

# Zeitschrift



The new Volkswagen up! concept car.

**October 2007**

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Plus lots more...**



**Club VeeDub Sydney.**

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

**A member of the Council of Motor Clubs.**



# Club Veedub Sydney Committee 2007-08.

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Ken Davis Grace Rosch  
Belinda Godfrey Shirley Pleydon  
Ray Pleydon Brian Van Der Killey  
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.*

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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.



# Southern Highlands Motorfest

Chevalier College, Bowral

Sunday 28th of October



The Legend Never Dies



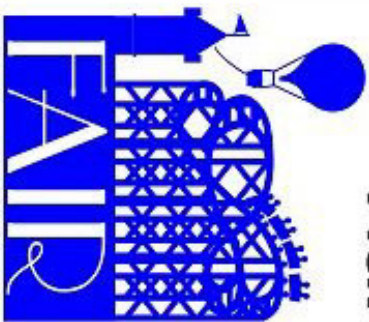
The Legend Never Dies

Meet at Uncle Leo's at the Crossroads at 8:00 am for 8:15 departure and leisurely drive to Bowral.

Pick up Flat 4 members at Freeway rest stop just past Campbelltown.

\$10:00 per car entry  
over 500 cars expected on the day.

Contact Bill: 0419-431-531





Flat Four Vee-Dub Club of Sydney proudly presents  
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# 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](mailto:info@flatfour.org)

Further info and pre-entry forms  
will be posted on:  
[www.flatfour.org](http://www.flatfour.org)  
and

<http://forums.aussieeedubbers.com>

## Von dem Herrn Präsident.

On Sunday 23<sup>rd</sup> of September we held Boris's annual Picnic Day. The new venue at Dolls Point proved to be a hit with everyone who attended. The weather was perfect with the sun was shining all day long. We opened the gates at 8.00am with people starting to arrive early. The BBQ was going by 9.15 and we were set for a great day. Thanks to all the volunteers who help out on the BBQ, gate attendants and raffle sales, a job well done. Swappers were down this year but the number of cars was increased over previous years. We will endeavor to have the event a little earlier in September next year. The cost of hire the grounds has been drastically reduced, compared to the motor boat club

Last weekend I attended the 2<sup>nd</sup> annual Warwick VW Weekender, what a fantastic venue, for Drag Racing. This year we entered Leigh Harris, driving George Geshos Rally car. Leigh was unfazed through the weekend and went onto win the Air cooled bracket.

Next weekend will be the Canberra VW Weekend, so try and make it down there, even if only for the day. We hope the Club Vee Dub Canberra will be a success, so please watch for the report in next month's magazine.

Our vice-president Bill Daws has organised a cruise to the Southern Highlands Motorfest in Bowral on Sunday 28th October, together with Flat Four. See page 2 for the flyer.

Look at the club calendar for the dates and locations for a really good show put on by Flat Four Sydney, 'The VW Shootout' (the ad is on the opposite page). This is always a great day. I should have pre-entry forms at our next club meeting for this show, which will be held on Sunday 4<sup>th</sup> November.

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

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

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

Keep on Kruzin,

David Birchall



## Kanberra Kapitelreport.

Hi to everyone! By the time you read this, we will have had our annual German Autofest weekend (13/14 Oct). Look out in the next magazine for a report, and photos from the event. I hope we had a great time!

Next event for Canberra Dubbers will be the Marques In The Park on 25 November. At this stage we don't have details as to our involvement, so please stay posted for further info. This carshow is for all makes and is held in Belconnen. Don't forget the great events being held in Sydney; you can see the details in the various flyers in the magazine.

I'd like to take this chance to thank our Sydney brethren for supporting us through Autofest. Without the assistance of the committee, and the attendance by many of you, our display at Autofest would not be as impressive. Look out for pictures in the next issue!

Keep on Dubbing,

Bruce



## Klub Kalender.

### October.

**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.

**Thursday 11th - Sunday 21st: - Sydney International Motor Show at Darling Harbour.** See all the new VWs on display. \$17 adults, \$11.50 kids under 16 & seniors, kids under 5 free.

**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. See the ad on page 3.

**Monday 29th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.**

## **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 4.

**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.

**Sunday 25th: - ACT Marques In The Park** display at John Knight Park, Canberra. Contact Club VW Canberra Chapter for more info.

**Monday 26th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

**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.

**Monday 24th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## **2008**

## **January.**

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 10th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

**Saturday 26th:- Australia Day NRMA Motorfest** in Macquarie St., Sydney.

**Monday 28th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

**Monday 28th:- CMC General Meeting** at 8pm, Wests AFL Club, Croydon Park.

## **February.**

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

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

**Thursday 21st:- CLUB VW 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 25th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## **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](http://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:- 1971 Beetle**, has had bare metal respray in 2003 and new interior including headlining. Car always serviced by VW professional. Registered till Dec 2007. Kenwood stereo/CD player. Mulberry in colour, very little use by female owner, car located in Umina NSW, viewing by appointment, first realistic offer accepted contact 0410 449 066 for further details.

**For Sale:- Volkswagen Golf 1977**, 320300 km. Bright yellow, drives well, quick off the mark , just been repainted, original rims, original interior, original engine, no major accidents, 4 speed manual, disc brakes at the front, cd player, am/fm radio, chrome bumpers, tow bar - but without electrical fittings good for a bike rack, and has tinted windows. I am the 2nd owner, bought it off a friend who bought it new, serviced every 5000kms at a VW specialist. Since Febuary I have replaced, battery, alternator, clutch and fuse box, comes with original booklet, registered till November, call Ross for any questions or inspections. 0403735923, car is located in Lane Cove Sydney. Asking \$1500

**For Sale:- 1978 Kombi** 2.0 litre twin carb auto with original 'swagman camper' conversion, (has fridge and stove, but not currently fitted). Good body condition and runs very well. Full motor rebuild 8/2003 (cost \$5100) with only 25000 km since. Front seats re- upholstered \$550. New front shocks and battery. Registered to March 2008. Forced sale for

\$5250.00 Call David (0412 251 547) or Glenda (0412 622 024) or home (02 42833800)

**For Sale:- VW Golf Mk1**, yellow, 4 speed manual, everything original, drives well, rego till November, new clutch, 2nd owner, front right headlight and blinker not working. Call or email Ross 0403735923 [Rossda77@yahoo.com.au](mailto:Rossda77@yahoo.com.au) for any questions.

**For Sale:- 1955 VW front axle**, complete, good condition. Original tyres still on it. Phone Gunter Bluvell on (02) 9720 9338 or email [drynane01@optusnet.com.au](mailto:drynane01@optusnet.com.au)

**For Sale:- VW parts for sale.** VW 1300, Motor and gearbox, plus 1600 IRS gearbox, 2 sets of both 4 and 5 stud wheels, Kombi 2 litre muffler, twin carbs and 1976 kombi wheels and tyres. Type 3 starter motor, rear door and other parts for 1972 T3 wagon. 1976 complete Kombi 2000 litre auto unregistered for sale, asking \$2300.00 ONO contact Salvador on 9831 4051 or 0403 536 446 for details or arrange inspection. Parts located in Blacktown.

## **2nd Month Ads.**

**For Sale:- 1968 Type 3 Notchback**, 1600 twin-port, twin-carb motor, 12-volt electrics. Front discs, rear drums. CD player. February rego. Good daily driver or project car! Some spares with vehicle. Contact Anthony on (02) 4390 9715 or 0412 751 146.

**For Sale:- 1982 Audi 80 diesel**, manual, 40 mpg, alloys, power steering, metallic red, front and rear spoilers, low milage since engine rebuild, 6 months' registration and RWC cert. Registration Vic SKT-245 \$4,650 ONO. Contact Phil on 03 9435 3081.

**For Sale:- 1969 Type 3 Notchback**, detailed rear trunk and engine, lowered, tinted windows, Kenwood CD player, new paint & interior, Porsche 914 wheels, reconditioned gearbox, new battery fitted. First place at recent VW Nationals, excellent mechanical condition, asking \$9750.00 ONO please contact 0402270949 or 02 49 58 6625

**For Sale:- 1961 VW Beetle**, reconditioned 1600 engine, 6 volt, manual transmission. Always garaged, registration to March 08, many spare parts supplied, ideal for restoration. asking \$2000.00 ONO, please contact Andrew on 9520 5257

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dream, or rescue your Dub. Vehicles fully insured and awaiting your call. Contact Peter:  
Mob: 0419-016-392 [Macdub@activ8.net.au](mailto:Macdub@activ8.net.au)

**For Sale:- 1958 Volkswagen Beetle**, a great car, perfect for the enthusiast. Brand new 70 mm whitewall rags, new West Coast Metric rubbers, trims & carpet. She is still 6-Volt with all the original electrics working. Original Wolfsburg badges, weather shield, hoodlining, seats & door trims. She runs & drives beautifully for a car that is turning 50 next year. Loves an outing or two & still gets plenty of notice wherever she goes. All reasonable offers considered. Reg HEY-988, exp Oct 2007. Location is Singleton, NSW. Phone Damien, Mobile Phone 0428262444, Home Phone 02 65732189

**For Sale:- 1973 Beetle**, \$11,000 ONO. Reg till December 07. FO5335. original 46,000 km. This 1973 Beetle is in concours condition. 1300 motor has been converted to 1600 by the previous owner, a VW mechanic in Hobart. Disk brakes on front. Goes like a dream. All original upholstery like new. We added new carpet for our own comfort and new roof lining, has other enhancements. Faultless. No Rust. Needs to go to someone who appreciates its collectable quality. We are the third owners, having bought the car from our mechanic who knew the previous owners. All original paper work. Third Owner. . Come to beautiful Tassie for this dream Beetle - you won't be disappointed. It will be a star at the VW Nationals! Call Joy (Vehicle near HOBART) Ph 03 6229 2419 or 0405 266156.

**For Sale:- 1958 Beetle** project unfinished, painted in BMW Boston Green, undriven brand new Stan Pobjoy 1916 cc engine, with twin kadrons fitted and detailed engine bay, adjustable front end, new floor pan halves fitted, IRS rear end , disc brake front end, autometer gauges, fully polished Fuchs wheels 8" rear and 6 inch fronts, respectively, sound system fitted, needs upholstery and windscreens fitted. Spent \$24K so far, asking \$14K all up. Receipts available, contact Darrel on 02 9627 5342 or 0414 275 404

**For Sale:- 1966 Split Screen Kombi.** Body has some rust but is better than average, original condition - never been modified in any way. Has 1200 engine fitted, all original glass and fittings complete. Good restorer. Car located in Coffs Harbour area. \$6,500 ono Ph. 0266492135

**For Sale:- 1970 Volkswagen Beetle**, low mileage, always garaged, in the family since new, not driven for a period of ten years, this car is in excellent original condition and never involved in a major accident,

## Trades and services directory.



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For club T-shirts, jackets, hats, sloppy joes, mugs, etc.

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white in colour, interior in excellent condition. 12 months registration, new tyres. Will accept the first realistic offer. Contact Beverley on 9545 4638

**For Sale:- Trekker/Thing (VW 182 - Factory RHD) 1976.** Featured in August's copy of Zeitschrift. Body off restoration completed and is in excellent original condition. Stainless exhaust, new upholstery, new carpets, new paint (Toga White). The Trekker is fitted with an approved accessory (VW-A) removable hard-top (same colour as the body) which is extremely rare, rebuilt 1600 tp motor, Becker "Bavaria" radio/tape installed, original spare fuel can (fits inside the spare wheel), fitted flashing light pole (no light) as well as an original radio antenna (Telefunken). The car can be viewed at the German Car Fest in Canberra in October. Price \$25K (firm) Phone Peter on 043 9491564 (mob.) or 02 62824673 (H).

**For Sale:- 1974 Volkswagen L model Super Beetle,** 1600L much loved, Immaculate interior, beautifully restored car no rust or panel damage, ivory ,white in colour, registered till September 2008 Phone Naomi on 02 49 34 5730 asking \$7950.00

## If your VW is flooded...

We sincerely hope that not too many of our readers ever wake up to find their car under several metres of water! However, these things do happen (as shown in the picture), particularly for those living near rivers or the central coast during the recent floods. Well, just what do you do? VW engineers have written a guide on what to do and, more important, what not to do.



Well, what would you do if it was yours? Chris Barber gives you the answers.

If the engine has been submerged under water, do not try to start it. First take out the plugs to see if the combustion chamber is full of water. If it is, it must be emp-tied. Then, the oil level should be

checked: if normal then it should be OK. If not, it is best to completely strip the engine, to avoid the possibility of mud, sand, etc, getting into the bearings.

The engine should be turned over slowly to get rid of any water from inside the bores. The transmission oil should, in any case, be changed. The induction system (petrol pump, air filter, carb) should be cleaned and dried out. For all these, a high-pressure air line is extremely useful. The same applies (drying, that is) to all the electrical side in the engine. The battery should be checked, in particular the level and density of the acid. If necessary, this must be rectified by the addition of more acid.

The petrol tank should, normally, not be full of water, at least, if the filler seal is still OK. If not, then the entire fuel tank must be removed, cleaned and dried out again. The last mechanical job is to make sure that the brakes are free of mud and rub-bish. Then the work on the inside starts . . .

Anyway, it is not entirely beyond the capabilities of the average mechanic to deal with the car and get it running again. Remember that, some years back, the dockers at Ramsgate in the UK used occasionally to drop a Beetle or two in the sea during unloading. They weren't thrown away! They were fished out again, repaired (roughly as described above), and sold to employees of Volkswagen GB (as it was called in those days) at a very low price.

## Trades and services directory.

### Camden GTI

Matthew White  
22 Lerida Avenue  
Camden, Sydney, 2570



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1975-1998

Camdengti@gmail.com

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Web [www.embassysmashrepairs.com.au](http://www.embassysmashrepairs.com.au)  
John Walker

Lic No. 100

## Wanted:



Your business ad in this space.  
The cost for 11 months is \$110 - this does not include the VW Nationals issue.  
Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, 14 Willoughby Cct Grassmere NSW 2570

## No Bugs Just Beetles



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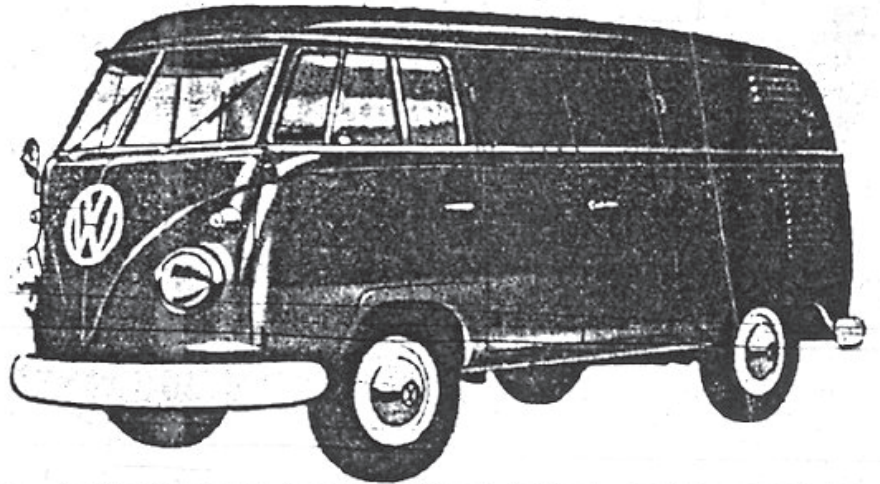
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16 The Sydney Morning Herald, Wed., Feb. 14, 1962

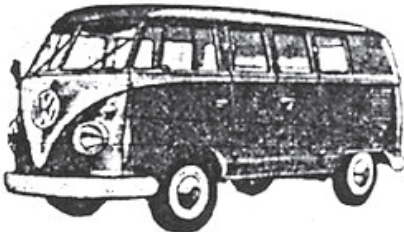
Today's challenging times demand bedrock transportation costs with the maintenance of full efficiency. Volkswagen vans meet the times with lower initial prices, minimum fuel and maintenance costs, and access facilities which cut loading and unloading time. The famous Volkswagen panel van (at right) is a great example of the facilities offered by all VW commercials. 1,830 lbs. of pay load travels comfortably in 170 cu. ft. of well-sprung space. Special ventilation ensures always fresh delivery.  
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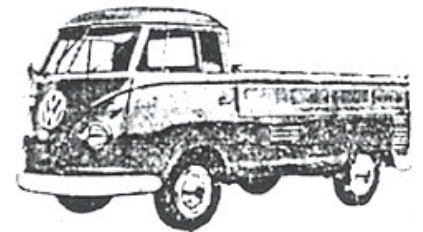
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## Volkswagen up! concept.

Volkswagen AG Chairman Prof. Dr. Martin Winterkorn unveiled the innovative Volkswagen up! city car concept vehicle at the recent Frankfurt Motor Show. Based on a completely new platform and drivetrain, and measuring just 3.45 metres in length, the up! is NOT front engined. Instead, it marks VW's return to the rear-engined layout last seen in the original German Type 1, 2, 3 and 4 series of vehicles in the 1970s.



The engine is an in-line, high-tech three-cylinder motor set sideways and tilted so it fits under the load space behind the rear seats. Dr Winterkorn said VW was also assessing a two-cylinder engine to further reduce fuel consumption, aiming for less than three litres per 100 kilometres.

Dr Winterkorn commissioned the car in March 2007, and said it could be in production in three years. He said prototypes were already achieving 3.5 L/100 km. The engine, gearbox and rear suspension are mounted on the same subframe, which allows the chassis to be easily extended to accept different bodies. The show car is a two-door design with a big luggage area and flexible interior, but other models such as a coupe, four-door sedan and wagon are possible in future.



The up! concept, designed by a team overseen by Chief Designer of the Volkswagen Group, Walter de Silva, is intended for production both in Europe and in developing countries. Lower levels of features and technology would be used to keep the costs down in potential markets like Russia, China and India. Dr Winterkorn said that while VW had made cheap, small cars in the past, such as the Lupo and the current Fox, these were too complex and not cheap enough to be made in developing markets.

The challenges facing the Volkswagen engineering team, led by Director of Concept Development, Ralf-Gerhard Willner, were considerable. The up! concept is intended as inspiration for a new family of small, extremely efficient vehicles.

Despite its modest proportions the tightly packaged up! concept vehicle is capable of carrying four adults. The maximum potential interior space was created by pushing each of the four wheels as far into the corners as possible. This not only frees up space and reduces front and rear overhangs but also improves vehicle stability. The need to maximise efficiency continues to the vehicle's interior. Each of the individual, lightweight passenger seats, which feature inflatable pockets to maximise comfort, can be folded and removed from the vehicle if necessary in order for larger loads to be carried.



The up! concept rethinks the way in which both the driver and passengers interface with the vehicle. Unique software linked to a touch sensitive screen has the ability to sense specific hand movements of the user to access the climate, entertainment and vehicle function controls. A second screen, mounted ahead of the driver, relays critical information on the vehicle's systems along with an instantaneous read-out of the amounts of CO<sub>2</sub> being emitted.

The up! also marks the debut of a new styling direction with simple features while retaining the instantly recognisable Volkswagen 'face'. At the rear is a tailgate section constructed entirely out of a transparent material, inset into the centre of which is a glowing Volkswagen roundel. Walter de Silva



commented, “The up! is not a car whose form will become obsolete within a very brief period of time. The up! is a clear and strong statement for future Volkswagen design.”

Dr Ulrich Hackenberg, Board Member with Responsibility for Technical Development, commented, “For Volkswagen the response of Frankfurt Motor Show visitors will be a decisive test to determine whether the concept has the same kind of potential possessed by the Beetle at one time, or by the Golf today.”

VW Australia Chief Executive Jutta Dierks was also present in Frankfurt for the unveiling of the up!. According to her, the up! has the potential to change VW’s dynamics in markets like the Asia-Pacific.



“We haven’t had a car for (developing markets in) these areas. They have understood that our current products are too expensive.

“Yes, we have the safety features and the quality and 30-year durability, but that isn’t necessarily what emerging markets are after. We need to strike a balance between maintaining our core standards, but also satisfy the new markets’ price requirements,” she said.

Dierks said the platform underpinning the up! would be flexible enough to do exactly that - deliver

the sort of quality MINI and Fiat 500 buyers might demand, and yet be affordable in emerging market variants.

If and when this new concept appears on the Australian market, it will be priced sensibly enough to easily make this Volkswagen up! yours.

## **Porsche stake in VW may go beyond 50%.**

Speculation is again raging about the fate of German vehicle manufacturer Volkswagen following reports that luxury carmaker Porsche plans to boost its holding in the company beyond 50%.

Media reports in Germany over the weekend said the sports car manufacturer was buying options that would enable it to boost its stake in Volkswagen from 31% to 51%. Porsche is yet to reveal its plans.

The speculation comes after Porsche, controlled by Ferdinand Piech, also chairman of VW’s supervisory board, said in July that it was not “as yet” considering increasing its Volkswagen holding. But it has been steadily increasing its ownership of the group in recent years, raising its holding from 27.3% last March in its most recently publicised share acquisition.

That move meant Porsche, topping the 30% threshold, was forced under German law to make a takeover bid for Volkswagen.

Porsche is only required to again publicise the extent of its stake in Volkswagen if it crosses the 50% threshold.

The German state of Lower Saxony is the second-largest Volkswagen shareholder, with about 21 per cent of the group.



## Volkswagen's record 2006.

The Volkswagen Group reached its targets last year. "We cut costs, increased productivity and quality, and launched a fireworks of new models", said Prof. Dr. Martin Winterkorn, Chairman of the Board of Management of Volkswagen AG, at the presentation of the 2006 financial results in Wolfsburg. "The Volkswagen Group sold more vehicles worldwide in 2006 than ever before. All brands contributed to this success." This growth is also positively reflected in the financial data. Sales revenue exceeded 100 billion Euro for the first time. Operating profit before special items rose 51.7 percent to 4.4 billion Euro. "We recorded an impressive result", emphasized Chief Financial Officer Hans Dieter Pötsch. "The ForMotionplus performance enhancement program helped the Group to optimise its cost structures and processes and increase its competitiveness."



The Group's new model rollout was successful in 2006, said Winterkorn. 5.7 million vehicles were delivered to customers worldwide, an increase of 9.4 percent compared with 2005. "We were able to offer our customers a sparkling fireworks of 38 new models and product upgrades", said Winterkorn. Growth rates for deliveries recorded particularly strong performance in China, where they rose by 24.3 percent compared with the previous year, and South America/South Africa (up 14.9 percent). But Volkswagen also scored a hit in its home market, recording 7.3 percent growth in deliveries in Germany. As a result, the Group extended its market share to 32.6 percent. In Western Europe, one in five new vehicles came from the Volkswagen Group, whose share of the global passenger car market increased from 9.1 to 9.7 percent.

The Board of Management has defined ambitious goals for the future. "We will bring the Group onto a new, higher, level in terms of content and technology, and will focus rigorously on our customers in the process", said Winterkorn. "We offer mobility across all vehicle size classes, from subcompacts through to large saloons, and even heavy trucks." As an innovation leader, the Volkswagen Group will extend its leading position in

the global competitive environment, develop new markets and continue to grow profitably. It will focus in particular on the Russian and Indian markets, which have strong growth potential.

According to Winterkorn, the tremendous potential of the Group lies in the value of its brands, and these assets must be leveraged. "That's why we need strong, independent brands", he said. Volkswagen dissolved the brand groups at the beginning of this year and returned complete independence and responsibility for their entire business to the brands.

"Over the next ten years, the Volkswagen brand will develop into the most innovative volume manufacturer with the best quality in its class", stressed the Chairman of the Board of Management. Strategically, it is excellently positioned and offers unique growth potential with an unbeatable range of models. To be able to leverage this potential to the full, however, the restructuring process that was successfully initiated must be continued systematically and proactively, continued Winterkorn.

A core issue for Volkswagen is the reduction in CO<sub>2</sub> emissions demanded by the EU. The Company's goal, according to Winterkorn, is to accelerate the use of alternative fuels and to reduce fuel consumption overall. Volkswagen has already sent clear signals here, and has been committed for some time now to developing second-generation biofuels. The Group will also offer hybrid vehicles in the future: it will launch a hybrid version of the Audi Q7 and the Volkswagen Touareg in 2008, followed by a hybrid in the compact class. In addition, further economical, environmentally friendly models will be added to the BlueMotion series.

Winterkorn announced that the new model rollout would be continued systematically in the current fiscal year. The Company had recorded a good start to the year, and had already sold 8.3 percent more vehicles in the first two months than in the same period of the previous year. "We are confident that we will be able to increase our deliveries to customers slightly in 2007, and exceed 2006 sales revenue. 2007 operating profit is expected to be higher than 2006 operating profit before special items." For 2008, the Board of Management is expecting profit before tax of at least 5.1 billion Euro.

"Innovative products, competitive costs, productive processes and an aggressive position in the markets will enable us to put the Company on an even better footing and demonstrate that we are well equipped to master the future", said the Chairman of the Board of Management, summing up the Group's goals.

Volkswagen CFO Pötsch noted that Group sales revenue had risen by 11.6 percent in 2006 to around



105 billion Euro, while the cost of sales before special items had risen by only 10.5 percent. "This demonstrates the success of our strict cost discipline", said Pötsch. "We achieved this despite continued unfavourable exchange rates and higher energy and raw materials prices." Distribution and administrative expenses also rose at a slower pace than sales revenue. The operating margin before special items therefore improved from 3.1 percent to 4.2 percent.

Last year, the Board of Management implemented extensive measures to improve Volkswagen's competitiveness. "The expenses for the restructuring will ensure a sustainable increase in the Group's earnings power", emphasized Pötsch. The net special items from these expenses and the income from the sale of GEDAS and Volkswagen Bordnetze reduced earnings by 2.4 billion Euro. Operating profit after special items was 2.0 billion Euro (previous year: 2.5 billion Euro). The corporation tax credit of 951 million Euro and the 795 million Euro gain on the sale of Europcar had a positive effect on profit after tax. Overall, the Group generated profit after tax of 2.8 billion Euro (previous year: 1.1 billion Euro).

Shareholders should also profit from the good result. The Board of Management and Supervisory Board will therefore propose to the Annual General Meeting to increase the dividend to 1.25 Euro per ordinary share and 1.31 Euro per preferred share.

The strong cost and capital management discipline resulted in a substantial improvement in liquidity in the Automotive Division. Without affecting the development of new models, the ratio of expenditure on property, plant and equipment (capex) to sales revenue decreased from 5.0 to

3.8 percent. Net cash flow rose by 3.2 billion Euro last year to 5.6 billion Euro. Net liquidity increased by 6.4 billion Euro to 7.1 billion Euro. In the medium term, Volkswagen expects a ratio of capex to sales revenue in the Automotive Division at a competitive level of just under six percent.

"The figures for the two brand groups Volkswagen and Audi reflect the tremendous market acceptance for our attractive models and the success of our sustainable cost and process optimization measures", said Pötsch. The Volkswagen brand group almost trebled its operating profit before special items in 2006, which rose from 516 million Euro to 1.4 billion Euro. "We've made progress with restructuring the core Volkswagen Passenger Cars brand", according to Pötsch, "but we still have some way to go before we return to the level of earnings we recorded there in the past." Škoda again recorded encouraging development last year. The Audi brand group increased its operating profit by just under half to around 2 billion Euro, despite the continued unsatisfactory result at SEAT. Strong sales by the Commercial Vehicles business line generated operating profit of 101 million Euro (previous year: 96 million Euro). The Financial Services Division again made a stable contribution to the earnings of the Volkswagen Group. Operating profit again reached a high level, at 843 million Euro (previous year: 829 million Euro).

Presenting the annual financial statements, CFO Pötsch reiterated the medium-term target of a return on investment after tax of at least nine percent in the Automotive Division. Eliminating special items from the return on investment produces a 2.9 percentage point increase to 5.8 percent for 2006. "Although this still does not cover the cost of capital, we have made a significant step in this direction", stressed Pötsch.



## 102 Polo BlueMotions at Geneva.

Volkswagen mobilized one of the most environmentally-friendly cars in the world, the Polo BlueMotion, for use as shuttles at the Geneva Motor Show earlier this year. The successful best-seller – production volume has tripled since being introduced in mid-2006 – gets by on only 3.9 litres of diesel over 100 kilometres. Its CO<sub>2</sub> emissions are only 102 g/km. That's nearly a magical number in the context of current discussions on global warming. For this reason, exactly 102 Polo BlueMotions were available during the press days to be used as shuttles for journalists and business visitors. And that has symbolic value.

Commenting on this, Dr. Martin Winterkorn, Chairman of Volkswagen AG, said, "Our BlueMotion philosophy neatly balances fuel economy with driving fun. Volkswagen already offers 78 models today with a 5 in front of the decimal point in terms of fuel economy, 13 of them get by on 3.9 to 4.9 litres. With numbers like these Volkswagen is setting the pace in terms of fuel economy. And that's why we placed a big brother alongside the Polo BlueMotion in a world premiere here in Geneva: the new Passat BlueMotion. It's the first mid-range car of this size with fuel economy of only 5.1 litres."



The term BlueMotion doesn't refer to cars alone, but to the brand as a whole. "Blue" is the VW color, symbolizing the elements to be protected, water and air. "Motion" embodies the aspect of future, forward-looking mobility. BlueMotion is gradually growing into an environmental seal of approval. More new BlueMotion models will follow in 2007 and 2008.

## VW fuel cell award.

The high temperature fuel cell from Volkswagen has been awarded a prize in the special category "Innovation of reason" by the largest German consumer magazine "Guter Rat". The jury of editing

staff thereby afforded Volkswagen credit for their breakthrough in fuel cell technology. The prize was accepted last Friday by Professor Jürgen Lehold, Head of Volkswagen Group Research, at the Meilenwerk in Berlin. "I am very happy to accept this award as a representative from my research team. We pursued fundamental research and with the very promising results were able to markedly influence the path for fuel cell technology", research boss Lehold said during the award ceremony.



In the last eight years, research experts from Volkswagen have developed a new type of membrane as the core element of the fuel cell. This makes it possible to construct a smaller, more efficient and better value for money system overall. The main modifications are: new high temperature membrane on phosphorous basis and likewise newly designed electrodes. This enables fuel cells to be operated over a long period of time at temperatures of 120 degrees Celcius - without any power loss, without humidification and with no irreparable damage to the cells. The special feature is that the high temperature membrane uses phosphorus acid instead of water for energy generation.

The first vehicle prototypes that use this high temperature technology could be around by about 2010. Series production of this future technology is not expected before 2020.

## Chinese economy initiative.

Volkswagen announced new environmental goals for China at the inauguration of the engine plant in Dalian. These goals envisage a reduction of over 20 percent in fuel consumption and emissions for models built at the plants operated by the two joint ventures FAW-Volkswagen and Shanghai Volkswagen by 2010. Volkswagen intends to become the most environmentally friendly automaker in China with the help of modern TFSI engines,



innovative automatic gearboxes, lightweight design and further initiatives. So far, some 80 million euros has been invested in the new engine plant, and total investment until 2011 amounts to roughly 145 million euros. The plant is designed for an annual production capacity of 300,000 engines.

Environmental protection was the central theme at today's opening ceremony of the Volkswagen engine plant in China. As Dr. Winfried Vahland, President and CEO of Volkswagen Group China, emphasized: "As the market leader in China we have an obligation to ensure that growth is compatible with the environment while also keeping ahead of government regulations."



Volkswagen intends to cut fuel consumption and emissions in China by more than 20 percent by 2010 through the introduction of the innovative TFSI engine technology and a new generation of automatic gearboxes as well as lightweight design for individual vehicle components. In addition, the company is currently arranging for the certification of all production sites in China to the ISO 14001 environmental management standard.

## **New Golf Plus Dune.**

A distinctive new version of the Golf Plus is set to join the right-hand drive Volkswagen range later in the summer with the arrival of the Golf Plus Dune on the UK market. Based on the versatile Golf Plus platform, the new Dune model's styling is based on that of its 'little brother', the Polo Dune. As such it features a raised ride height, revised exterior styling and additional standard equipment.

Revised springs and dampers raise the ride height by 20 mm to improve ground clearance and give the Dune model a more purposeful stance. This is enhanced by a set of unique BBS 17-inch alloy wheels, wrapped in 225/45 R17 tyres.

The raised ride height is accentuated by a set of matt-blistered wheel arches and tough, textured plastic front and rear. Set into the front bumper is a



deep air dam framed by a set of fog lights, while a contoured, silver panel intersects the rear bumper. Completing the look are silver roof rails and durable plastic rubbing strips running down the side of the vehicle. Just three colours – Ice Silver and Steel Grey metallic as well as Blue Graphite pearl effect – will be offered.

Beneath the unique body styling is an efficient 1.9-litre TDI engine developing 79 kW and 250 Nm of torque. The engine is fitted with a diesel particulate filter (DPF) as standard to reduce emissions. As a result the Golf Plus Dune is capable of returning a combined economy figure of 5.6 L/100 km while emitting only 148 g/km of CO<sub>2</sub>. These gains don't come at the expense of performance. The Golf Plus Dune has a top speed of 195 km/h and the ability to sprint from standstill to 100 km/h in 12.1 seconds.

Along with the exterior changes, the Golf Plus Dune also comes with additional equipment inside the cabin. Unique interior trim is joined by a leather steering wheel, gear knob and handbrake. In time for the summer, Climatic semi automatic air conditioning is fitted as standard along with automatic driving lights and windscreen wipers, electric front and rear windows, a multifunction computer and an eight-speaker CD stereo system. And like all Golf Plus models, the Dune also features six airbags, ABS and Electronic Stabilisation Programme (ESP).

The Golf Plus Dune costs £18,495 (RRP onroad) and is available to order from Volkswagen UK dealers.





## Eastern Creek Classic 26 August 2007.

The Confederation of Motor Clubs (CMC) held their annual event at Eastern Creek on 26 August 2007. Leading up to the event the weather was very inclement but on the day of the event it was perfect. I had prepared my Beetle for the concourse and would not have welcomed a wet show day.

I set out early and as I approached Eastern Creek I drove into heavy fog which got denser and denser as I got closer to the venue. After parking my car and completing last minute preparations I wandered off and examined the trade stalls. Large scale model kits of the Falcon GT HO for \$1,000



caught my eye. Expensive for a you-assemble kit, but the order book was overflowing.

The fog eventually lifted, revealing a fine day and a vast array of cars representing many classic models. I did a quick tour of the field and eventually touched base with ClubVW and chatted away for a while. It is a shame that all the VW Clubs and other single make clubs could not be grouped together; maybe next year.

Frank is undertaking the fitting of the semi-auto gearbox to his Beetle and met me back at my car, after the judging was completed, to examine the fit out of the semi-auto components. That done, I then went for laps around the circuit in a Hong Kong double decker bus, riding in the top deck of course. As I passed the pits, I noticed that the concourse cars were preparing for their parade lap, of the circuit. I got back just in time to join the convoy.

Parade lap done and cars parked back in the pits, it was time for concourse presentations. My car managed second place in category (1970 to 1980) and picked up the trophy for the Most Original Vehicle. Apparently this year emphasis was given to original unrestored condition, which no doubt helped my Beetle.

Presentation over, I was able to join ClubVW for their parade lap. Reassembling back at ClubVW's site, it was time to say goodbye, and head for home.

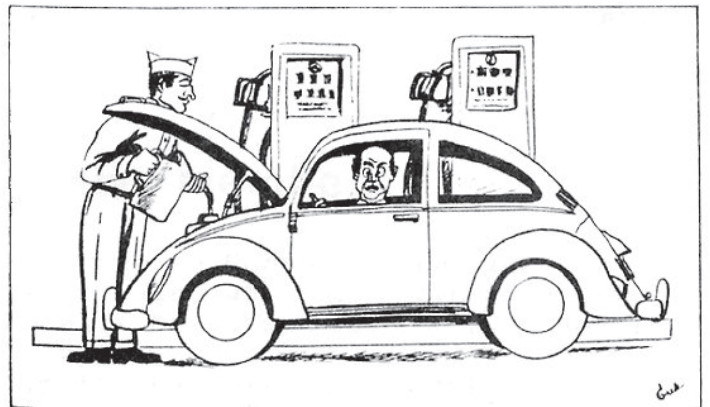


All in all, a great day.

Ken Davis



**Special Volkswagen designed tool kits** are essential equipment in every VW station. That means the tools used on your car are made precisely for that purpose. Result? Maintenance is carried out with 100% precision.



SURE GOT A BIG RADIATOR FOR A SMALL CAR, MISTER.

# Boris' Picnic Day Sunday 23 September.

Today is the day that yep; you guessed it, Boris' very own picnic day, but I guess he's just lucky anyway, let's get on with it.



Today the weather was cold at first but as the day gradually passed it got warmer and warmer. It was great to see lots of people attending the swapmeet and joyous occasion.



Although lots of people came to the Club VeeDub shop just for the meal vouchers, some people came to buy some merchandise from there also. The



money raised was mostly made out of the food that was sold.

Down the other end of the swap meet the camera crew from the childrens' show Play School were walking about the cars filming a family that were viewing them. They also went over to the little toy Volkswagen car stall and I get to be in it!!!! Next they filmed the family playing in Phil Matthews' Kombi Campmobile.



Then when they left, it started to get cold. The Club VeeDub merchandise store started to shut down, then we drew the raffle. Thank you to all those who kindly donated items to our raffle and a special thank





you to Boris who donated a Bike Board which we won!

I had a great picnic and went to a birthday party afterwards.

By Bettina Rosch - (9 3/4) (or in metric 9.75)

## Hubertus Oktoberfest Sunday 30 September.

I had lots of fun today going on the jumping castle, I got really dizzy on the swining chairs ride, it went really fast. I saw children throwing balls in the clowns mouth and winning prizes. I went in the smoke house and had lots of practice getting down low, getting out of the house and running to the mail box at the fire brigade display.

I saw men singing lots of German songs and



The manager Dolf judged the cars, and congratulations to Laurie Murray on winning the best "Luft" one the day for his Beetle. My dad who won best "Wasser" of the day for "Draco" his Dragon Green VR6 Golf, and to John Watt for winning the encouragement award for his rally Beetle.



## Club Veedub. Die Legende wird nicht sterben.



Also congratulations to my dad who won the beer drinking competition. It looks like bottle fed babies have an advantage after all, they become “good suckers”

(The competition was to drink a baby bottle full of beer, complete with teat without touching the bottle with your hands and being helped by a partner - Grace)



The weather, although it was a little windy at times, it was good. The pork knuckles, Sauerkraut and sausages were yummy and the German cakes were a great finish to the lovely meal.

I can't wait to go to the Oktoberfest again next time for a bigger and better one again.

Until then, “Ein Prosit”

by Kira Rosch (5) and some help from Grace

## NSW Supersprint Series.

Here is a short rundown of Rudi Franks' 2007 Supersprint Championship.

After last year's successful season the temptation to leave things as they were is always strong, but the ever competitive nature of motorsport precludes this.

We had finished 2006 with the Webcam and CNC oval port engine combo. This combo had been ok but did lack some torque down low, and unfortunately the valve seats had started moving and basically were finished.

A new combo was built, based on a magnesium case for the weights savings, Engle 125, 72 mm stroke crank and some D-port 044 heads.

There was a drive day at Eastern Creek so off we went. A good chance to shake down the car, but after a few lap sessions we knew we had gone backwards.

Without some major back-to-back dyno testing it's pretty hard to determine what is holding back an engine combo, so it was another look at the catalogue and a decision was made to change to an FK87 cam with 1.25 rockers, as we didn't like loading up the valve train too much.

This combo was dynoed and came up trumps; basically more all round power.

After all this the first round came up at Oran Park. The lap times ended up the same as previously and good enough for a second in class.

For the next round at Eastern Creek the distributor was changed from the modified 009 with a no frills ignition module, to a unit modified by Henry Spickak. A Mitsubishi electronic one which had come off Richard Holzl's oval sports sedan (what a great idea)!



The other change was a set of 1.35 CB rockers which we were lucky enough to come across. All this brought the horsepower to 119 and improved the lap times by two seconds.

Wakefield Park and Oran Park Grand Prix followed with similar results.

There are two more rounds left to the finish of the season. Finally the race dates and my shift roster aren't clashing and I will be able to have a drive and I will report these in the months to come.

Cheers,

John Ladomatos

## The Toy Department.

In 1982 Australia saw the arrival of the first VW T3 Transporter on our shores. After an absence of some 3 years the VW Kombi (Transporter) was back.

The last shipments of the fully imported bay window models came to an end in 1979.

I remember going for a ride in one of the first of these at the time. It was a two tone yellow/white Transporter bus with brown vinyl seats. Radio still at the time was an optional extra, and still no air con.



This yellow/white Conrad model has been in my collection since about 1983, originally it was green all over until I painted it to resemble the above mentioned.

The buses at the time were still air cooled and evidence of this was the lack of lower air intake grill on the nose, that appeared later on the water-cooled Transporters.



This green model is typical of the buses that arrived on our shore and even today these air cooled models are a rarity.

So, if you can't have the real thing you can always resort to these fine 1/43 scale models made



by Premium Classics or Schuco. The detail in these models is no doubt of a high standard.

These variations include the Transporter Bus and Transporter panel van, and even a pick up version.

That's all from me this month

Tony Bezzina

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



## Australian VW Sales.

Last month we looked at the Federal Chamber of Automotive Industry's sales data, and their record of Australian car sales since 1938. We then detailed all Australian Volkswagen sales from 1954 to 1974.

Now let's continue...

### 1975

VW sold 462 VW 1300s, 1,930 VW 1600s and 4,113 Passats, for a total of 6,505 VW cars. VW also sold 8,974 Transporters. **Total = 15,479 Volkswagen vehicles.**

The top ten were Holden (94,875), Ford (83,127), Datsun (51,406), Toyota (48,966), Chrysler (38,117), Mazda (23,237), Honda (9,878), Leyland (8,864), **Volkswagen (6,505)** and Volvo (6,066). VW's total car sales grew a tiny 1.7%, thanks to the Passat, but the air-cooled range was in permanent decline. VW managed to hang on to 9th place nonetheless. VW's 8,974 Transporter sales for 1975 remains the all-time Australian record figure.



### 1976

VW sold 1,159 VW 1600s, 4,429 Golfs and 3,945 Passats, for a total of 9,533 VW cars. VW also sold 6,198 Transporters. **Total = 15,731 Volkswagen vehicles.**

The top ten were Holden (119,687), Ford (103,784), Toyota (54,761), Datsun (54,710), Chrysler (43,791), Mazda (29,844), Honda (14,141), Leyland (12,451), **Volkswagen (9,533)** and Renault (7,242). Thanks to the introduction of the brilliant Golf, VW's sales grew by 46.5%. It was the Beetle's last full year in Australia. VW remained in 9th place.

### 1977

VW sold a last 130 VW 1600s, 2,831 Golfs and 1,150 Passats, for a total of 4,111 VW cars. VW also sold 2,393 Transporters. **Total = 6,504 Volkswagen vehicles.**

The top ten were Holden (107,090), Ford (100,157), Toyota (54,387), Datsun (50,373), Chrysler (39,577), Mazda (25,728), Leyland (11,344), Honda (9,579), Volvo (5,112) and Subaru (4,765).

Volkswagen was in serious decline. The Melbourne factory had been sold to Nissan, the Beetle was dead, and all VWs were now fully imported. Import quotas were introduced. Prices rose. VW's car sales dropped by 53.9%; by more than half, and VW dropped out of the top ten for the first time since 1954, finishing 11th.

### 1978

VW sold 2,364 Golfs and 356 Passats, for a total of 2,720 VW cars. VW also sold 1,476 Transporters. **Total = 4,196 Volkswagen vehicles.**

The top ten were Holden (117,495), Ford (99,942), Toyota (58,532), Datsun (56,738), Chrysler (44,970), Mazda (23,174), Leyland (9,552), Honda (9,295), Volvo (5,616) and Subaru (3,008). VW's decline continued, with car sales dropping by another 33.8%. The fully imported range was far too expensive. Transporter sales had fallen 83% in only three years. VW was back in 12th place, behind even Mercedes.

### 1979

VW sold 1,924 Golfs and 90 Passats, for a total of 2,014 VW cars. VW also sold 558 Transporters. **Total = 2,572 Volkswagen vehicles.**

The top ten were Holden (131,309), Ford (104,831), Toyota (53,283), Chrysler (50,448), Datsun (49,755), Mazda (30,672), Honda (9,456), Volvo (6,327), Leyland (4,292) and Renault/Peugeot (3,481). VW's car sales had dropped another 26.0%. VW was no longer a major player on the Australian market, being also behind Subaru, Mercedes and Daihatsu. LNC was selling Subarus, Hondas, Renaults and Fiats through the former VW dealer network.

### 1980

VW sold 551 Golfs and 271 Passats, for a total of 822 VW cars. VW also sold 165 Transporters. **Total = 987 Volkswagen vehicles.**

The top ten were Holden (113,909), Ford (96,042), Toyota (59,801), Datsun (53,712), Chrysler (36,128), Mazda (33,421), Mitsubishi (21,462), Honda (11,016), Volvo (6,506) and Subaru (6,178). VW's car sales dropped another 59.2%, which is by three-fifths. VW stopped importing petrol Golfs and Passats, and only diesel models would be available in future. VW sold less than 1,000 vehicles yearly on the Australian market for the first time ever.

### 1981

VW sold 96 Golfs and 287 Passats, for a total of 383 VW cars. VW also sold 59 Transporters. **Total = 442 Volkswagen vehicles.**

The top ten were Holden (109,405), Ford (104,362), Mitsubishi (56,842), Datsun (56,205), Toyota (55,359), Mazda (29,691), Honda (9,763),





Subaru (7,841), Volvo (6,545) and Daihatsu (3,106). VW's car sales halved again (53.4% drop) and the Transporter was discontinued. VW's sales were only 3% of what they had been only five years earlier. The FCAI no longer listed 'Volkswagen' as a separate marque, lumping them together with the other also-rans in the 'Others' category.

### **1982**

VW sold 3 Golfs and 80 Passats, for a total of 83 VW cars. VW also sold 435 Transporters. **Total = 518 Volkswagen vehicles.**

The top ten were Ford (118,218), Holden (115,864), Toyota (51,673), Mitsubishi (50,781), Datsun (50,196), Mazda (26,842), Subaru (10,348), Honda (8,365), Volvo (5,302) and Daihatsu (2,873). The Golf and Passat were discontinued. VW's car sales shrank by a further 78.3%, but good sales of the newly introduced T3 Kombi allowed VW's overall sales to grow by 17%, the first positive movement since 1976. Nonetheless, VW car sales had dried up.



### **1983**

VW sold 179 Transporters. **Total = 179 Volkswagen vehicles.**

The top ten were Ford (116,013), Holden (85,767), Toyota (51,360), Datsun (49,220), Mitsubishi (41,810), Mazda (25,920), Subaru (11,106), Honda (7,305), Volvo (5,306) and Daihatsu (2,624). LNC Industries had stopped all imports of

Volkswagen passenger cars, and the Transporter was the only VW model available.

### **1984**

VW sold 262 Transporters. **Total = 262 Volkswagen vehicles.**

The top ten were Ford (131,756), Holden (96,680), Toyota (59,082), Nissan (48,559), Mitsubishi (42,936), Mazda (28,220), Subaru (9,899), Honda (8,288), Volvo (5,822) and Daihatsu (3,400). Transporter sales improved by 46%, thanks to the introduction of the Wasserboxer motor. LNC Industries began selling off their stock market shares.

### **1985**

VW sold 393 Transporters. **Total = 393 Volkswagen vehicles.**

The top ten were Ford (143,851), Holden (112,469), Toyota (65,229), Nissan (43,257), Mitsubishi (58,320), Mazda (26,995), Honda (9,206), Subaru (8,609), Volvo (5,460) and BMW (4,905). Transporter sales continued to improve by large margins, in this case, by another 50%, even if the overall total was tiny. LNC issued a press release saying they were going to import the new Mk2 Golf GTI, but nothing came of it. LNC Industries was showing signs of financial problems.

### **1986**

VW sold 123 Transporters. **Total = 123 Volkswagen vehicles.**

The top ten were Ford (121,153), Holden (82,370), Toyota (58,464), Mitsubishi (51,857), Nissan (28,755), Mazda (14,370), Honda (7,746), Subaru (3,850), Volvo (3,664) and BMW (3,199). After three years of growth, VW's Transporter sales dropped by 68.7%. LNC Industries was in serious financial trouble. They gave up on VW and Audi completely, and their Subaru and Honda franchises were starting to slip too.

### **1987**

VW sold 48 Transporters. **Total = 48 Volkswagen vehicles.**

The top ten were Ford (111,596), Holden (79,531), Toyota (49,220), Mitsubishi (45,275), Nissan (31,258), Mazda (9,367), Honda (7,660), Subaru (3,565), Volvo (3,356) and Mercedes (3,022). LNC had stopped importing Volkswagens altogether and the sales were only clearing of old stock. As a result, this figure of only 48 vehicles is Volkswagen's lowest ever one-year total in Australia.

In June 1987 LNC Industries relinquished both the Volkswagen and Audi franchises, ending a 33-year association that began with the first

Australian VW sales in 1954. Things finally came to a head in 1987, but LNC had been suffering financial problems for some time.

For 15 years LNC had diversified and expanded. They had imported, distributed and sold VWs, Audis, Subarus, Hondas, Chryslers, Fiats, Ramblers, Land Rovers, Jeeps, Colts and Belletts; Deutz, Commer and Dodge trucks; Seddon, Perkins and VW Industrial engines; and Kawasaki motorcycles. They owned Volkswagen Australia, Lanock Motors, Larke Hoskins, Western Motors, Annand and Thompson, Grenville Motors, Ruslit Motors, Hunt Brothers Ford, Bennet & Wood, and Denison Motors. They owned Mark IV Car Air Conditioning. They owned Motorised Campers, the former Adelaide-based Sopru VW campervan company they took over in 1973. LNC also owned non-automotive businesses such as Rogers Chain, Improved Mining Equipment, Rydal Steel, Metal Perforators, Mastercraft Printing, Mote and LTK Ladders, and Brooklands Machining. They even owned Taylorcraft Air Cushion Vehicles.

As they began diversifying further into more non-auto businesses such as photography, aluminium wholesaling, transport, financing, real estate and plastics, they expanded too rapidly, spread themselves too thin and took on borrowings that could not be serviced. Car-wise, LNC concentrated their resources on the much higher-selling Subaru line, while also adding the other car brands to their network of former VW-only dealers.

The VW and Audi lines were eventually priced off the market in an attempt to chase ever-higher profits, while the volumes dwindled away to nothing. LNC always blamed the low sales on import quotas, and the continual price hikes on the Deutschmark exchange rate, but somehow Mercedes and BMW never had the same problems. With debts mounting, and then Subaru and Honda also starting to slip, LNC eventually had no alternative but to sell the VW/Audi franchise.

In a press release dated 21 May 1987, LNC Industries announced that it would relinquish the franchise in Australia for Volkswagen and Audi motor vehicles, effective 30 June 1987. LNC would continue to supply replacement parts and accessories until 30 September 1987.

Neville Crichton's Ateco Holdings Limited picked up the national VW/Audi distribution rights. Ateco was already the importer of Suzuki, Citroen, Alfa Romeo and Maserati cars. Ateco's head office was in the Kings Park Industrial Estate, 4 Harvey Rd, Marayong. As most VW agencies were now Subaru or Honda dealers, Ateco reorganised what was left of the old network, terminating many and establishing several new dealers.

Meanwhile the Libermann Investment group took over LNC Industries, then broke them up and sold off the individual divisions one by one. Lanock Motors was sold to City Ford, Motorised Campers was sold to Trakka Van, Ruslit Motors (VW Industrial Engines) was closed down, Honda was sold to Honda Japan, Subaru was sold to TKM, and Fiat was sold to Ateco. By 1990 LNC Industries had ceased to exist; a monument to 1980s corporate greed.

### 1988

VW sold 82 Transporters. **Total = 82 Volkswagen vehicles.**

The top ten were Ford (113,633), Holden (85,499), Toyota (61,805), Mitsubishi (49,442), Nissan (40,105), Honda (13,253), Mazda (10,802), Hyundai (5,327), Volvo (3,853) and Mercedes-Benz (3,307). For their first year, Ateco concentrated on the more expensive Audi brand and the higher profit margins they brought. One shipment of Transporters was unloaded, which raised VW's sales by 70.8% over 1987.

### 1989

VW sold 1,097 Transporters. **Total = 1,097 Volkswagen vehicles.**

The top ten were Ford (119,726), Holden (92,841), Toyota (66,925), Mitsubishi (49,864), Nissan (42,715), Honda (15,867), Mazda (15,414), Hyundai (6,928), Volvo (3,567) and Mercedes-Benz (3,329). A major relaunch for VW with the 'Volkswagen is Back!' campaign. VW's sales grew 1,237.8%, their largest annual increase in history.



### 1990

VW sold 107 Golfs, for a total of 107 VW cars. VW also sold 1,075 Transporters. **Total = 1,182 Volkswagen vehicles.**

The top ten were Ford (115,331), Holden (90,930), Toyota (81,023), Nissan (51,999), Mitsubishi

(45,710), Mazda (18,721), Honda (13,141), Daihatsu (11,553), Subaru (8,328) and Hyundai (7,245). VW passenger cars were on sale again, for the first time since 1982, thanks to Ateco launching the Golf Cabriolet and Mk2 8V Golf GTI.



In 1990 Ateco sold the VW/Audi franchise to the British-based automotive group, Tozer Kemsley Millbourn Plc (TKM). Australia/NZ-based Ateco had found that selling an established brand like Suzuki was easy, but completely reviving VW from nothing was beyond their resources. Ateco had also struggled to secure dealership rights, and provide proper VW parts and service support. TKM paid \$25.5 million for the business, including \$3.5 million for 'goodwill', and the sale included rights to the name 'Ateco Industries Pty Ltd', and Ateco's Marayong property. However, TKM moved the VW/Audi head office into their Subaru headquarters at 250 Victoria Rd Wetherill Park, and the Marayong property was sold. Neville Crichton's Ateco Holdings continued to control Suzuki. TKM created an Australian corporation called 'TKM Automotive Australia Pty Ltd'. General Manager Peter Ruefli confidently forecast selling 2,000 VWs in 1991 and 10,000 in 1994.

### 1991

VW sold 289 Golfs, for a total of 289 VW cars. VW also sold 665 Transporters. **Total = 954 Volkswagen vehicles.**

The top ten were Ford (89,829), Holden (71,641), Toyota (67,262), Mitsubishi (39,916), Nissan (35,900), Mazda (18,757), Daihatsu (14,078), Honda (12,521), Subaru (11,711) and Hyundai (10,108). TKM's wildly optimistic forecasts fell a little short. VW's car sales increased by 170.1% but the Transporter suffered a drop as the T3 model began to be phased out.

### 1992

VW sold 90 Golfs and 2 Passats, for a total of 92 VW cars. VW also sold 326 Transporters. **Total = 418 Volkswagen vehicles.**

The top ten were Ford (93,937), Holden (78,689), Toyota (62,268), Mitsubishi (46,112),

Mazda (24,614), Nissan (23,563), Daihatsu (14,498), Honda (12,946), Subaru (12,454) and Hyundai (12,343). TKM brought a handful of the Mk3 (B3) Passats to Australia, but the Golf 2 GTI and Cabrio were wound up, and the T3 Transporter was replaced by the T4. VW's car sales dropped by 68.2%.

### 1993

VW sold 290 Golfs, 1 Vento, 1 Passat and 95 Caravelles, for a total of 387 VW passenger cars. VW also sold 229 Transporters. **Total = 616 Volkswagen vehicles.**

The top ten were Ford (101,200), Holden (82,239), Toyota (70,456), Mitsubishi (53,781), Mazda (20,547), Hyundai (16,391), Nissan (14,847), Daihatsu (13,375), Honda (12,784) and Subaru (8,093). The FCAI now classed the Caravelle as a Passenger Car, not a Commercial Vehicle as before. The FCAI also listed every carmaker's figures, rather than clumping the also-rans together as 'Others'. Volkswagen (387) was in 19th place behind the top ten above, as well as BMW, Mercedes-Benz, Peugeot, Saab, Suzuki, Volvo, Audi and Renault. TKM introduced the Mk3 Golf and Vento, but the B3 Passat was discontinued. The new models allowed VW's car sales to grow by 320.6%.



### 1994

VW sold 459 Golfs, 217 VR6s, 72 Ventos and 163 Caravelles, for a total of 911 VW cars. VW also sold 890 Transporters. **Total = 1,801 Volkswagen vehicles.**

The top ten were Ford (105,720), Holden (99,187), Toyota (72,433), Mitsubishi (54,972), Hyundai (24,129), Mazda (23,587), Honda (16,035), Nissan (13,739), Daihatsu (10,769) and Subaru (8,304). Volkswagen grew by another 135.4% and overtook Renault, but was passed by Daewoo. VW stayed in 19th place.

Continued next month...

Phil Matthews

## VW Passat W8 2003-2005

Imagine spending \$100,000 on a new car and no one notices. Or worse, if they did, they'd probably mistake it for something less than half the price.

That is why you don't see many Volkswagen Passat W8 sedans around. Even if you did stumble across one, unless you know VWs you're unlikely to recognise it as something special.



It was VW's hi-tech flagship but any more low-key and it would become invisible to speed cameras. But it was fascinating, partly for what they built into it (all-wheel-drive for starters and an eight-cylinder engine unlike anyone else's) and because here was a Volkswagen or 'people's car' that cost about \$100,000.

The price may come as a shock but technology doesn't come cheap. Many similar-sized and powerful European cars were much dearer than the VW. Ah, but the other top-dollar machines were from companies such as BMW and Mercedes, whose customers are used to paying richly for major-league motoring.

So no wonder the Passat W8 was vastly outnumbered by Porsches. Even Ferrari and Lamborghini outsold it in December 2004, with just two registered nationwide. Just 16 were registered in Australia that year, which included all VW's company cars and various dealer demonstrators.

The W8 was exclusive but not necessarily for the right reasons.

Unfortunately, for the \$97,900 Passat, it looked virtually identical to the base-model version, which cost \$49,990. The 'cheapie' Passat boasted a revolutionary V5 engine but lacked the flagship's bigger engine, all-wheel-drive and countless luxury touches.

There was also a V6-engined Passat 4motion SE, close to the W8 in equipment level but \$32,000 cheaper. That's a lot of money for just two more cylinders.

When viewed out of the engine bay, the W8 appeared almost square and was made up of two V4 modules in a narrow-angle V configuration. An engine with this 15-degree angle is typically about 25% shorter than comparable inline engines and about 78% narrower than comparable V engines.

Two V4s put together form a W8 engine with a cylinder bank angle of 72 degrees. In order to achieve optimum ignition timing with this setup, the crank journals were offset by 180 degrees to each other (in typical race-engine fashion), thus creating a 'flat' crankshaft for more torque at lower rpm. The small cylinder spacing and corresponding short length of the crankshaft meant a compact crankcase with a high degree of torsional stiffness, aided by a new method of mounting the transmission to the block. Two counter-rotating balancer shafts rotate at twice crankshaft speed to further dampen vibrations.



But the techno-laden W8 didn't feel as responsive as its 4.0-litre, 205 kW output suggested it should be. First impressions were that it goes, but does nothing special. Then you noticed the refined snarl as the revs rise, and eventually you discover that if prodded awake, it delivers. Overall, it was not the effortless, easily accessible performance to be expected for this price.

Perhaps the automatic transmission was to blame. The test car's gearshifts were not as silken as they might have been. Eventually, it was a matter of learning the knack of pressing on the accelerator gently at first, as though priming a pump, and then stomping on it. At that stage, the W8 would respond surely and with a pleasing hint of aggression. But the Passat's hefty weight means it is no scorcher.

It came to Australia because VW has ambitions to sell limo-sized sedans like S-Class Benzes – with the W8 seen as a first step on the upmarket path.

The Passat's problem was that it didn't look five-star and neither did it drive that way, lacking the charisma and poise of cars in the \$100,000 bracket.

## Australian classics go to Germany.

The old adage that Volkswagens never die, they're just sleeping has been vividly demonstrated by three VW mates.

Volkswagen enthusiasts Stephen Muller, Bill Moore and Ray Black struck on a wild idea four years ago to resurrect two of Australia's most memorable VWs – the locally-manufactured 1962½ Beetle Antarctica 1, informally known as the 'Red Terror', and a rare Australian-designed and built VW-based Country Buggy.



The impetus behind the mammoth task was the lure of heading to the 2003 Lottermann vintage Volkswagen Show at Bad Camberg in Germany. The Red Terror was taken from the production line of Australian-built Volkswagens and served at Mawson Station in 1963-64 as part of the Federal Government's commitment in the Antarctic. After Antarctica 1 returned to Australia, it was converted to a rally car and, almost unbelievably, it won the Australian BP Rally of 1964 in the capable driving hands of Ray Christie. After a few more years doing promotional visits around VW dealerships, it disappeared. All attempts to locate the car today have failed.

The Country Buggy was Volkswagen Australia's attempt at producing a rugged, utilitarian vehicle suitable for farms and semi off-road use. Only 1000 of them were built by the time production ceased in 1968.

The team faced a difficult task of tracking them down as they had become popular over the years with VW collectors worldwide.

Mr. Muller said that within weeks of conceiving the idea he had tracked down exactly what they needed, a 1962½ stock-standard Australian Volkswagen. "When I got to it and the owner showed me the car, it was in a thousand pieces on the floor," he said.

Mr. Black said next came the task of finding the very scarce Country Buggy. "I was very suspicious when I heard about a 1968 Country Buggy in sound condition on a farm in the south west of NSW. It sounded too good to be true," he said. The team met the owner who took them to an old shed where the car was stored.

"It was under 17 years of farm junk, various farm equipment panels, animal feed sacks, spiders, bits of wire and a few long-dead rats," Mr Black said. "We cleared the junk away and there was a very straight-looking Country Buggy covered in enough outback dust to top-dress the average lawn."

He said it took only a bit of coaxing for the car's engine to cough into life.

Mr Black said daunting realities of time and money soon overshadowed the romanticism of the project. "We had the cars, now we had to figure out how to make the rest of it happen," he said.

Their concerns were allayed when word of the project got around, and more VW romantics came on board.

He said Antarctic 1 was replicated with the support of the Australian National Antarctic Research Expedition, complete with the round ANARE logos on the doors.



He said he tracked down the former expedition leader Ray MacMahon who loved the idea. "He was the man who championed the idea in 1962 to have a Volkswagen as part of the team," he said.

Two years from the date the idea was first conceived, the cars had been rebuilt and restored, and they were shipped to Germany.

They had been fully restored with genuine Australian parts, right down to the petrol cap emblem with two kangaroos underneath. The three men later flew to Germany and took the two VWs on a nostalgic tour of Germany. After appearing at Bad Camberg, the VWs were sold to a German VW collector who made them available to the Volkswagen Autostadt Museum in Wolfsburg, the birthplace of the Beetle in 1938.

Gerald Rillstone, Mosman Daily



## High-mpg camper.

European recreational vehicle users have long had to contend with high gas prices. That's why compact, fuel-efficient camping vehicles like VW's van camper are so popular on the European continent. Now that U.S. gas prices are soaring toward \$1.50, VW's camping vehicles could be an answer to the gas pains felt by American RV enthusiasts.



The all-new VW Vanagon camper sleeps four persons, carries lots of vacation gear, and still gets 25 mpg on the highway - better than some U.S compact cars. I recently tested one for 10 days. Here's what I found.

The Vanagon camper is the successor to the VW Campmobile. It's 2.3 inches longer and 3.3 inches wider than its predecessor. Sleeker and more open looking with 22 percent more glass, it's also roomier inside.

The Vanagon uses the previous Campmobile's four-cylinder, two-litre, aircooled engine mounted in the rear. This does away with the big knee-bumping engine cover that fits between the two front seats of U.S. vans. The Vanagon's ride is noticeably more stable than the earlier model, although little fussier than U.S. vans at 55-mph cruising speed. It's quicker-steering than domestic models, and has the same sensitivity to cross-winds.

Although I did not perform any special braking tests, stopping is straight and controllable by the average driver. There's a lot of pedal travel, however, before the brakes do anything.

The Vanagon camper's interior is a marvel of efficiency. Included is a compact galley with a two-burner range, sink, and tiny refrigerator. The rear seat folds down into a double bunk, and the roof pops up to reveal a second double bunk. In our test vehicle, the release catch for the roof was extremely stiff, and it required considerable effort to open and lock. One major drawback of the interior design is the long



Vanagon camper roof pops up, allowing a penthouse double bed to open. Rear seat folds down to become bed. Two adults and two children can sleep comfortably.

space between front and rear seats; on the road, the high interior noise level makes conversation difficult. When parked at a campsite, the front seats swivel around to face the back (see photos), but the distance still makes it seem less than cozy.

The Vanagon camper isn't designed just for use in the woods. Its compact size and good fuel economy make it also a versatile wagon for commuting and around-town chores. It can carry large amounts of cargo, yet squeezes into a standard shopping-centre parking spot with ease.

How much does all this versatility cost? It's \$13,180 with standard four-speed manual transmission. Automatic is a \$375 option. Air-conditioning and radio are dealer-installed options.

Herbert Shuldiner

*Popular Science magazine, August 1980*



Stand-up room is plentiful once roof is extended upward. Floor has been lowered a couple of inches this year to help provide more walk-around comfort inside.

## Club VW's first computer.

Today we take computers for granted. We use them for internet, email, entertainment, leisure and, sometimes, work. In Club Veedub we use computers to keep track of memberships, handle correspondence, look after the banking, create flyers, documents and advertisements, maintain our website, and produce our magazine.

It would not be possible to produce Zeitschrift today without computers. Today we have all the modern electronic conveniences at our disposal. Our magazine is made on an IBM NetVista PC using powerful, yet simple, Adobe page layout software. Digital cameras and OCR scanners make photos and text a matter of simple cut and paste. Online connection means easy and instant contact with the committee, other members, clubs and organizations throughout the world. The web is a limitless source of VW stuff. There isn't even any need to drive to the printers with a CD to publish the magazine – the magazine layout is converted to a PDF file with three clicks, and it can be emailed to the printers immediately. How cool is that!

It wasn't always like this, of course. Once upon a time, we kept manual financial ledgers in red books. We typed letters on typewriters, using buckets of liquid paper. Member details were written in an exercise book. The magazine was typed onto sticky wax stencils, with hand-scratched pictures, or later typed on paper and cut, glued and fiddled with on cardboard. It was a real chore.

Yes computers, in spite of all the Bill Gates jokes, have made things so much easier, and we have embraced them. In this way, Club Veedub is just like all the other millions of businesses around the world. How did it come about in our case?

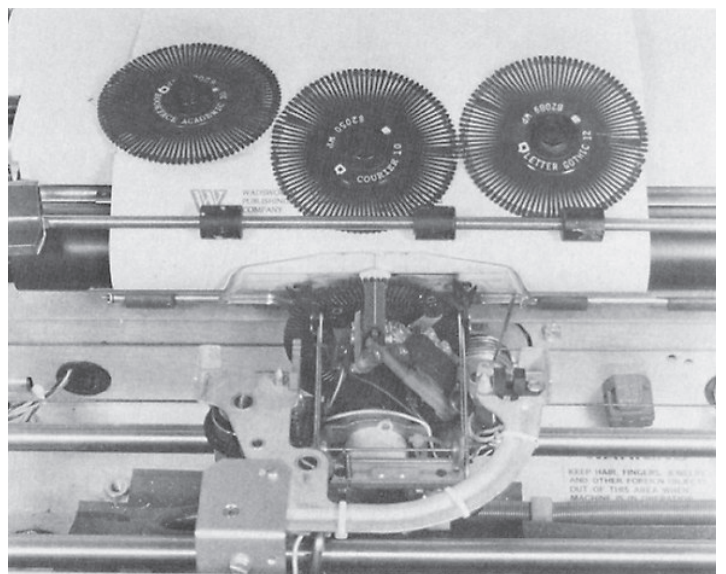
Well we started off in February 1985 and were a completely un-tech club at the time. To do the first magazines, I borrowed my Dad's little portable Olivetti typewriter, and I owned a Casio FX29 calculator (with green digits). That was about it!

Our first step into the information age came quickly. After struggling to type the magazine on a typewriter for the first few months, it was clear I wasn't fit for the task. I had already owned a computer – a Commodore 64 – but it had no screen (it plugged into the TV), no hard drive (it used a plug-in cassette tape drive), and no software except a BASIC program language and a few games. There was no way to create documents or print, so it was no help for the magazine. More powerful computers like the Amstrad, the Microbee, the Tandy TRS-80 or the ultimate – the IBM PC AT – were way out of my (or the club's) price range.



I mentioned that I was looking for a word processor, and shortly after I got a call from fellow member David Golding (owner of a blue/white 1961 Karmann Ghia). His company Sebel was getting rid of an old electronic word processor – did I want it? It was for sale for \$150. He told me to bring a trailer (!)

I went and had a look – and bought it! It was an Olivetti TES 501 Text Editor. It was about the size and shape of a standard office desk – about 2m x 1m x 1m and seemed to weigh about 500kg. It had two 8" floppy disk drives, capable of storing some 120kb on each blank disk (that's about 100 A4 pages of typed text). It had a keyboard like an electronic typewriter, and a little LCD screen that displayed three lines of text at a time. It had a typewriter-like paper carriage that could take either loose A4/foolscap sheets, or continuous perforated feed paper. It had a large black/red ink ribbon cartridge like a typewriter, but here's the kicker – you could change the font!! You simply removed the plastic daisy wheel (with all letters Aa-Zz, 0-9 and \$#%\$ etc on it) and replaced it with another. Dave gave me five different daisy wheels.



The brain had 8kb (yes, 8192 bytes) of RAM for logic functions and management, and another 4kb for on-screen character generation. Like a PC, you entered the text into the machine; then edited,



formatted and saved it, then printed it later (at 300 words per minute) at your convenience. It was also possible to justify the text for equal column widths, but I never learnt to use that. It cost \$10,000+ when new in 1977, yet I got it for \$150. It was brilliant. I lugged it home, set it up and first used it on the June 1985 issue.

It was great to be able to edit on-screen before printing. My many typing mistakes were easily fixed by just backspacing and re-typing. No more liquid paper, or worse, that pink correction enamel we used on the wax stencils. The difficulty was still with the stencils – the carriage fed in the stencils fine, but the print hammers on the plastic letters weren't as strong as steel typewriter ones, and I had to take the print ribbon out to get the letters to punch through. This made the Gestetner sheets a bit blurry and smudgy, but hey, who cares.

This machine produced all the issues of Zeitschrift until July 1986, when it suddenly started to give trouble. The external drives suddenly failed and I could no longer save documents to the big floppy disks. I could still print the document in memory, but once I started another document the old one was gone. Plus the drives were making grinding, squealing noises. When the platen broke shortly after, the Olivetti was dead and I had to use the old typewriter to finish the July 1986 issue.

In the meantime, our then president Rod Young had bought his own computer – a real one. Rod bought an Apple IIC, a neat little semi-portable computer based on the Apple II.



*The Apple IIc personal computer, with mouse operation, built-in disk drive and IIc monitor. It runs most of the 30,000 estimated software programs for Apple II.*

Rod was able to put the club's membership records on computer for the first time, as well as treasurer Luis Guevara's financial records. Rod also

put items of VW information in such as dealer and VW parts supplier lists and details, VW wrecker yards, VW books and manuals owned by members, special tools and so on that had never been centralised before. Since the little Apple was portable, Rod was able to bring it to meetings each month and have the club data immediately on-hand.

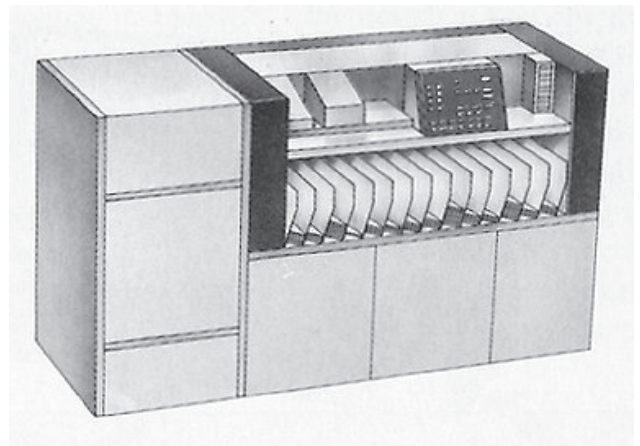
I got rid of the Olivetti to fellow member John Stockman, who was studying IT at uni and considered repairing it. It filled the back of my old Kombi and took both of us to lift it. It was a donation, being worth nothing. He never did fix it, and I understand he later took it to Simsmetal. I'm sorry I never took a photo of it at the time; but then how often do you take a photo of your home computer?

Rod's little Apple was the backbone of the club for many years. He took over the magazine from me for 1986/87, and used it to professionally compile and produce the much-improved Zeitschrift. Older members may remember Rod using the Apple to collate the judging at the first few Nationals, from 1988 on. Rod later bought an Apple IIGS for his home office, and later upgraded further to an Apple Macintosh, but the little Apple IIC was still present at meetings for many years. Several guest-editors borrowed it, and I took it on long-term loan when I became editor again in 1991. I didn't end up buying a PC until 1992, when I picked up a second-hand IBM PS2 386 (with Micro Channel Architecture). PCs were becoming very common at work too, with the 486 appearing at about that time, and the Pentium a few years later.

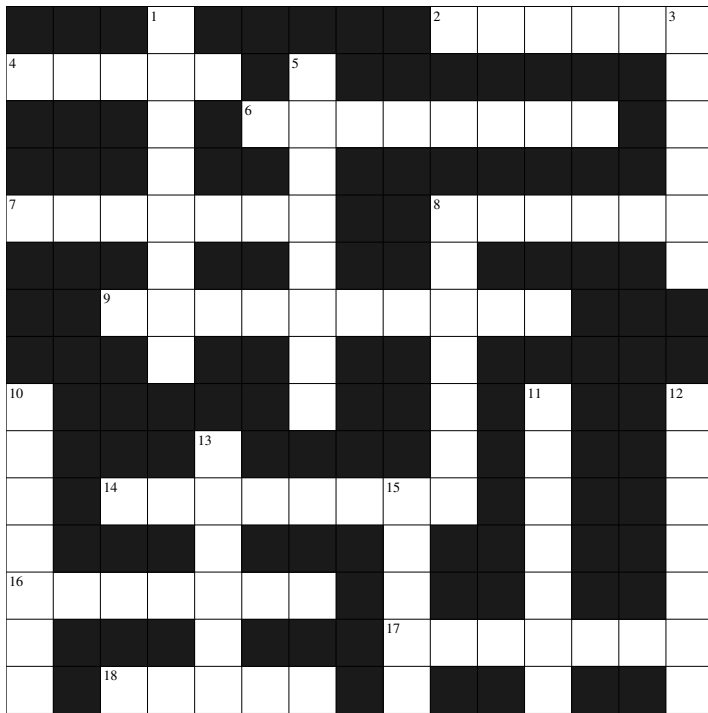
Phil Lord took over the magazine with his own PC in 1993, and the Apple IIC ended up with Dave Birchall. I think it eventually went to the tip. The last item printed in the magazine done by the club's first real computer was the affiliation club listing in the July 1994 issue.

Maybe we should have kept the old things. I wonder whether vintage computers will be worth as much as vintage Volkswagens one day?

Phil Matthews



# Club Veedub Crossword.



**Across:**

- 2. The Australian 21-window VW Microbus
- 4. The German word for 'Beetle'
- 6. Here it would be called a muffler, but in England it would be called a ..?
- 7. CB Performance is named after him
- 8. Webmaster Steve's VW now has a Subaru engine
- 9. Herbie went here in his third movie
- 14. Ital Design chief who styled the Passat, Golf and Scirocco
- 16. The Chairman of the VW Group from 1971-75 was Rudolf ... ?
- 17. Vintage Veedub Supplies is in this suburb
- 18. A Beetle Italian-style exhaust that rusts out

**Down:**

- 1. He drove a VW to class victory at Bathurst in 1963
- 3. The name used for the Deluxe version of the Beetle in Europe
- 5. Quality German gas shock absorbers
- 8. The sporty model that replaced the Scirocco from 1991 to 1995
- 10. Jim was Herbie's original owner and driver
- 11. Pre '68 Beetles have curved ones, while later ones are flat
- 12. Not VW's first ever 4x4, but it was VW's first expensive luxury SUV
- 13. 1975 Superbugs had a steering box that was rack and ...?
- 15. Raymond is doing an excellent job with the club merchandise

# Ask Herr Doktor.

Dear Doktor,

I see stuff about Toyota's high-tech 'hybrid' drive on the TV all the time, and how fantastic and world-leading their Prius hybrid is. Why wasn't VW first? Has Volkswagen ever thought of making a hybrid car?

N.D., Ettalong Beach

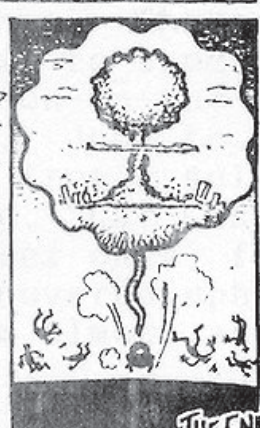
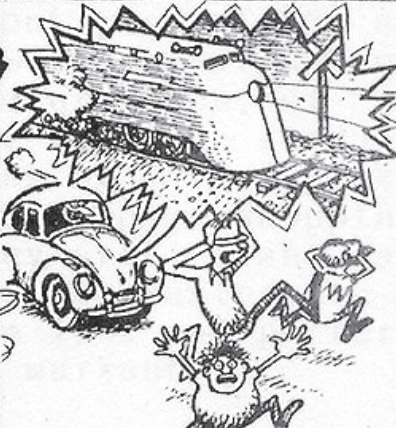
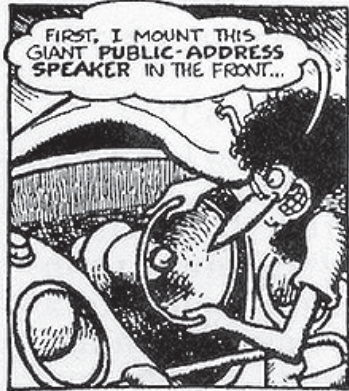
A 'hybrid' vehicle has two or more power sources, usually a petrol engine and electric motor/battery combination. These are termed 'Hybrid Electric Vehicles' (HEVs). Of course Volkswagen has already thought of it! Ferdinand Porsche built the world's first hybrid electric vehicle, the Lohner-Porsche, in 1899! It had a small engine powering electric motors on the front and rear wheels. In more recent times, Volkswagen built a fleet of hybrid Type 2 Taxi vehicles in 1973. They used a petrol engine to charge a battery bank or propel the vehicle if battery power was not adequate. The Kombis started on electric power and the petrol engine took over as speed built up, with surplus energy used to charge the batteries. Later prototypes used an additional flywheel to store kinetic energy, which was fed under braking. These provided an additional 20% energy saving. Other early VW hybrid vehicles include the Audi 100 Duo in 1989, and the Audi A4 Duo in 1997, the first European mass-production hybrid vehicle. VW intends to produce Hybrid Touaregs from 2008. In any case, VW's existing BlueMotion TDI system is more energy efficient and less polluting than Toyota's Prius hybrid system.

# Last Month's Crossword.



# FREAK BROTHERS

Gilbert Shelton



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