

Zeitschrift



Peter Sugden's VW Trekker.

August 2007

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Pitch Circle Diameter
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An Aussie VW History**

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New Beetle Headlights
Plus all the usual stuff...**



Club VeeDub Sydney.

www.clubvw.org.au

A member of the Council of Motor Clubs.



Club Veedub Sydney Committee 2007-08.

President:	David Birchall david@clubvw.org.au	(02) 9534 4825
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Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Derley
Mike Said	Danny McFaddyn

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:

20 years.

Volkswagen Group Australia
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Imported Car Wreckers	WHM Mechanical
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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.



SHARE THE PASSION

THE CMC's 43rd DISPLAY DAY

SHANNONS

EASTERN CREEK

CLASSIC



EASTERN CREEK INTERNATIONAL RACEWAY

SATURDAY 25TH & SUNDAY 26TH AUGUST, 2007

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

SATURDAY:	FREE ENTRY & PARKING. TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM
SUNDAY:	1700 MEMBERS VEHICLES ON DISPLAY AND ON PARADE VINTAGE DOUBLE DECKER BUS RIDES AROUND THE TRACK NSW MOST PRESTIGIOUS CONCOURS JUDGING EVENT MILITARY VEHICLES & COMMERCIAL DISPLAYS HISTORIC RACING CAR DISPLAY & DEMONSTRATION RUNS TRADE DISPLAYS IN PIT GARAGES ALL DAY BOOKS AND MODELS ON SALE - IDEAL FOR FATHERS DAY

IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,

THIS IS THE SHOW FOR YOU AND ALL THE FAMILY.

PUBLIC ENTRY \$15 INCL. GST, KIDS FREE (12 YEARS UNDER)

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WELL WORTH THE TRIP !!



FOR MORE INFORMATION, CONTACT TERRY THOMPSON ON (02) 9599 3726

It's on again!

Boris' VW Picnic Day & Swap Meet 2007

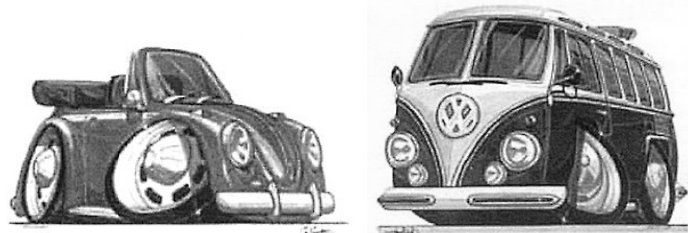
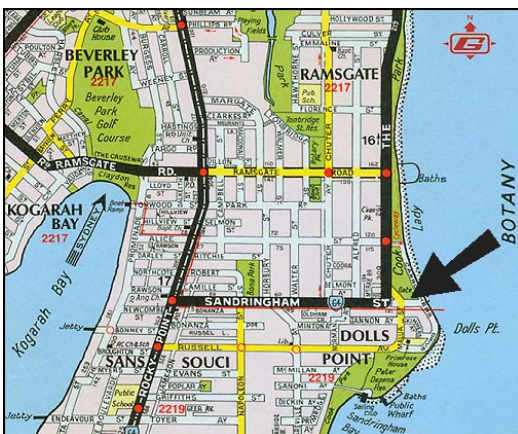
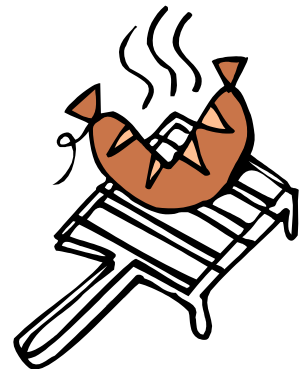
***** NEW VENUE THIS YEAR *****

When: From 9:00am Sunday 23rd September 2007

Where: Cook Park at Dolls Point, right beside Botany Bay.

Enter via Malua St and the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available**
- **Car Display (no judging or trophies)**
- **Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **Polish your VW for the start of spring and have a fantastic day!**



Presented by Club Veedub Sydney

**Sponsored by Vintage Vee-Dub Supplies
(02) 9789 1777**



It's on again, VW Warwick at the Warwick Dragway, Warwick Queensland on the weekend of September 29-30th 2007.

Last year saw a thrilling weekend of racing, with both competitors and spectators enjoying the two days of all Volkswagen action. Seasoned racers and first timers raced the way drag racing should be - unlimited runs and a heap of fun. Everyone would have come back the next month if the event was run again.

This year promises to be even bigger, attracting entrants from all around Australia, including a number of new cars being built especially for the Warwick event. That elusive 1/8th mile record is still within sight of the quick cars, and a few surprise winners are guaranteed with the short track giving away little advantage to anyone.

And racing is not the only thing on offer over the two days. Saturday morning features a street parade through Warwick CBD and is open to all Volkswagens. Sunday hosts a show'n'shine competition, broken into two judging categories, a public vote for your favourite VWs and a points judged shootout. There will also be a burn-out competition, swap meet, and children's activities.

Camping is again offered at the track for competitors and spectators, with hot and cold showers, and catering if required. The camp ground last year was the perfect place to kick back and talk with old friends and make new ones. It was a great atmosphere.

Entries are now open, and pre-entry for competitors is a must. Campers and those wanting catering are also encouraged to book early.

VW WARWICK IS HOSTED AND ORGANISED BY VW MAGAZINE AUSTRALIA FOR AUSTRALIAN VW ENTHUSIASTS.



Oktober-Fest 2007



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



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

Oom Pah Pah band, strong-arm competitions, local and German beer on tap in a glass Oktober-Fest Bier Stein, German food and market stalls, plus lots of rides for the kids. Club Veedub display. So bring along your family, lederhosen and an appetite for German music, food and of course ... BEER!

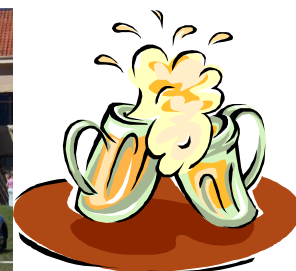
Trophies sponsored by the Hubertus Country Club



Whilst you'll be welcome there all long weekend, Club Veedub will be set up there on Sunday 30 September. Watch for the Yellow Arrow after you go through the gate.

For general information on the Hubertus Country Club or their Oktober-Fest, call (02) 4773-4444. Otherwise, email/call Raymond at sales@clubvw.org.au - 0408 207228

We'll see you there! Prosit!





Canberra VW Weekend

13 - 14 October 2007

Visit the capital and bring your VeeDub !

**Saturday
13 October**

- Afternoon VW cruise through Canberra
- BBQ (follows cruise)

Sunday

14 October

- 'German Autofest' Show and Shine
- Rond Terraces, C'wealth Park, Canberra
- Trophies to be awarded

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

More information available at:
www.classicvw.net/german_autofest

**Club VeeDub
Sydney Inc.**

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Canberra Chapter



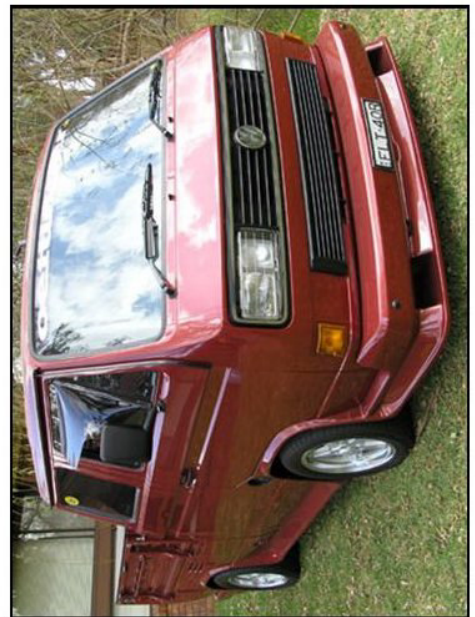


Flat Four Vee-Dub Club of Sydney proudly presents
The Premier VW Indoor Event

THE ALL VW SHOOTOUT

4th November 2007

The Michael Wendon Centre, 62 Cabramatta Avenue, Miller



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

Further info and pre-entry forms
will be posted on:
www.flatfour.org
and

<http://forums.aussieeedubbers.com>

Von dem neuen Herrn Vizepräsident.

You will see that this piece is being written by Bill Daws on behalf of Dave, as he is schussing down the slopes in the snowfields and spending his evenings apre' skiing in the bars, oh what a life he leads. I hope he's wearing his dark glasses both to protect his eyes from the high levels of UV radiation at those altitudes and also so Sue doesn't catch sight of his steely gaze as he ogles the snow bunnies.

The AGM was last meeting, and in the main the usual suspects were returned to office giving us a stable leadership group, although Dave is adamant that this will be his last year (sounds something like Valla doesn't it.) There are a couple of new faces on the Committee, myself included, so welcome to the new committee members. Remember that you don't need to be on the committee to have a say in how the club runs. We have a wealth of knowledge and experiences amongst the members, so all suggestions are most welcome.

Since the last meeting we had an initial meeting with the VW Club of NSW concerning us taking them over, and whilst there is some further groundwork to do on both sides, the discussions progressed well.

Don't forget that this month's key event is the Sawtell Winter Break on the 18th and 19th. There appears to be great support for this weekend. I believe that the cabins are fully booked, but there are still tent sites available. So all you Type II Kombi guys and gals, put those campers to good use and come along for a great weekend. Contact Steve Carter if you wish to travel up together on the Friday morning, bright and early.

Also this month is the Shannons Eastern Creek CMC Classic on the 25th and 26th. There are limited tickets so contact Dave if you are interested. For those that have tickets and are unable to make it on the day (26th) please contact Dave so that they can be passed onto members who may be able to come along.

Also, Boris' Picnic Day is fast approaching on Sunday 23rd September. We need everyone to pitch in to make this a memorable day for all. Don't forget that this year it's at the new venue of Dolls Point.

Lastly, if anyone wishes to suggest or plan a club event then please feel free to do so. We are always looking for new and interesting places to go.

KeeponKruzin,

Bill Daws
(for David Birchall)



Canberra Kapitelreport.

We are heavily into planning for German Autofest, which is being held here in Canberra over the weekend of 13-14 October. Check out the full-page ad on page 7 of this issue. Are you coming? We would love to see you there.

We will be looking for assistance from our Canberra members as we ramp up for the Autofest. There's lots of jobs and the time is creeping up on us. Let us know if you can lend a hand to the committee.

Happy Dubbing!

Bruce



Klub Kalender.

August.

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.

Saturday 18th & Sunday 19th:- Sawtell Winter Break at Sawtell, NSW. Phone the caravan park on 02 6653 1379 to book your spot! See page 3.

Saturday 25th & Sunday 26th:- Shannons CMC Eastern Creek Classic, Eastern Creek Raceway. See page 3.

September.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 16th:- 'The Best of '57' Car Show, Heritage Park, Banks Rd, off Old Castle Hill Rd, Castle Hill on the site of the original government farm established 1803. Presented by Volkswagen Classic and Vintage Club of Australia. We will be showcasing beautiful '57 models: Beetles, Kombis, Karmann Ghias

plus other classic marques seen on our roads around 1957. All VWs from all years welcome. Free entry and parking. Come and support the Rural Fire Service who will demo gear, educational displays and free showbags for the kids. Raffles every hour. Details: Ray, 0419 200 517.

Thursday 20th:- 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 23rd:- Boris' Picnic Day. NEW VENUE! Cook Park at Dolls Point, right on Botany Bay. Phone Boris on 9789 1777 for more info, or check out page 4.

Monday 24th:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

Sunday 30th:- Oktoberfest 2007 at the Hubertus Country Club, Adams Rd Luddenham, from 10am. Club Veedub display. German food and drink. Fun for all the family! See page 6.

Saturday 29th & Sunday 30th:- VW Warwick Drag Race Weekend at Warwick Dragway, Queensland. Organised by Volkswagen Australia magazine. Go to www.vwma.net.au for more info or see page 5.

Sunday 30th:- Old Bar Beach Festival and Kombi Gathering at Old Bar, NSW. Contact kombi@oldbarbeachfestival.com.au for more information, or phone Cozette on (02) 6553 7328

October.

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

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

Saturday 13th & Sunday 14th:- German AutoFest in Canberra. See page 7.

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.

Sunday 28th:- Convoy to Highlands Motor Fest at Chevalier College, Bowral. Combined Club Veedub/ Flat Four cruise and show. Lots of show cars, country fair and rides for the kids. \$10 show entry. Contact Bill for more info.

November.

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

Sunday 4th:- VW Shootout 2007 at the Michael Wendon Centre, Miller. Proudly presented by Flat Four VW Club. Contact Murray on 9618 2205 for more information, or see page 8.

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.

Monday 26th:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

December.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 20th:- CLUB VW CHRISTMAS PARTY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Join us for the last get-together of the year! We will provide the Xmas food and drinks. We ask everyone to bring a wrapped \$5 present for the lucky Xmas raffle. Lots of fun, all welcome. 8:00pm start.

2008

May.

Sunday 25th: VW NATIONALS 2008 at Fairfield Showgrounds.

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. All classifieds will appear in Zeitschrift first in order that our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

Non-members please post us a cheque or money order for \$10.00, payable to: Club VeeDub Sydney, c/- 14 Willoughby Cct Grassmere NSW 2570.

New Ads.

Wanted: Photocopies of Australian VW Dealership booklets. You know those little booklets that used to come with your Owners' Manual in the glovebox? They listed the names, addresses and phone numbers for all the VW Dealers of the year your VW was made. I'm looking for photocopies of old ones. I'm specifically looking for the following years: 1954-61, 1963, 1965, 1967-68, 1970-72, 1974, 1978-81, 1983-89, 1992, 1999-2001. If you have one from any of these years, please let me know, or bring a copy to a club meeting . Phone Phil, 0412 786339.

PS - thanks to everyone who has helped so far.

For Sale:- 1977 VW Kombi, green in colour. 7-seater, but roof-lining and interior panels only in front. Windows all around. Body very straight, little bit of nose rust. 2-litre twin-carb motor. 2 months' rego. \$3800 ONO. Phone David and Linda (02) 9817 3119.

For Sale:- 1976 Golf Mk I, 4 speed, white- brown interior, almost like a new car, very well cared for, original papers, books & receipts. A really nice original car with some minor upgrades such as GT grille console, wheel arches, rear spoiler, V.W. polo rims with near new tyres. This would make a great practical Club Car. Many spares go with car including set of rims & body panels. Only 62,000 genuine kilometres. Selling because I want to buy an early model Golf convertible OR would consider a swap for the right vehicle, have you got one? Asking \$7,500 (Oberon, NSW) Please phone Ed Cook 0418692518 or (02) 63361468.

For Sale:- 1967 Type 3 Notchback, semi restored, 12V front disc brake conversion, Feb 2008 rego QSZ-877, 1600 cc twin carb engine, mechanically sound. No rust or panel damage, just needs a tidy up, some spares included asking \$2750.00 ono, Contact

Anthony on 0412 751 146 or 02 43 90 9715

For Sale:- 1969 Kombi, almost free to a good home, not registered, hence this price, currently set up as a windowed panel van, but is a true kombi, has some rust in edges of subframe, great engine gearbox brakes etc Going overseas asking \$1700.00 ono contact Robert on 0427 643 480 or 02 44 64 3480

For Sale:- 1956 Oval Window VW Beetle. Beautifully restored and cared for 1956 VW Oval Window Beetle. Documented history of restoration. Body-off restoration completed by previous owner. Restoration documentation includes full set of restoration photos and receipts. Original owners manual. 1200cc engine replaced with chromed 1600cc engine. Front brakes converted to disc and seat belts fitted. All work covered by NSW Engineering certificate issued on purchase in September 2003. Copy of full NRMA inspection report from 2000. Only 10,000 miles in last 4 years. Engine number AD 323671. Converted to 12 volt. Fully restored very original interior with parcel shelf and perspex visors. Original flip out trafficators in working order. Box of odd spare parts. 4 speed manual, rear drive, 4 cylinder petrol carburettor 1600cc Registration Number YCU43B \$13,950 Contact Details: Sarah Mobile: 0402 469 695, Home: 02 6296 1980

1964 Karmann Ghia Type 34. Rego expires April 2008. Good condition, new headliner. carbs recently refurbished, runs very well. Located in Sydney. \$10,0000. Call Rory on mob 0409757953 or email rorybrooks@hotmail.com.

Wanted to buy. Car trailer in good condition everything must work. Twin axle preferred, not too heavy. Call Ray, 0419 200 517.

For Sale:- 1975 VW Superbug, excellent condition inside and out. Registration till March 2008. 1776 cc engine, runs on unleaded, custom Aero Guards, early headlight conversion, fully restored with new handbrake cables, fuel lines and breather hoses, KYB front struts, Cofap rear shocks, This vehicle is in excellent condition with no rust, fully serviced by VW specialist all receipts available, sports alloy wheels and custom red and white interior, no expense spared restoration, asking \$8900.00 ONO contact Penelope on 0422 284 330

2nd Month Ads.

For Sale:- 1973 White L model Superbug, new motor, mag wheels, aero style fibreglass guards, CD player, new carpets throughout, registered to October

Trades and services directory.



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P.O. BOX 217
ROUND CORNER 2158

2007, good all-round condition and goes well. Asking \$3800.00 ONO please call Tony on 0421 095 455

For Sale:- 1973 topless VW Super Beetle convertible. Not registered. Good condition. Great for collector or restorer. Huge amounts of spares to numerous to mention (phone for details) including engine stand. \$3500.00 ONO. Please call Jason on 0431 881 493 during the day or 02 9729 4203 after 6pm weekdays or anytime weekends. The car is situated in Wakeley NSW 2176

For Sale:- 1967 VW Deluxe in burgundy, great interior, body needs some attention, has been in storage for the past 12 months but motor is solid, new front tyres, partial new electrics asking \$1750.00 ONO, please contact Joanna on 02 9997 1289

For Sale:- 1956 VW Oval Window Beetle, beautifully restored and cared for. Documented history of restoration. Body-off restoration completed by previous owner. Restoration documentation includes full set of restoration photos and receipts. Original owners manual. 1200cc engine replaced with chromed 1600cc engine. Front brakes converted to disc and seat belts fitted. All work covered by NSW Engineering certificate issued on purchase in September 2003. Copy of full NRMA inspection report from 2000. Only 10,000 miles in last 4 years. Engine number AD 323671. Converted to 12 volt. Fully restored very original interior with parcel shelf and perspex visors. Original flip out trafficators in working order. Box of odd spare parts. 4 speed manual, rear drive, 4 cylinder petrol carburettor 1600cc. Registration Number YCU43B\$13,950 Contact Sarah on 0402 469 695 or 02 6296 1980.

For Sale:- 1976 Kombi 2 litre Auto, not registered, very good condition, asking \$2300.00 ONO please call Salavadore on 0403 536 446.

For Sale:- Parts for 1972 Type 3 squareback, mudguards, gearbox, fuel tank, front beam complete disc brakes included call Salavadore on 0403 536 446 or 9831 4051

For Sale:- 1971 Suberbug sell only as a complete car asking \$250.00 ONO call Salavadore on 0403 536 446 or 9831 4051

For Sale:- Tow bar and bull bar for 2 litre Kombi, twin carb setup, contact Salvador for details on 0403 536 446 or 9831 4051



Andrew Rankin
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The Toy Department.

Welcome to another addition of the Toy Department.

This month we feature more plastic models from around the world. Firstly this great looking Candy green police bus made in Portugal by "PE-PE" plastics for Jato. What is unusual is that it is plastic but with a tin base and has the usual friction motor on board.



I am not sure of the vintage of this model but there is a date written on the box of 30/4/90 on the box. Though it is only 17 years old, it has been made to look as if it came from the '70s era. No markings are on this model unfortunately, and so you would have to rely on what is printed on the box. The scale is approximately 1/24th and measures about 17.5 cm in length. Notice also the bumpers are also made of tin, and the plastic is almost translucent when you hold it up to the light.

Other variations as in the next image are, white police van, and an orange bus. There are also other variations in blue and a red Ambulance.



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Trades and services directory.

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1975-1998

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The next images are of two variations of a bus made in Hong Kong by "CH". The first being an orange bus with chrome top with luggage rack and the other being blue with chrome top. Both of these measure about 15 cm and are friction powered and come with a driver. There have been other translucent

Embassy ontime



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George: 0412 434 762

variations of these models which we have recently featured in a past Toy Department.

The last model was recently on Ebay and sold for about \$180 US. This is a German made Wirking bus in about 1/25 scale. These are every rare and as you can see the top half comes off to show the details of all the passengers.



Tony Bezzina
kbezzina@bigpond.com

Cover Car: Peter Sugden's Trekker.

My Trekker has an interesting history. I bought it off John Forbes from Edinburgh, Scotland (he owns a local VW garage and is a very keen collector of VWs) a few years ago. I drove to the British midlands to collect the hard-top, which I had also purchased through an advert. in 'VolksWorld' magazine. I then drove back 'home' to Belgrade, Serbia where I was living at the time.

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Ivy 0411 435 935

Email: heparakuri@bigpond.com

In Belgrade the Trekker was given the 'works'. A body-off restoration with all the rust cut out (Scotland is not kind to cars) and new panels welded in. The motor was re-built, new paint (Toga White), new carpet, a stainless exhaust system, new tyres, radio installed with the speakers concealed behind fabricated panels in the footwells and the seats re-upholstered. A few accessories were added (all original) including an antenna 'halter' (Bundesweir) and 'light pole' used for the flashing light. I drove around Belgrade for three months before garaging the 'Beastie' to start on another project (Karmann Cab. Beetle).

Last year I decided to return home to Canberra and shipped the Trekker (and the Cab.) back to Oz. I don't know how many Trekkers there are in Australia. Three that I know of, but there could be more. It's the ugliest VW ever manufactured but it sure does have a lot of charm! - cheers Peter Sugden (Canberra)

If you would like your VW on the cover of Zeitschrift, please send a nice JPG photo and a few paragraphs about it to info@clubvw.org.au.

Your VW can be a star!

New VW Tiguan almost ready.

Some of the toughest roads in Africa are being used to fine-tune Volkswagen's next assault on Japan. The final prototypes of the Tiguan have been tortured through Namibia to ensure the new compact SUV has the strength to attack competitors Subaru, Toyota, Honda and Nissan.



The VW Tiguan will be the 'little brother' to the current large luxury Volkswagen SUV, the Touareg. The Tiguan is based on the Golf 'A' platform and is due to go on sale worldwide in 2008.

Cold-weather testing has already been completed in locations such as Canada, Finland and New Zealand. Now, Volkswagen is so keen for the world to know of the efforts going into the upcoming Tiguan that it even leaked its own 'scoop' photos of the hot-weather testing from Namibia.



In photos it looks like a rival for the BMW X3, but it is being set against the more affordable Subaru Outback, Toyota RAV4, Honda CRV and Nissan X-Trail. It is the same strategy that has been used to give the Golf a significant lift in Australia, and to position Volkswagen as an affordable European premium brand.

"The target competitive set is very much the tight group of Honda, Toyota, Subaru and all those in that segment. It's not the X3," says Volkswagen Group Australia spokesman Matthew Wiesner. "The volume is among the premium Japanese. Subaru does an outstanding job, so does Toyota, and even Nissan with the X-Trail."

The Tiguan is still nearly a year away from Australia, and there is no news yet on the final specification of the vehicle. Volkswagen has five turbocharged engines planned – from a 103kW diesel to a 147kW petrol. There will be three trim levels and two different front-end designs, with the Track and Field model having a more extreme treatment to provide higher clearance for work outside the suburbs and in the bush. The 4WD system is activated by a single switch, which also triggers a range of off-road safety systems.



VW is highlighting electronics, including a new generation radio and navigation system. The suspension is fully independent with front MacPherson struts and a four-link rear axle. There is electro-mechanical steering, and 16 and 17-inch alloy wheels with optional 18-inchers. VW's Touran photos show an attractive compact 4WD body, though the test vehicles have front-end camouflage, stick-on tail lamp outlines and fake brand badges.

The top-end Tiguan has a rear-view camera. It is also fitted with a 30Gb hard drive to handle its computer systems, including rear seat DVD player. There is also an automatic parking system, similar to the one Lexus is fitting to their top range model.

Volkswagen Group Australia is still working on its positioning of the Tiguan. Everything is focused on getting it onto buyers' shopping lists currently dominated by the Japanese compact 4WDs.

"We've got to be within reach of them. It's a growing market and a growing opportunity. What does that mean in a pricing sense? We're still in the negotiations. We've got to be at the right money to make it viable," says Wiesner.

Does that mean a starting price closer to the Japanese \$30,000 bottom line?

“It’s got to be in there somewhere,” he says. “The best example is to look at the Golf against the premium Japanese. We need a similar approach.” Wiesner says VW is also negotiating the timing of local sales. The Tiguan is scheduled for a world preview in Europe in September.



“We expect to see it at the Frankfurt Motor Show and, assuming we can tick all the boxes for Australia, we would like to think it will be here in the middle of next year,” he says.

What about the name, Tiguan? It was chosen by the public through the German Auto Bild motoring magazine and website, as part of VW’s marketing initiative. Over 350,000 voters took part, with Tiguan proving more popular than alternatives such as Namib, Rockton, Samun and Nanuk. ‘Tiguan’ is a combination of the words Tiger and Iguana – the German word for iguana is ‘Leguan’.

New Polo engine range.

With immediate effect, Volkswagen AG (Germany) is expanding the range of Germany’s favourite small car by producing the Polo TDI in three different output versions, each with diesel particulate filter (DPF). Costing 575 Euro, the DPF is available for the 1.4 TDI with 51 kW and 59 kW, and for the 1.9 TDI with 74 kW. Volkswagen is thus making even more eco-friendly versions of its successful diesel engines available in the Polo class.



Volkswagen has consistently expanded the availability of this filter technology from the upper class to the small car. In addition, a number of new features with respect to engines and gearboxes will be introduced at the change of Model Year. For example, the current Polo 1.4 with 74 kW will be superseded by the new Polo 1.6 with 77 kW, available with either the 5-speed manual gearbox or 6-speed automatic gearbox. The Polo 1.6 with manual gearbox costs 14,175 Euro, the automatic version is available for an extra 1325 Euro. Polo 1.4 with the 5-speed manual gearbox has become stronger: it delivers now 59 kW, prices as of 12.925 Euro.

New in the range with respect to safety are the so-called SST tyres (self-supporting tyres), which are available in 15 inch format for the Polo Trendline and Polo Comfortline (from 375 Euro). In contrast to conventional car tyres, the reinforced side walls of these self-supporting tyres allow emergency running in event of a loss of pressure. This makes it possible to continue driving for up to 80 kilometers at speeds of up to 80 km/h, depending on the road surface conditions and the vehicle weight, for example to reach the next workshop.

VW wins Environmental Award.

The EU Commission has presented Volkswagen with the “European Business Award for the Environment” for an end of life vehicle recycling process characterized by its high environmental compatibility and ability to preserve resources. Volkswagen developed the technology, which converts waste back into raw materials, in cooperation with SiCon GmbH.

European Commissioner for the Environment Stavros Dimas presented the prize in the “Process Award” category to the Volkswagen Group on Thursday. The award-winning Volkswagen-SiCon process recovers materials from end of life vehicle residue which in the past could not be viably separated. The treated secondary raw materials can then be returned to production processes rather than ending up on landfills or in waste incineration plants.

“The environmentally compatible recycling of end of life vehicles is part of Volkswagen’s commitment to sustainable development. We are an innovation leader in this field, since we recognized early on that end of life vehicles are not tiresome waste, but rather a valuable raw material source, and developed the appropriate products and processes for environmentally compatible recycling at an early stage” said Chairman of the Board of Management of Volkswagen AG, Dr. Bernd Pischetsrieder.



Following treatment in the Volkswagen-SiCon process, hard plastics, rubber, textiles, glass and metal residues replace primary raw materials and thus contribute to protecting natural resources. Apart from the ecological aspect, this process presents an economically attractive alternative for secondary raw material users as raw material prices continue to rise.

The demonstration plant for the Volkswagen-SiCon process is located in Kallo near Antwerp, Belgium, on the site of one of Europe's most progressive scrap recycling companies Belgian Scrap Terminal N.V. (BST). Further plants based on this process are planned or under construction in seven European countries.

Other links: www.volkswagen-nachhaltigkeit.de, www.volkswagen-umwelt.de

Europe's most economical five-seater.

The new Polo BlueMotion is the most economical car of its class in Europe. Average fuel consumption of the 5-seater: 3.9 litres/100 km. On the highway it consumes just 3.2 litres.

This Volkswagen saves cash at the fuel pump: 100 kilometres of driving costs on average 4.45 Euro (\$A5.14). Its 45-litre fuel tank capacity combined with 3.9 L/100km yields a theoretical driving range of greater than 1,150 kilometres. And that is why it still holds true that the Polo BlueMotion drives and drives...

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

make the Volkswagen go 176 km/h. Aerodynamic refinements and a highly efficient engine achieved this extraordinary combination of agility and economy.

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



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

VW Dealership anniversary.

Last year was a historic anniversary for Volkswagen, as the company remembered the first Beetle dealership deliveries. 60 years ago the car dealers Gottfried Schultz in Essen, and Raffay & Co.



in Hamburg, took delivery of nine Volkswagen saloons. The Beetle's great market success began on a tiny scale: eight Volkswagen saloons were sent to the dealer Gottfried Schultz in Essen on 17 and 23 July 1946; one saloon was delivered to Hamburg-Altona where Raffay & Co. had their dealership on 22 July 1946. In the aftermath of the war with the economy dogged by shortages the beginning was more than difficult. Between 1945 and 1949 the Volkswagen Company was in the trusteeship of the British military government who gave the badly damaged factory its first production order in August 1945 for 20 000 saloons.

After completion of the first run of 55 vehicles in December 1945, the Volkswagen factory initially delivered vehicles exclusively to the allied authorities. The British 'Highway and Highway Transport Branch' appointed the company Gottfried Schultz in Essen as 'Main Distributor for the "North Rhine Province"' on 11 June 1946; Raffay & Co. received the same function for the Hanseatic City of Hamburg.

In October 1946 the British military government approved the setting up of a dealer organisation in their zone of occupation. This initially comprised 10 main distributors and 28 dealerships. As demand grew rapidly following the currency reform, the organisation was expanded and by 1 January 1949 in the western zones of Germany customers were being served by 16 general agents, 31 wholesalers, 103 dealerships and 812 authorised workshops. Sales in Germany were running at 38 666 Volkswagen saloons.

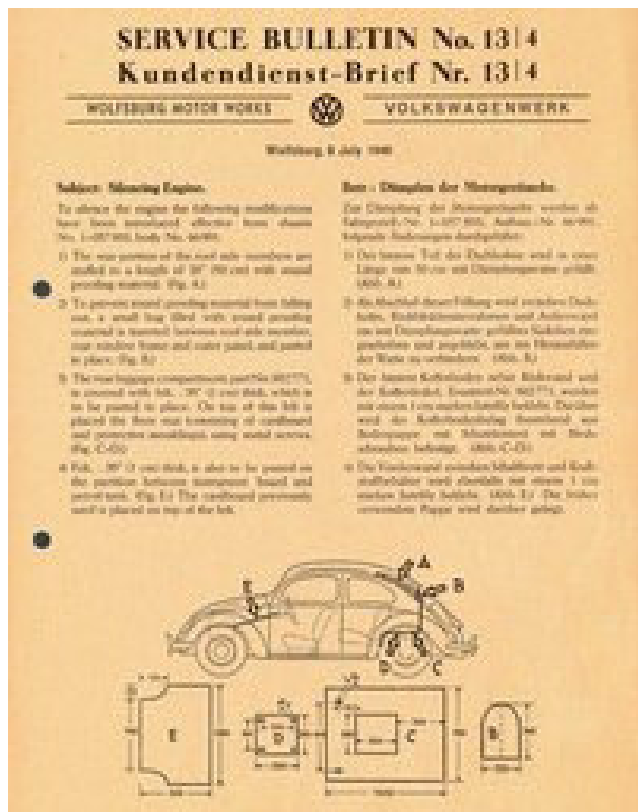
Today the 2 500 Volkswagen dealerships and service workshops constitute a dense network forming the most important point of contact between the customer and the manufacturer. In 2006 more than 675,000 Volkswagen passenger cars and commercial vehicles were delivered in Germany. Gottfried-Schultz Group and Raffay are still among the largest Volkswagen dealerships in Germany today.

Special Edition Transporter Trendline.

Volkswagen Commercial Vehicles UK is launching the Trendline, a limited special edition of its best-selling Transporter van, offering customers extra equipment at an attractive price.

Based on the Transporter T28 short wheelbase panel van, the Trendline is available with a 1.9-litre 76kW or 2.5-litre 97kW engine. Over and above the standard van's specification, the Trendline gains air conditioning; electric windows and electrically heated and adjustable door mirrors; internal central locking control; driver's seat armrests; full bulkhead without window; Reflex Silver metallic paint; and full diameter wheel trims. A rear-mounted Trendline badge denotes this special edition.

To add this equipment to the Transporter would cost over £1,500; yet the Trendline costs just £710 more than the T28 on which it is based (£510 for the 2.5-litre).



Prices for the Trendline start at £14,990 (basic manufacturer's RRP excl VAT and on the road costs) for the 1.9-litre, with a £1,000 premium for the 2.5-litre version.

Like all Transporters, the Trendline also features a high level of standard safety and security specification, including ABS, traction control and a driver's airbag; as well as deadlocks, remote central locking and an electronic engine immobiliser. And like all vans purchased through one of Volkswagen's 70 UK Van Centres, it comes with a three year bumper-to-bumper warranty, 12 year anti-perforation warranty and three year paintwork guarantee.

The Trendline is available to order now, ready for delivery in September. Just 500 vehicles will be available.

VW closes their Belgium factory.

Volkswagen plans to stop production at their Brussels location, reflecting excess capacity in Western Europe. The management of Volkswagen Brussels started talks on Tuesday with the employee representatives on a corresponding concept, under which the Golf will no longer be manufactured at three plants in Western Europe in the future, but only at two – Mosel and Wolfsburg. The Western European automotive market is largely saturated and is struggling with excess capacity. Volkswagen's Western European plants are not running at full capacity, despite a rise in market share. Export opportunities, too, cannot be expanded significantly due to the US dollar exchange rates and high import duties in growth markets, among other factors. The growth markets of the future are above all Russia, India and China.

Volkswagen has therefore initiated a far-reaching restructuring at its German locations. The core element is a reduction by up to 20,000 jobs in Germany, much of which has already been implemented. Additional optimisation measures in Germany are planned.

Following these cuts in Germany, other locations must now be incorporated into the restructuring program so as to ensure competitive production and capacity utilization at the Volkswagen plants in Western Europe as a whole. That is why production capacity must be aligned with the current operating environment. Talks have begun with the employee representatives on a concept to structure capacity at the plant, and all economic alternatives will be reviewed so as to keep as many jobs as possible in Brussels.



Even though the factory is to be closed, the Administrative Board emphasized that Volkswagen intended to stay at the Brussels location and urged all involved to provide it with constructive support in the light of the difficult environment. The company is aware of its responsibility for all employees in Brussels and will develop a socially responsible settlement together with all stakeholders.

The management of Volkswagen Brussels announced that it was holding more in-depth talks with the employee representatives with immediate effect.

Child safety is top VW priority.

Vehicle safety is important for all vehicle occupants, particularly for children. For this reason, the development engineers at Volkswagen also concentrate on small passengers. Numerous safety features for children are integrated in current Volkswagen models as standard.

Today approximately 50 percent of fatal accidents involving child passengers are caused by inadequate protection or failure to use protective systems. For example child seats: European studies demonstrate that more than half of all child seats are fitted or used incorrectly. If the vehicle has integrated

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child seats, there is no need to fit and remove child seats – a task that is often awkward.

In the Passat, Volkswagen offers a completely new generation of integrated child seats for children aged between three and twelve years of age (weight classes II to III). The new seat is easy to operate and can be folded flush into the rear seat bench when not in use. The safety experts at Volkswagen have adapted the child seats so that the small passengers can sit comfortably and in safety: the seat bolsters are now more ergonomic and can be adjusted on the sides to protect the body in the event of a side-impact collision. Specially designed side head restraints protect the head and neck. They also prevent the child slumping to the side, for example when asleep.



The folding boosters are another plus. In the event of a collision, the rear of the booster is lowered in a fraction of a second to prevent the child submarining under the belt. This patented mechanism is particularly effective in head-on collisions. The integrated child seat in the Passat has been awarded a prize by the German motorist

association ADAC and is available as an optional extra for 255 Euro (two seats for 445Euro). Integrated child seats are also available for the Sharan (for up to four children) as optional equipment for 220 Euro.

The Isofix system anchors portable child seats particularly well. Standard connectors attach the child seat firmly to the vehicle body. The advantage of Isofix is that it is simple and fool-proof to operate and holds the child seat firmly in the vehicle. The Isofix standard anchor points are fitted to the outer rear seats in all Volkswagen models as standard. The Isofix system is fitted to the front passenger seat as standard in some models, and is optional in the Eos convertible coupé. As in all Volkswagen models, the front passenger airbag can be deactivated by using a keyswitch, for example when transporting a rear-facing baby seat (in the Fox the front passenger airbag can be deactivated by Volkswagen dealerships).

The very good results in the Euro NCAP child protection crash tests are yet another testament to the development expertise of Volkswagen. The Fox was awarded 42 points, the best score in the super-mini class. The Golf and the Passat also performed convincingly and were awarded 37 points and 38 points respectively.

Unseen dangers often lurk inside vehicles: objects that have not been secured can strike children and adults in the event of sudden braking manoeuvres and collisions. Volkswagen vehicles have numerous stowage compartments where these objects can be stowed safely. For example the Touran: the compact MPV has a total of 39 stowage compartments. For example, drawers can be fitted under the driver and front passenger seats. Three individual compartments are integrated in the roof console, and the door trims have compartments that can easily hold a 1-litre bottle.

Blasts from the past.

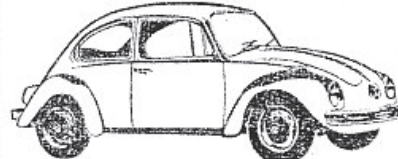


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Berri Day Update Sunday 6 May.

Hi Steve,

I am writing in reference to a number of discrepancies within the July edition of the club magazine, in particular the Blast from the Past article.

The details of the results and the trophies on offer were incorrect. The splitty mentioned in the article actually won the VWFREAK Founders Choice award donated by myself and selected by my son Jack.

The actual winner of the Peoples Choice Award was myself, with my custom old school '65 Beetle.



Finally the third trophy on offer that day was the Junior Rev Head award, won by Jack and Montanna with their Beetle peddle car.

Please pass this information onto the relevant people.

Cheers

Peter Bone



New Beetle Glows and Woes

Wendy and I have owned our NewBeetle now for almost 3 years and have travelled almost 90,000km. I reported on the car just after we bought it and commented that it was an expensive car to run. Well, that comment was based on limited data and experience and needs revising. 90,000km down the road, the car has proven quite economical, despite expensive service parts and tyres. The only spare part we have had to buy was a replacement VW bonnet logo to replace the shabby original. Indeed running costs are currently at \$14.50 per 100km, much cheaper than our 83 Ford Laser (\$17.70 per 100km). The car has proven impeccably reliable with all servicing done by me, including replacing the cam drive belt.

There has been one minor problem though and that concerns the immobiliser. The car occasionally just will not start. By the time the NRMA arrives though it happily fires up and runs normally. This problem has occurred about 3 times in 90,000 km. So far I have not sought help from VW service. The only other issue worth mentioning is the quality of many of the plastics used in the interior, but I can live with it.

Recently I have struck trouble trying to replace a blown headlight bulb. The problem concerned getting the headlight out of the guard. The hand book said to simply rotate the locking lever and remove the headlight assembly. I did that but the headlight would not budge. It appeared that the lever had not been rotated enough, so more pressure was applied and still more pressure until the locking lever broke off. Bugger.

So I turned my attention to the other headlight. I rotated the locking lever, this time with only moderate pressure. Again the lever refused to rotate all the way and the headlight stayed stuck in its housing. I mucked around for hours but finally I gave up and went to bed.

Next day I had another go. Eventually I got around to applying pressure to the back of the headlight assembly whilst simultaneously applying pressure to the locking lever and low and behold the headlight moved, slowly at first then, pop it was out. Great but the headlight I really wanted out was the other one with the blown bulb and broken locking lever. I was able to drill a hole in what was left of the locking ring into which I inserted a screw driver enabling me to rotate the ring and remove the headlight using the technique developed with the other headlight.

I went to McGrath VW at Liverpool to buy a replacement locking ring. When I presented the old



Above: Overall view of locking ring, showing the operating lever at the top.

ring the guy behind the counter said “you own a New Beetle, don’t you”. Headlight removal has proven a real problem with NewBeetles. Apparently on occasions headlights have been smashed into little pieces and a new assembly fitted (quick) or the adjacent mudguard removed to enable access to what remains of the locking ring (slow) – both methods being expensive. I was lucky that in my case I could still access the locking ring from the engine bay.

Putting the headlight back in and locking in position was no easy task either. Getting the lugs on the headlight assembly to engage the tracks on the locking ring takes some jiggling. Trouble is you can not see what you are doing, so everything is done by feel.

So what do I like about the NewBeetle? The sports suspension and low profile tyres fitted to my car give it great handling and roadholding. The heated front seats are just great in winter. The front seats are adequate but would benefit from lumber and cushion tilt adjustment.

Would I buy another NewBeetle? Well, the current car is the most satisfying car I have owned. I would certainly consider another 2 litre or turbo

car but alas only a 1.6 litre petrol or 1.9 litre diesel poverty pack model is currently available. I will probably keep the current car for another few years until the need for a second car no longer exists.

Ken Davis



Above: Close up of the track that engages a lug on the headlight assembly. There are two of these. Lots of friction here.



Below: Got it out, now to get it back in...



Christmas in July 2007 at Bathurst.

Saturday 21st July dawned with light showers and very overcast; not quite the weather we had hoped for. However, we set off for the M4 Westbound Caltex Service Station to meet the other participants. Two contacts had messaged Chris and Russell to say the road over the mountains was open.

What a surprise - Rose and Ian Merton from Newcastle were the first to arrive, followed soon after by Wayne & Kim French, Debbie & Russell Sarten, Cindy & Henry D'Olivierio and Brian & Leanne Van der Killey. Dave & Sue Birchall arrived just in time to set off at 9.15am.

Off we went - two Kombis, 4 Beetles and two stretch honorary beetles into the slight drizzle. Steve & David Carter caught up with us along the M4.

The rain got heavier as we climbed up and over the Blue Mountains. Fortunately so far so good, no break-downs.

Fortunately, and as Russell had predicted, by the time we arrived at the Farm House Café (previously called The Cockatoo Cabin) at Hartley, the weather had cleared to a fine but chilly day. After a fabulous Devonshire Tea and some good tea and coffee, we were off again heading towards the O'Connell Hotel, which is situated about 20 minutes from Bathurst in the middle of farm country.



Lunch was a gourmet delight. Some played safe with the Beef Curry Soup, several had the Shepherd's Pie; David Carter indulged himself with the Lamb Shanks - "Mmmmmmm" - was the reply to "How are they?" If they tasted half as good as they looked, "Mmmmmmm" was an understatement!

Now fully refreshed, we headed off for Mt Panorama and the National Motor Museum. The cars at the Museum are many and varied from early open wheelers to a Mini Cooper S, Toranas, Kingwoods, Ford Falcons and a racing Volvo! John Faulkner's record setting Toyota Corolla for the most class wins is also there. We were met at the museum by Fabian Corio from Orange, driving a Passat TS that he is



fixing up for his kids to drive. The car has a bit of fame, it once resided in Peter Keegans backyard.

The simulator was set to the Adelaide Street Course and several tried out the simulator, although most of us crashed and one person was disqualified for going the wrong way on the track.

We concluded our visit to the Museum by watching a short movie on the history of racing at Mt Panorama in the Theatre.



Next we headed off for some laps around the mountain where photos were taken, and then back to the Best Western Coachman's Inn Motel. Ken and Judy are superb hosts and couldn't do enough for us. The rooms are extremely clean, very comfortable and many have just been refurbished.

After a get-together for pre-dinner drinks and the first half of the Rugby Union, we headed off for dinner.

Dinner was superb - prawn cocktails, roast pork, turkey, vegetables and Christmas pudding.





However it was the trifle (lots of brandy in that sponge) that was the hit of the night and much haggling went on to get a trifle. Caro & Ivy Martin (locals) joined us for dinner.

Sunday was very chilly – 3°C with lots of ice on the cars. After breakfast we headed back to the Mountain, lined up on the grid and did a few more laps. Then off into town to the Rivers shop prior to making our way home via Norman Lindsay Gallery for a late lunch and a cup of tea.

All in all, we had a great weekend, lots of laughs not to mention food, and no breakdowns. Well that was until today (30 July) as disaster has struck. The

photos of the Bugs and Kombis on the Mountain etc have disappeared from the computer and I've formatted the camera card, so they are lost! Bugger. First time ever.

Thanks to all who attended for joining in the festive fun.

Next year? Rumour has it we're planning to head north somewhere – watch the magazine for details.

Heather Pascoe

Members Monthly Special



Marl Grey
Sloppy Joe
\$15



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket

\$15 Set of 4 colour Nats coasters in a sleeve

\$18 "Legend" Apron

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\$5 Beetle plaster plaque and paints.

Email your enquiries or orders to Raymond at sales@clubvw.org.au and you can pay securely online with your credit card, or direct deposit into the clubs account.

Australian Volkswagen History.

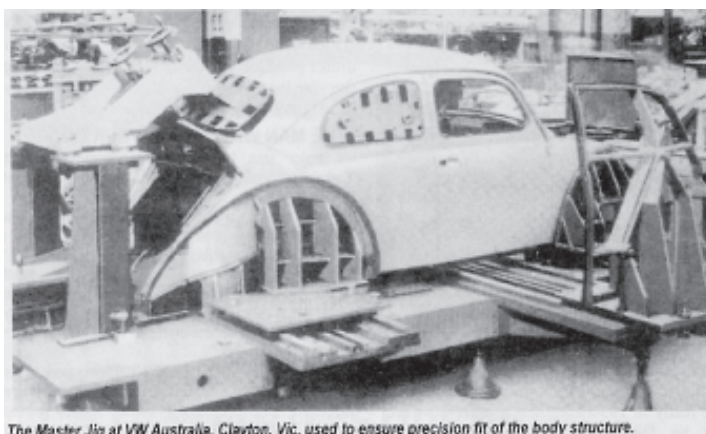
Apart from a very few captured examples which were sold as curiosities in the period following WWII, and that its power pack was employed in the Tempo Matador commercial offered here in 1950, the Volkswagen was not marketed in Australia until 1954. The company, however, laid its plans well and had done a thorough job of evaluating the car for the market. I can recall spotting an unmarked van in the local town one day in 1953 that had no identification, obviously undergoing test running under Australian conditions.

Credit has to be given, too, for the thorough preparations that were made prior to releasing the car for sale. Dealers had to employ mechanics who had been trained in VW methods, had to have the necessary specialised tools on hand, were bound to service cars at stipulated prices and maintain good stocks of approved parts. At the time such obligations on dealers set new trade standards because it was recognised that such an unorthodox type was only going to get 'one bite at the pie'. If there had been any unfavourable feedback from the early purchasers it would have soon been 'game over'. History records that this strategy was wholly successful and owners, entirely confident of support, became enthusiastic advocates for the type. It was a unique car that broke all the 'everyone knows' rules concerning what motors were all about. Its ability to stand being run continually as hard as it would go was a revelation, and high average speeds could be put up even though its low power could result in diminished speed up hills. It could be made good by keeping the pedal to the metal down the other side. Drivers, however, had to unlearn the deeply ingrained Australian driving habit of hanging on to top gear and treat it as an overdrive. Handling, at the limit, could be a problem due to the sudden onset of breakaway, a trait common to rear engined types and cars with single joint swing axle rear suspension.

First CKD packs arrived in 1954, which were assembled by Martin & King at Clayton, Vic, under contract to the local distributors, Regent Motors. At around the same time, Martin & King was taken over by Clyde Industries of Granville, NSW, as Martin & King's other lines of railway rolling stock and Fruehauf trailers fitted so well into Clyde's core business strategy. The VW assembly operation effectively followed on after the conclusion of assembly of the Jowett Javelin. Tom King recalled the huge contrast between the roughly finished panels they had to work with to assemble the Javelin, and the precise and impeccably finished panels for the VW.

In 1957 Volkswagen (Australia) P/L was formed, having a nominal capital base of £10 million. The VW Werke of Wolfsburg held a majority share of 51% with the remainder being subscribed by Clyde Industries and state franchise holders, Regent Motors (Holdings) of Melbourne and LNC Industries of Sydney. This move by Volkswagen into the region was orchestrated by Baron K D von Oertzen, its Southern Hemisphere area director, who had been operating from an office in Queens Road, Melbourne by 1955. From 1956 Victorian promotion was by Spencer Motors, which was a Regent Motors shopfront subsidiary sharing the same South Melbourne address.

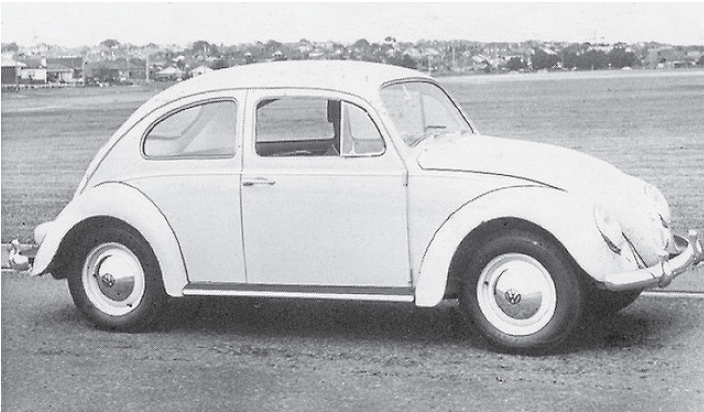
Continued favourable market response to the Volkswagen, helped by the VW's remarkable domination of the reliability trials, encouraged the company to make the operation a wholly owned subsidiary in 1959. The local investors were amply rewarded for their earlier initiative and VW's investment stood at £10 million in 1960, due to a great expansion of the facility that took place to upgrade it to manufacturing capability. A further area of land was added to provide space for administration, stores and a frontage to the Princes Highway, heavy presses were installed and body-pressing dies were obtained from Chrysler Australia to enable production of the 1,007 panels and pieces required. The Australian plant also had a 7½ ton Master Jig which took 18 months to construct. Germany and Brazil had the only other jigs, which ensured extreme accuracy and allowed checks to be made, in a few moments, without disrupting the flow of the production line. Local content was 75% at that point and, in 1963, VW entered into the Government Plan A which stipulated 95% local content.



The Master Jig at VW Australia, Clayton, Vic, used to ensure precision fit of the body structure.

An entirely new engine and gearbox were released in 1961. Although its paper specification appeared the same, the new unit had an extra 10mm between the bore centres, inclined valves operated by composite pushrods and an all synchromesh gearbox in a new barrel shaped casing. Owners who had come

to rely on the legendary VW reliability did not appreciate some minor teething troubles with this new design, and sales dropped in a year that also suffered a major recession. VW fixed the problems and sales went on to peak in 1964.



During the later 1960s the market closed in around VW as keenly priced Japanese models attracted buyers, and the Morris 1100 and Ford Cortina became 4-cylinder market leaders. In a market where 'newness' is a virtue, the expenditure by VW on local panel pressing became a liability as the buyers turned away from another 'same' car before relatively low production rates could amortise the expenditure on the existing tooling. Overseas changes and improvements were either greatly delayed or never happened for this very same reason. By 1967 VW (Aust) had to withdraw from the 95% local content plan due to lower through put, and the plant was then kept occupied with contract assembly work. A VW-owned subsidiary, Motor Producers Pty Ltd, were formed for the purpose. In 1968 a substantial contract was signed with Nissan.

A marketing prospect for the Australian-made power pack appeared in 1966 when Steelfast, of nearby East Caulfield, brought out a 'beach buggy' of steel construction, rather than the then universal fibreglass, to cater for the craze then current for such vehicles. Initial approaches to VW (Aust) for such units at wholesale trade rates seemed, at first, to be being received favourably but were not, finally, fruitful. Steelfast were puzzled by this but the reason later became obvious when the VW Country Buggy appeared. An earlier manifestation of this scenario had occurred in Germany with the Tempo Matador, which used the VW unit under the driver's seat driving the front wheels. Tempo were going along alright when, suddenly and without apparent reason, supply at trade rates was terminated. When VW's own Transporter was released the reason became clear, the status of Tempo had changed from that of a customer to being a competitor. Tempo then made use of Austin A40 components.

In 1968 VW (Aust) introduced a model unique to Australia, the Country Buggy, that had an open door-less body, aimed at the off road, utility market. It was not to be confused with the Type 181 later made in Mexico and offered on the USA market as 'The Thing'. Mechanically the Country Buggy was akin to the Transporter in having its final drives to provide necessary ground clearance. 1,119 were made before Volkswagen terminated its Australian operations. As VW were then involved with initiating the motor industry in South-East Asia, this model was continued in the Philippines as the DMG Sakbayan until 1982.

Upon the cessation of manufacture in 1968 the plant was then run by Motor Producers, which undertook contract assembly of cars from Datsun, Volkswagen and Volvo, in addition to trucks from Mercedes-Benz, Nissan and Volvo. With the reversion to assembly the Australian market was then provided with the current German production Volkswagens, rather than trailing behind in model improvement as had so often been the case. Assembly of German Beetle, Type 3 and Kombi kits continued, and were joined by the modern Passat in 1974 and Golf in 1976. Eventually the plant was sold to Nissan in 1977 as a base for their Australian manufacturing program, which continued until 1992.

Volkswagens sold in Australia from 1978 were fully imported. Costs rose and sales dropped. Petrol Golfs and Passats were discontinued in 1980, and the diesel versions hung on until 1982 when the distributors, LNC industries, stopped selling VW cars altogether. Only the T3 Kombi and some Audi models continued. Sales had dried up to a trickle by 1987 when LNC sold the VW franchise to Ateco Industries.

After restarting Audi in 1988, Ateco then relaunched the VW brand in Australia in 1989 by making the T3 Kombi available again. In 1990 they followed with the Golf Cabriolet and Golf GTI, albeit a low-spec 8-valve version. In 1992 TKM Automotive took over the VW franchise and soon released the Golf 3, Vento, Passat and T4 Transporter. Further success came with the Bora and Polo, but the Golf-based New Beetle was not as popular here as it was in the USA. In 1996 TKM also tried to introduce VW's Spanish cousin SEAT, but this was not a success.

In 2001 Volkswagen AG took back control of the Australian operations and launched Volkswagen Group Australia. Today almost the entire range of VW vehicles are available, and sales have boomed, reaching levels not seen since the mid 1960s. We can now look forward to continuing affordable new VWs in Australia and, hopefully, record future local sales that surpass those from the ancient, but much loved, air-cooled era.

Max Gregory

Pitch Circle Diameter.

Car wheels come in all shapes and sizes. You probably know that VW Beetles had 15-inch diameter wheels, Kombis had 14-inch wheels, Golfs originally had 13-inch wheels, and so on. The fashion recently has been for larger-size wheels with lower-profile tyres, so 13-inch wheels are quite unusual on new cars now. VW T5 Transporters, for example, now come with 15-inch, or even 16-inch wheels as standard.

In the search for greater fuel economy, it might be worthwhile to fit taller wheels and tyres to give a more relaxed cruise at speed, at the expense of slower acceleration. Some Kombi owners have fitted Mercedes 15-inch wheels, for example, because they're taller and they fit the Kombi bolt pattern.

There are so many different wheel sizes out there, with so many different bolt patterns. How do you know which one will fit your VW? How can you measure your bolt pattern (or lug pattern if you prefer?)



There are actually several factors to consider when you are swapping wheels. You have to consider the offset (how far 'in' or 'out' the tyre will be compared with the wheel hub), the PCD (Pitch Circle Diameter), the stud size (how big the bolts or the studs, and the nuts, are) and the spigot size (the hole in the middle of the wheel, which has to clear the hub centre).

Offset is usually only a worry if you're thinking of fitting fatter wheels, and wheel stud size and spigot size are usually dependent on the PCD being correct first. In this article we're going to consider PCD only.

Most VW wheels have four or five bolts holding them on. Early Beetles had five-bolt wheels, later ones four. Kombis have always had 5-bolt wheels. Early Golfs had four, later ones five. Some weird cars like early Renaults only had three. 4WDs might have 6 or even 8 bolts. We're going to stick with four and five-bolt wheels here.

Whether your VW has four or five bolts, those bolts are arranged in a circle on the face of the wheel. Early Beetle wheel bolts were a long way apart; Golf wheel bolts are much closer together. The circle that the bolts are arranged in is called the Pitch Circle, and it's simply a function of how far the bolts are from the centre of the wheel. Bolt centre to hub centre is the radius; multiply by 2 and that's the Pitch Circle Diameter. However, it's not that easy in practice, and unlike the overall size of the wheel, you won't find it stamped anywhere. You'll have to work it out before you can consider bolting on a different wheel, as you can obviously only bolt on another wheel with exactly the same number of bolts, and the same PCD.

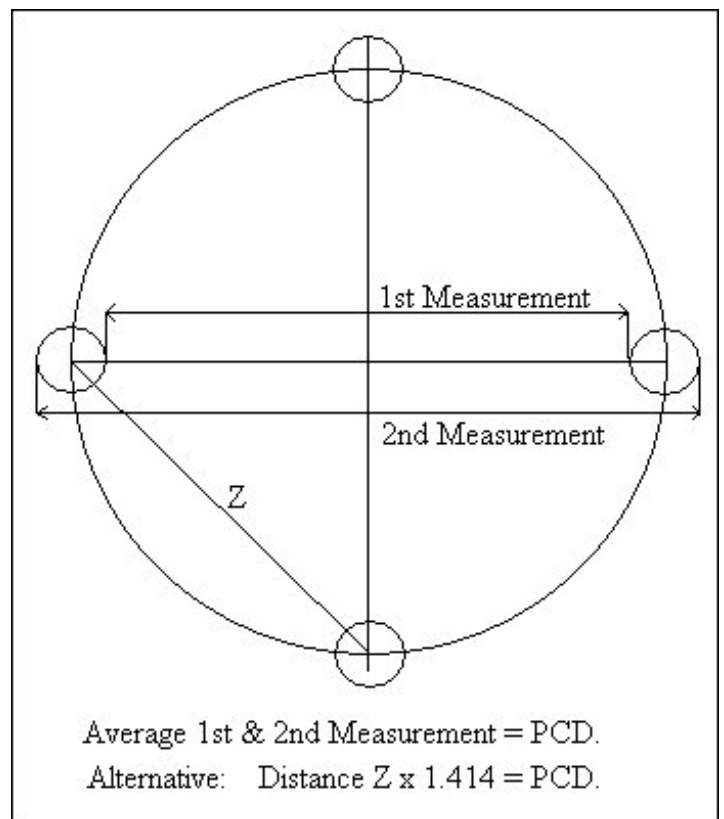
OK, so how do you work it out? All you need is a steel rule and a calculator. It's easy for 4-bolt wheels, and a little trickier for 5-bolt.

PCD for 4-bolt wheels

A four-bolt wheel has the holes arranged like a cross – each hole has another one directly opposite, as shown.

Therefore, it's a simple matter to just measure directly across from one to its opposite, and that's the PCD. However, you need to be aware that the PCD is from the CENTRE of the bolt, stud or hole. To get an exact centre measurement, measure from the outside edge of one hole to the outside edge of the opposite, and write the figure down. That's the maximum possible distance.

Now measure from the inside edge of the hole to the inside edge of the opposite, and write that down. That's the minimum distance.



Now simply average those figures – that is, add them together and divide by 2. The answer, in mm, is your Pitch Circle Diameter.

You can also crosscheck your result by measuring between two adjacent bolts in the same way, and this time multiply your averaged answer by 1.414 (which is the square root of 2). Your answer should be the same as above. This is also a useful way of getting the PCD if the hub is blocking your ruler from measuring the opposite holes.

Measure opposite holes = PCD
Measure adjacent holes x 1.414 = PCD

There have only been three different 4-bolt PCDs used on VWs:

100mm x 4: Used on all early water-cooled VWs, 1974-1992 – Golf 1, 2, 3, Jetta, Vento, Passat, Scirocco, Polo, Lupo.

108mm x 4: Early Audi 80, 90, 100

130mm x 4: used on 12-volt Beetles and Type 3s, 1968-76.

PCD for 5-bolt wheels

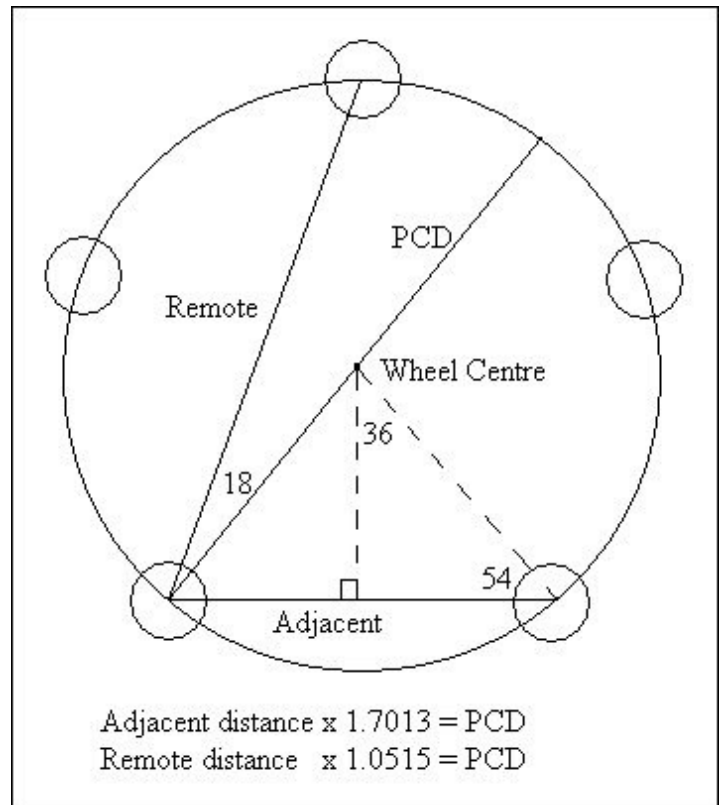
A five-bolt wheel has the holes arranged like a star. In this case, no hole has another one directly opposite; any given hole has two adjacent ones, and two almost opposite ones (remote). You can still easily work out the PCD once you measure between the holes, but you need to add a little maths.

Let's start with the two adjacent holes. Firstly, measure the inner and outer distances as before, and average them to get the centre distance between them. This will be the Adjacent dimension shown in the diagram. We can make a nice little right-angle triangle in there, so now all we have to do is apply a little trigonometry – which you still remember from school, don't you?

We can work out the angles of the little triangle. The top angle is $360/10$, which is 36 degrees. The bottom angle is $90-36$, which is 54 degrees. Using trig, we can see that the diameter PCD equals the inverse of the cosine of 54 degrees, which works out as 1.7013, times your Adjacent distance.

We can also use the longer distance between two holes, which we can call the Remote distance. Like before, we can use trigonometry to work out the PCD. This time we make a different triangle, a long thin one between the Remote and the PCD lines shown (the angle works out at 18 degrees). Using trig, we work out that the diameter PCD equals inverse of the cosine of 18 degrees, which is 1.0515, times your Remote distance.

Measure adjacent holes x 1.7013 = PCD
Measure remote holes x 1.0515 = PCD



There are a number of 5-bolt PCDs used on VWs:

100mm x 5: Golf 3 GTI, Golf 4 and 5, Bora, Jetta, New Beetle, '95-97 Passat, Audi A3, Audi TT.

112mm x 5: T2-T3-T4 Kombi, '98-on Passat, Golf 5 GTI, Sharan, Audi 100, Audi A4, A6, A8, V8, S models.

116mm x 5: T5 Transporter

130mm x 5: VW Touareg, Porsche 911, Boxter, Cayenne

205mm x 5: 6-volt Beetles, 6-volt Type 3, T1 Kombi.

Of course there are many other different PCDs used by other manufacturers – these are just the ones that apply to us. Your local tyre and wheel shop will have catalogues and data sheets for you to look through and compare, should you be in the market for different wheels.



Audi Sales in Australia.

Last month we went through Audi's year-by-year Australian sales from their introduction in 1967 up to 2000. In this issue, we conclude the Audi story by following sales up to the present day.

LNC Industries' subdivision Volkswagen Australia had controlled Audi (and, briefly, NSU) from 1967 up to 1987. LNC engineered Audi's rise in the mid/late '70s with the Audi Fox and Audi 5+5, then oversaw Audi's overpriced decline in the early 1980s.

Ateco Industries took over Audi/VW shortly before LNC Industries went out of business, and restarted both brands on our market. TKM Automotive took over Audi/VW from Ateco in 1990.

In February 1997 TKM sold the Australian Audi franchise to Astre German Automotive Pty Ltd, the Australian importers of Hyundai and Chrysler-Jeep. Since TKM kept the VW franchise, this formally separated the Volkswagen and Audi companies in Australia for the first time. In 1998 the Singapore-based corporation Cycle and Carriage Ltd (CCD) took a majority shareholding in Astre Automotive.

In 2001 Audi's German parent company, Audi AG stepped in and announced a multi-million dollar venture with Astre, with the Germans owning 50% of the shares. A new joint-venture company called Audi Australia Pty Ltd was formed. Astre Automotive was renamed to Cycle and Carriage Australia, after their Singapore-based owners. Audi AG took a direct role in Audi's Australian operations, spending \$35 million on new dealerships and other infrastructure, and a new range of models for the Australian market.

2001

Audi sold 651 A3s, 97 S3s, 1,751 A4s, 93 S4s, 279 A6s, 25 A8s and 437 TTs. To this point every Audi sold in Australia since 1967 had been a Passenger Car, but in 2001 Audi also introduced its first SUV to Australia, the Audi Allroad. Sales were 174. Total = 3,507 Audis.

2002

Audi sold 814 A3s, 99 S3s, 53 Convertibles, 2,282 A4s, 34 S4s, 292 A6s, 15 A8s and 309 TTs. SUV sales were 262 Allroads. Total = 4,160 Audis.

2003

Audi sold 643 A3s, 75 S3s, 325 Convertibles, 2,433 A4s, 304 A6s, 66 A8s and 395 TTs. SUV sales were 209 Allroads. Total = 4,450 Audis.

In late 2003 Audi Australia Pty Ltd became fully owned by Audi AG when the factory bought the remaining 50% of shares that had been owned by Singapore-based Cycle and Carriage. This reunited the VW and Audi brands in Australia under factory



ownership, as VW AG had taken over the VW franchise from Inchcape/TKM in 2001. Audi Australia moved their head office from Homebush to their current home, at the Lakes Business Park, 6 Lord Street Botany, the same address as Volkswagen.

2004

Audi sold 501 A3s, 2 S3s, 206 Convertibles, 2,094 A4s, 403 A6s, 86 A8s and 242 TTs. SUV sales were 167 Allroads. Total = 3,701 Audis.

2005

Audi sold 1,242 A3s, 191 Convertibles, 2,417 A4s, 528 A6s, 71 A8s and 217 TTs. SUV sales were 142 Allroads. Total = 4,808 Audis.

2006

Audi sold 1,402 A3s, 147 Convertibles, 2,689 A4s, 698 A6s, 102 A8s and 168 TTs. SUV sales were 39 Allroads and 525 Q7s. Total = 5,770 Audis.

2006 was Audi's best-ever year in Australia, and the first time that Audi sold more than 5,000 vehicles here in one year. In fact, Audi sold more vehicles in Australia in 2006 than they did in all the years from 1967 to 1980 put together!

From the horror days of the 1980s and early 1990s when Audi was something of a joke on our market, VW's sister company has come a long way. Once upon a time Audi was the poor third cousin



Club Veedub. Aus Liebe zum Automobil Klub.

behind Mercedes and BMW in the German luxury stakes, but the gap is closing. In 2006 Audi's 5,206 car sales was behind BMW's 12,019 and Mercedes' 11,682, but Audi's sales had grown 11.6% over 2005 compared with BMW's 4.8% growth. Mercedes actually dropped 4.1%. Audi did outsell other premium car brands in 2006, including Citroen, Volvo, Alfa Romeo, Chrysler, Lexus, Mini, Porsche, Renault and Saab. Of course, Volkswagen was the top-selling European brand in Australia in 2006, with 17,796 car sales.

Audi's 564 luxury SUV sales in 2006, with the Allroad and Q7, was better than VW's total of 491 Touaregs. However, Audi has some way to go to catch BMW (4,015), Land Rover (3,152), Lexus (2,913) Mercedes (2,600), Volvo (2,352) and Jeep (1,365) in this category. Hopefully Audi and VW will increase their presence in the 'Double Bay Dodgems' category in 2007.

Audi currently have seven dealers in Sydney – Scotts Audi at Artarmon and Mosman, Bill Buckle Prestige at Brookvale, Audi Five Dock at Croydon, the Audi Centre at Parramatta, Audi Autosports at Arncliffe and Audi Centre Sydney at Roseberry. They are run completely independently of VW's fourteen dealerships; only Bill Buckle has one of each and they are not adjacent.

What are the totals for each Audi model, which ones have been the most popular? Here are the totals of all the Audi models sold in Australia since 1967, in descending order. These figures are correct up to the end of December 2006.

Audi A4:	22,553
Audi 80/90/Fox:	8,426
Audi A3:	7,388
Audi 100/200:	4,626
Audi A6:	3,912
Audi TT:	2,602
Audi Convertible:	1,102
Audi Allroad:	993
Audi 5+5:	800
Audi Q7:	525
Audi A8:	516
Audi S3:	378
Audi S4:	238
NSU Ro80:	191
TOTAL:	54,250

After the first Audis were sold here in 1967, the following Australian milestones were reached:

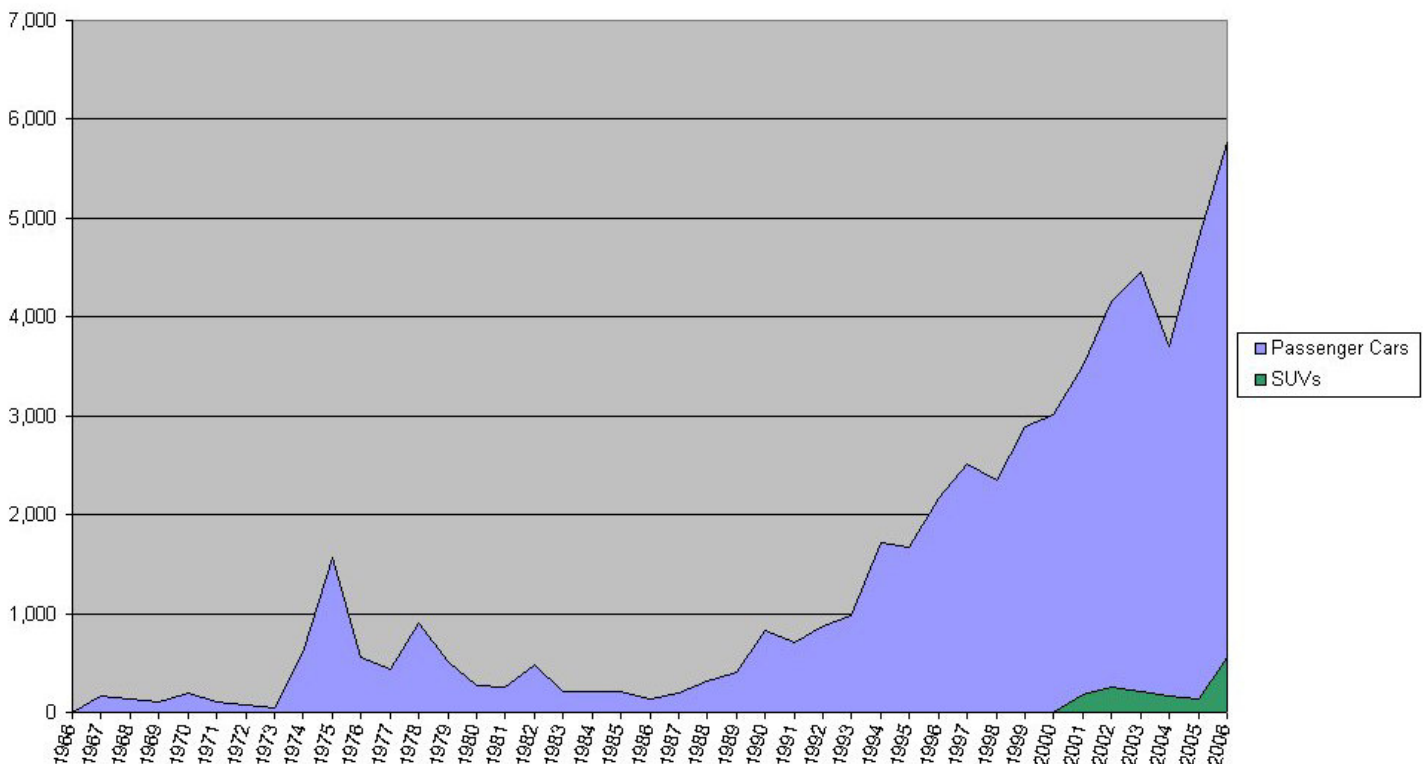
- 10,000th Audi – May 1992
- 20,000th Audi – March 1998
- 25,000th Audi – January 2000
- 30,000th Audi – August 2001
- 40,000th Audi – January 2004
- 50,000th Audi – April 2006

We will publish an update in January 2008, when we know the 2007 sales figures. Will we see the 60,000th Australian Audi in 2007? Stay tuned.

Next month – we start Australian Volkswagen sales since 1954.

Phil Matthews

Australian Audi Sales



Who is the Council of Motor Clubs NSW?

The Council was formed in 1964 by five Sydney-based car clubs as a body to represent the interests of the historic and classic vehicle movement.



The Council of Motor Clubs

The Council was originally named "The Council of Veteran, Vintage and Thoroughbred Motor Clubs". Being a somewhat unwieldy name, many enthusiasts referred to it as "Fred", less of a mouthful. In recent years, the Council became an incorporated body and re-named as "The Council of Motor Clubs, Inc." The CMC is also affiliated with the Australian Historic Motoring Federation, a national organisation uniting similarly orientated councils from around Australia.

The role of the CMC is a representative one – it represents affiliated clubs and their members with authorities such as the RTA with reference to Conditional Historic Registration, the Federal Government on matters such as leaded fuel and its continued availability, and such like. At no time is the Council a "controlling" body; it may issue guidelines or advice on an issue when requested, but it will never tell an affiliated club what to do.

In late 2005, the CMC welcomed its 130th specialty motoring club to affiliate – those 130 clubs contain over 26,500 members with diverse interests that include trucks, buses, trams, ex-military vehicles, fire engines, motor cycles/scooters and cars, road going and racing, from the veteran, vintage, pre-war, post-war and modern eras.

The CMC stages a number of events each year for the participation of members of affiliated clubs and to enthusiastically showcase our movement to the general public. The NRMA-sponsored "President's Picnic and Display" happens in February each year; in early May 2006, an Alpine Weekend will coincide with the Thredbo Jazz Festival; in August of each year, "The Shannons Eastern Creek Classic" brings over 1500 classic vehicles and their passengers for a weekend of club displays, parades, concours judging and motorsport demonstrations at Sydney's Eastern Creek Raceway. Club Veedub Sydney will have a gathering as part of this show.

The CMC meets on a bi-monthly basis within the premises of the Western Suburbs Australian Football Club in Hampton Road, Croydon Park. The November General Meeting coincides with the Annual General Meeting, for the regular presentation of reports, financials and election of the Executives and Committee for the ensuing year.

Club Veedub Sydney has been affiliated with the CMC since 1993. Our club's Vintage Registrar is the representative to the CMC.

Kraftwerk - Autobahn.

It is always interesting to own music albums that have Volkswagens on them. Do you own any? Can you think of any?

Perhaps the most famous would be the Beatles' Abbey Road album (1969), where the Fab Four are marching across the pedestrian crossing outside the Abbey Road studios in St John Wood, London. There is a VW Beetle parked in the background, with the number plate 'LMW-28IF'. This contributed to the famous rumour of the time, which was that Paul McCartney was dead. LMW stood for 'Linda McCartney Weeps', and 28IF signified that Paul would have been 28 years old IF he was alive (!) We might look at this one in more detail another time.

Anyway, there's another album that has a Volkswagen on the cover, which is the subject of this article. It was released in 1974 by the German electronic band Kraftwerk. It is called Autobahn.

Kraftwerk was formed in Dusseldorf in 1969 by Ralf Hütter and Florian Schneider, plus three others. They were originally called Organisation, but after one LP in 1970 Ralf and Florian broke away to form Kraftwerk (German for 'Power Station').

What sort of music is it? Kraftwerk is a robotic, electronic rock band. They blended increasingly sophisticated computer synth effects with catchy melodic tunes, vocoder vocals and digital effects. They sang mostly in English or German, but also made song versions in other European languages.

Kraftwerk were extremely influential on other similar style acts around the world, including Tangerine Dream, Ultravox, Gary Numan, David Bowie, Jean-Michel Jarre, OMD and Simple Minds. Many bands have sampled them over the years (more about this later.)

Kraftwerk recorded two unsuccessful debut albums, called Kraftwerk I and Kraftwerk II. In 1974 they added musicians Klaus Röder and Wolfgang Flür, and released their smash-hit magnum-opus, Autobahn.

Autobahn, as you know, is German for motorway. The 22-minute title track is intended to capture the feeling of driving on the Autobahn. From starting the car's engine and driving off, to the high-

speed concentration of the fast lane, to tuning the car's radio, the monotony of a long trip, and even the sounds of passing cars and general traffic.

Kraftwerk's later albums were all fully electronic, but in 1974 *Autobahn* had other instruments in addition to the synthesisers, such as violin, flute and guitar. There are vocals, in German, both natural and vocoded (electronically reprocessed). Kraftwerk used a Minimoog as part of their synthesiser instrument bank, which was known to cost as much as a Volkswagen in those days.



The cover design was painted by Emil Schult, a long-time collaborator of Ralf and Florian, and he also co-wrote the lyrics to *Autobahn*. His original design featured a car dashboard and the German *Autobahn* sign, but these elements of the German market version were removed from the general world release version by EMI, and this is the design we know today. It features a Volkswagen on the right-hand side, as you can see.

The *Autobahn* album was a huge commercial success, reaching #5 on the US Billboard chart and #4 in the UK. In Australia it was released in June 1975 and reached #9. The album stayed on our charts for 21 weeks.

One whole side of the *Autobahn* album is comprised of the title track, also called *Autobahn*. It runs for 22 minutes! The second side is comprised of three electronic instrumentals - *Kometenmelodie 1 & 2* (Comet melody), *Mitternacht* (Midnight), and *Morgenspaziergang* (Morning walk).

The 22-minute *Autobahn* title track was edited down to about 3 minutes for release as a single, and it also became a hit. It reached #25 in the USA, #11 in the UK and #22 in Australia.

The instrumentation used on *Autobahn* was highly innovative, and had an enormous influence on other electronic bands and artists around the world. When you listen to it today, you would swear it was made within the last few years. It seems impossible to believe that no, it was actually recorded in 1974! That was the year when songs like *Farewell Aunty Jack*, *Seasons In The Sun*, *Billy Don't Be A Hero*, *Kung Fu Fighting* and *The Night Chicago Died* were #1 hits.

The lyrics of *Autobahn* are completely in German. They go like this:

Wir fahr'n fahr'n fahr'n auf der Autobahn
Vor uns liegt ein weites Tal
Die Sonne scheint mit Glitzerstrahl
Die Fahrbahn ist ein graues Band
Weisse Streifen, gruener Rand
Jetzt schalten wir das Radio an
Aus dem Lautsprecher klingt es dann:
Wir fahr'n auf der Autobahn...

In English, the lyrics mean:

We are driving driving on the Autobahn
In front of us is a wide valley
The sun is shining with glittering rays
The driving strip is a grey track
White stripes, green edge
We are switching the radio on
From the speaker it sounds:
We are driving on the Autobahn

The song passes through several phases over its 22-minute length. There is a lengthy section of background percussion and base tones, while the electronic sounds of passing cars are heard. It sounds just like standing beside a roadway, with cars passing at very high speed. Several of them are VWs.

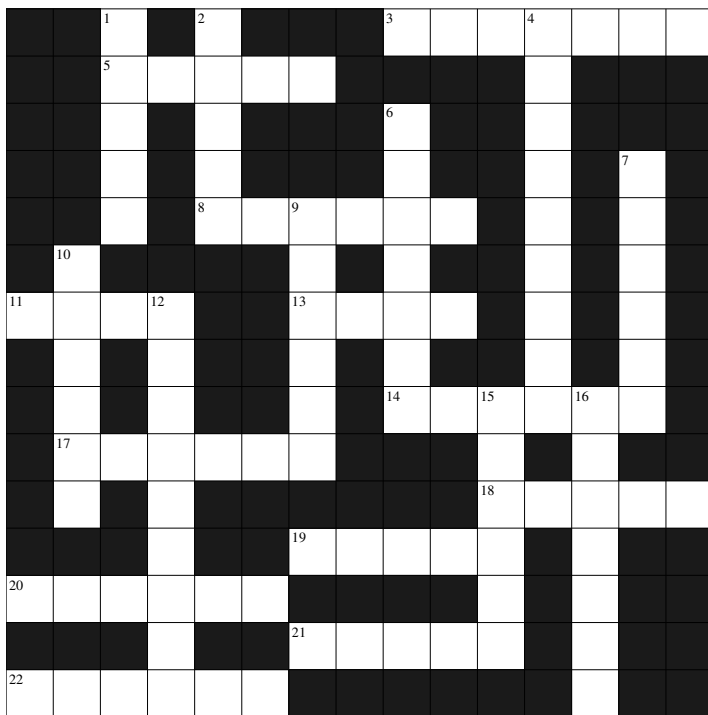
The opening sound recording of a car starting up and driving off was taken from a German sound effects album, *Die Kulissee, 99 verschiedene Gerausche fur den Film und Fotofreund*. The particular track was listed as "Autotür öffnen - Tür schließen - zweimal anlassen - davonfahren" ("Open car door - close door - start twice - drive away").

Kraftwerk have played the song in live concerts ever since, and they rerecorded it for their 1991 album *The Mix*. Kraftwerk went on to make several more successful albums, including *Trans-Europe Express*, *The Man Machine* and *Computer World*.

You *have* heard Kraftwerk. The riff from their famous 1981 song 'Computer Love' was licensed and used by Coldplay on their 2005 song, 'Talk.'

Phil Matthews

Club Veedub Crossword.



Across:

3. The New Beetle prototype was called the ...? One
5. Australians put things in the boot; Americans put them in the ...?
8. The Americans would say car radio antenna; we would say ... ?
11. The Chairman of Volkswagen from 1982 to 1993 was Dr. Carl ... ?
13. Replacing Heinz Nordhoff, the chairman of Volkswagen from 1968-71 was Kurt ...?
14. The Beetle broke this old Ford's production record in February 1972
17. A VW swapper from Illawarra with a Cal-look Beetle is Dave ...?
18. The name for the Argentinian-made 4-door booted version of the VW Gol small car
19. Our book librarian is enjoying being the father of twins
20. The original name for the magazine that became VW & Porsche was VW ...?
21. A rather crude Australian-designed VW from the late 1960s was the Country ...?
22. VW Type 2 with one seat row, tray bed and folding side gates

Down:

1. The Austrian company that made the VW Syncro, as well as the Haflinger and Pinzgauer
2. The word they use in Brazil for 'Beetle'
4. Plush VW Type 2 people mover with all the trimmings
6. The name used in the USA for the Mk 2 VW

- Passat, sold from 1982-89
7. This revolutionary VW was 1974 Wheels Car of the Year
9. VW Beetles of the 1960s and 1970s had steering boxes that were worm and ...?
10. The name by which the Mk 1 Golf was known in Latin and South America
12. Sedan version of the VW Type 3
15. The owner of Buena Vista studios in Hollywood, makers of the Love Bug
16. A former VW dealer at Camperdown and St Leonards

They are less reconditioned. ⇒

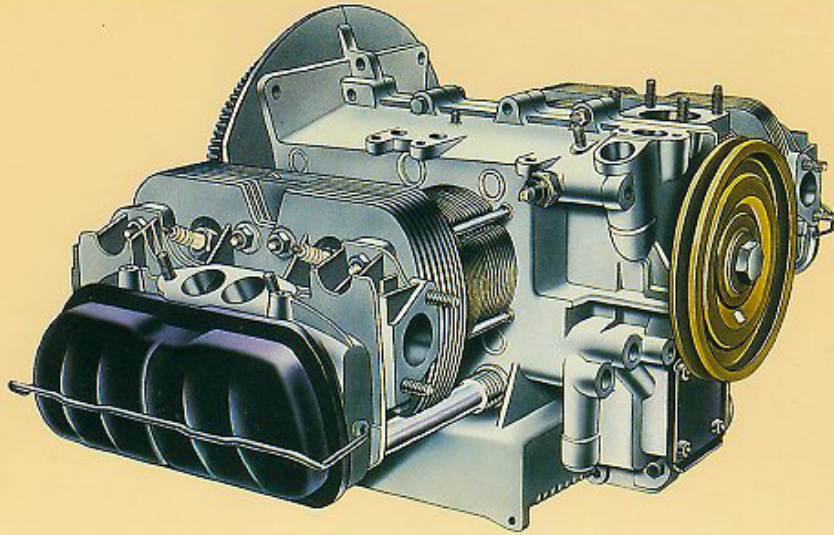
You can find stranger, but she is this same. Who knows for what!? Simple, the engines reconditioned for the Volkswagen have the biggest number of zero kilometre parts, and are the only ones that they substitute the carcass for a new. Without speaking in the pulley, oil bomb, retainer, cover of the command and casquilhos, that also are novinhos. Therefore they are less reconditioned. The other parts, only after passing rigorous tests of quality in the Volkswagen factory, the most advanced in South America, that they become part of the new engine. When it is time for the exchange, you should demand engines reconditioned by Volkswagen. You have the national guarantee of 8 months or 15 million kilometres and the certainty to have such an original engine that is so much a new. He wants greater advantage? He does not leave for less.

Original parts

(Translated from Portuguese by IBM computer)

Last Month's Crossword.

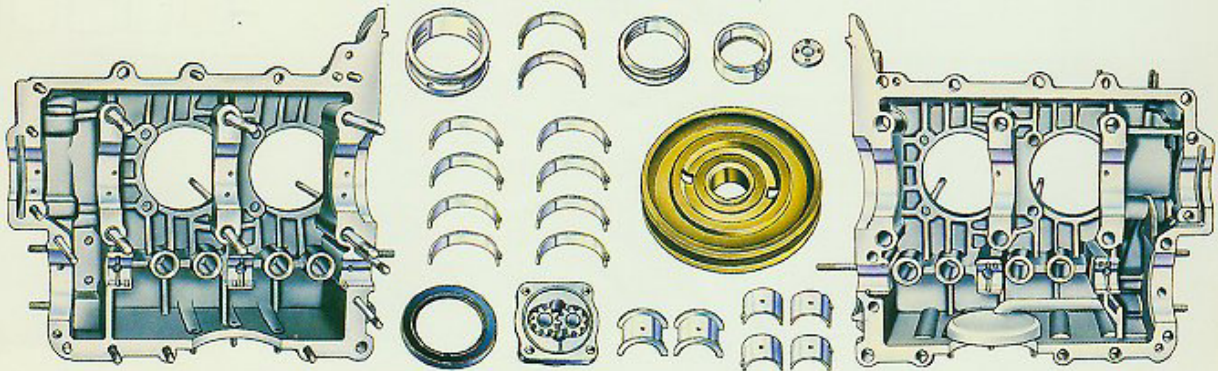




São os menos reconicionados.

Você pode achar estranho, mas é isso mesmo. E sabe por quê? Simples, os motores reconicionados pela Volkswagen têm o maior número de peças zero quilômetro e são os únicos que substituem a carcaça por uma nova. Sem falar na polia, bomba de óleo, retentor, tampa do comando e casquilhos, que também são novinhos.

Por isso são os menos reconicionados. As outras peças só depois de passarem por rigorosos testes de qualidade na Retífica Volkswagen, a mais avançada da América do Sul, é que vão fazer parte do novo motor. Na hora da troca, exija motores reconicionados pela Volkswagen. Você tem a garantia nacional de 8 meses ou 15 mil quilômetros e a certeza de ter um motor tão original quanto um novo. Quer maior vantagem? Não deixe por menos.



Peças Originais

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