405 800 156
Nerds On Site	1800 696 3737
NRMA Vintage Classic Insurance	1800 646 605
No Bugs Sydney	0427 311 047
North Rocky Mechanical Qld.	(07) 4922 0111
Nulon Products Australia	(02) 9986 7800
Peakhurst Auto	(02) 9533 3151
Reliable Automotive Services	(02) 9438 3830
Rivo Auto Electrical	(02) 9627 1874
Shannons Classic Car Insurance	1300 139 006
Stanblast Pty Ltd	(02) 9498 3377
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	(02) 6677 9246
Super Roo NSW Q8 Oils	(02) 4674 2833
TCCA Motorsport	(02) 9436 3668
Unicap Pty Ltd	(02) 4777 4006
V Force	(02) 9743 1247
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkshaven	(02) 4626 5255
Volkswagen Spectacular	(02) 6568 6327
Vollkommen Art Vic	(03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	(02) 3806 1240
Wolfsburg Motors	(02) 9519 4524
Wurth Fasteners Australia	1300 657 765



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