

# Zeitschrift



Joe's Kombi adventure to the Centre.

## November 2007

### IN THIS ISSUE:

Touareg R50 in Sydney  
Canberra Autofest 2007  
Kombi's 60th Birthday ?  
Workshop Worries

Joe's Kombi Adventure  
New VW Tiguan  
Australian VW sales Pt 3  
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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## General Committee:

Zoran Milvica	Ron Kirby
Ken Davis	Grace Rosch
Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Der Killey
Mike Said	Danny McFaddyn

## Canberra Committee.

<b>Chairman:</b>	Steve Crispin	0419 429 453
<b>Secretary:</b>	Bruce Walker	0400 119 220
<b>Committee Members:</b>	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  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
C and S Automotive  
H&M Ferman  
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Vintage VeeDub Supplies  
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### 15 years and over.

Australian VW Performance Centre  
Cruisin Car Carpets  
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### 10 years and over.

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Imported Car Wreckers	WHM Mechanical
Karmann Promotions	Wurth Fasteners

### 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.

*Sunday  
11 November*

# VW Water- cooled Summer Cruise

*Time: 10:00am*

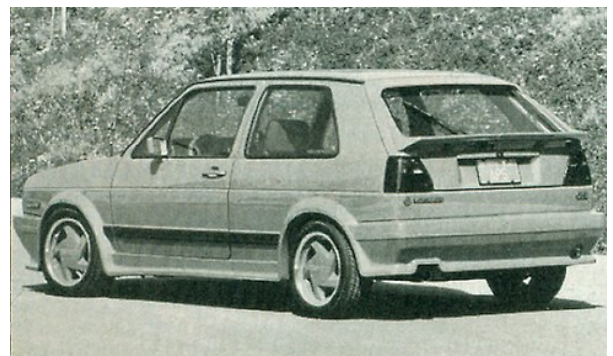


- *Meet at Krispy Kreme,  
2-20 Orange Grove  
Rd Liverpool at  
10:00am*
- *Cruise to beach-side  
picnic spot at  
Wollongong*



- *All VWs welcome*

For more info contact Matt  
042 3051737  
[www.vwwatercooled.org.au](http://www.vwwatercooled.org.au)



Club Veedub. Die Legende wird nicht sterben.

## MELBOURNE

Show and Shine • Volkswagen Motorsport • Trade Displays • Swap Meet



NO Dogs or BBQ's permitted on the venue grounds



**Sunday November 25th Cranbourne Racecourse**

Public Entry 9am, Trade Display and Swap Site Entry 8am Show and Shine Entries Close 11am SHARP  
Cranbourne Racecourse, Grant Street Cranbourne (Melway Ref. 133 J6)



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South Yarra Volkswagen

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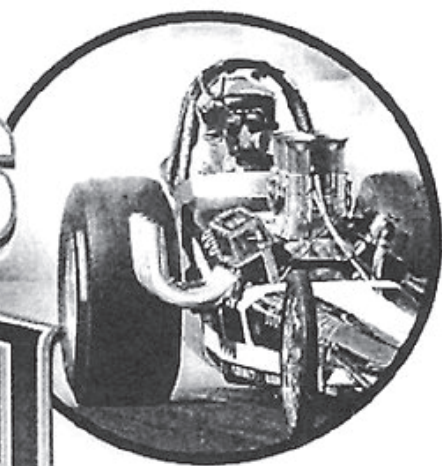


SHARE THE PASSION

# SHANNONS

# NOSTALGIA

*Drag Racing Series*



*weekender*

## Sunday, December 2

### Western Sydney International Dragway

See vintage dragsters, hot rods, gassers and muscle cars hit the quarter mile. Reserved parking for hot rods and classics so bring your ride!

Hot Rod Show and Drag Racing all day from 8am

Gates open 6am, Adults \$25,  
kids under 12 free. info  
[www.nostalgidrags.com.au](http://www.nostalgidrags.com.au)



**Get into the mood on Saturday, December 1, with these two extra events!**

### 1 Rocket Industries Open Day

9am-2pm, BBQ, drinks. Last year's event was a great success, see how it all works and grab bargains on the day. Bring your wheels!

40 Huntingwood Drive, Huntingwood.  
Ph 02 8825 1944.

### 2 W.S.I.D. Christmas Party and Hot Rod Show

2pm 'til late, Huge hot rod show, live band from 6pm, food and drinks, awards for rods, muscle cars and Best Dressed (50s theme)

Car and driver \$25, adults \$15, U16 \$10, U12 free.  
Ph (02) 9672 1320 info@WSID.com.au



## At the February Club Veedub meeting:



Matthew Bowen of Meguiars has kindly agreed to give us a presentation on the range of Meguiars Car Care products at our meeting on 21st February 2008. Matthew will put his presentation on first up at 8.00pm, with a beer break to follow.

Matthew has also kindly offered to put up some quite valuable door prizes, and other giveaways.



What began in 1901 as a simple furniture polish laboratory and plant in the garage of founder Frank Meguiar, Jr., now spans four generations of Meguiar family stewardship. From his first bottle of furniture polish, Frank Meguiar, Jr. was steadfastly determined never to sell a product unless he was convinced it was the very best of its kind on the market. To this day, the family follows that dictate and, as a result, has generated millions of enthusiastic users around the world.

For example, at the 50th anniversary of the prestigious Pebble Beach Concours d' Elegance, the most famous car show in the world, 21 of the 25 Best of Class winners and the Best of Show winner all used Meguiar's products to achieve their flawless perfection.

MotorActive Distribution Pty Ltd was established in 1990 as one of the first distributors of Meguiar's products outside the USA, and has grown rapidly to establish the brand as the car care leader in Australia. They are a 100% Australian-owned company with representatives situated in a number of states across the country. Their extensive knowledge of automotive finish optimisation enables them to offer an unbeatable combination of the best car care products and technical support around. It's therefore no coincidence that the owners of most of Australia's top award winning show cars consult with our experts, and their cars are maintained using Meguiar's products. Come along and see how your Volkswagen can benefit from Meguiar's.

At the Club Veedub Monthly Meeting  
**Thursday 21 February 2008**  
The Greyhound Club, Rookwood Rd Yagoona

# Members Monthly Special



**Members Polo Shirt  
(S/M/XXL) NO pocket**

**\$5**

**Members Polo Shirt (S-5XL)  
with or without pocket**

**\$15**



Email your enquiries or orders to Raymond. (Contact details inside front cover) You can also pay securely online with your credit card, or direct deposit into the clubs account.

## Von dem Herrn pseudo-Präsident.

Well, unfortunately Dave is feeling a bit crook with spring 'flu this month (he's even too sick to play golf - it *must* be serious) so I hope you don't mind if I fill in for him in the President's column.

The Canberra Autofest was a fantastic day and well worth the trip down from Sydney, as quite a few of our members found out. Great to finally meet Bruce and see what a good show it was. Check out Bruce's report and photos in this issue.

Sorry I couldn't make it to the Camden cruise and show day, for which Bill Daws had organised a getogether with Flat Four. Hope it was a great day, and I'll try to get a report with photos in the next issue (this one is full!)

As I type this, there are two more cool events coming up, but they'll be over by the time you are reading this. The Flat Four Shootout is scheduled for this Sunday 4th November, followed by the Summer Cruise on 11 November. Hopefully you were there and enjoyed them both. Again, reports should be in next month's magazine.

We've put the flyer for the Melbourne Day of the VW in this issue (see page 4), in case you are thinking of getting down to Victoria. Those who went last year said it was an excellent day.

Our Christmas Party will be our December monthly meeting, so we look forward to seeing you all there (we don't get much meeting stuff done, it seems to be all-party. Don't miss it).

We also have a wide range of events coming up in 2008, so I extend an invitation to all our members new and old, to check the calendar and come along. If you've never been to a club event before - and I know we have LOTS of members who haven't - make yourself a new year's resolution to come along. Club Veedub exists purely for the enjoyment of VW owners - that's you.

Ok, time to talk about the magazine, since I'm the Editor. Thank you to everyone who has provided me with articles - Tony, John, Ken, Bruce and Joe in particular. You really help make our magazine fantastic reading! I hope you've all been enjoying the material, and I can promise you there's lots more to come. I do apologise to some contributors for running out of space - Tony's, John's and Laurie's articles will be in next month's issue...

Phil Matthews



## Kanberra Kapitelreport.

G'day all, a 'hearty hello' from sunny Canberra, where it is currently blowing a gale (makes me feel really glad that I drive a Kombi - they are, of course, very easy to control during wind gusts). Can't believe another month has passed, especially as that month is October, which to us means our annual event - Shannons German Autofest. In short, it went very well and we had some great cars and good conversation. There is a report elsewhere in this magazine (with some pictures), it won't substitute for not seeing the sights first hand, but it will give you an idea.

A big thanks to all of our sponsors for Autofest - Lennox Motors (Phillip ACT), Canberra VW Centre (Belconnen and Tuggeranong ACT), Beetle Exchange (Fyshwick ACT), and the VW Magazine Australia.

Of course, our biggest sponsor is our club HQ, Club VeeDub (Sydney) - thanks to you all, without your continuing help we would be a misfit assortment of dubbers. Actually, some people would say...nah, never mind....

We're on the downhill run to Xmas, with only one planned outing for the rest of the year. Marques In The Park (Sunday 25 November 2007, John Knight Memorial Park, Belconnen ACT) is a large carshow covering all clubs across Canberra. Traditionally we have displayed a few cars there in the hopes of recruiting more members, we hope to do the same this year. Unfortunately the allocated clubspace has shrunk each year so we will fit in wherever we can. Local members should keep up-to-date with the information on the local VW forum.

Thanks to everyone who came to Autofest, we hope you had a good day and look forward to catching up with you all soon. Happy dubbing to you all!

Bruce



## Klub Kalender.

### November.

**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.

## **Club Veedub. Die Legende wird nicht sterben.**

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

**Sunday 25th:- Melbourne Day of the VW** at Cranbourne Racecourse, Melbourne.

**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.**

**Sunday 2nd:- Shannons Nostalgia Drag Racing at WSID.** Vintage gragsters, hot rods, gassers, muscle cars. See Page 5.

**Sunday 2nd:- Flat Four VW Club Xmas party** and meeting. Meet at KFC Crossroads Homemaker Centre (Camden Valley Way) at 6:30. Cruise to Liverpool Catholic Club 7:30pm.

**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).

**Sunday 17th:- Sydney Super Swap Meet** at Hawkesbury Showground, Richmond, from 6:00am.

**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.

**Saturday 23rd-Sunday 24th:- VW Portland Drags 2008,** at Portland, Victoria. Organised by VW Magazine Australia.

**Monday 25th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

### **March.**

**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 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 31st:- 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.

### For Sale: Various VW parts.

1964 notch back \$450.00

1972-73 L&R doors \$25.00 each

1964 L&R doors \$35.00 each

2X 1964 bonnets \$60.00 each

1X Late T3 floor pan \$250.00

3X Deck lids T3 \$15.00 each

1X T3 Motor \$80.00

1X T1 Motor \$50.00

1X irs gear box \$80.00

1X swing axle gear box \$50.00

1X 1300 motor case \$50.00

All pick up only. Please phone 02 69738814 After 6pm to 8pm. John Page

**For Sale:- Very special vintage VW Beetle**, ordered from the factory in Wolfsburg Germany, collected Aug 1967, first of the 1968 Models. Verifying documents available, drives smoothly, re upholstered and re carpeted. 2 new rear tyres, good condition, well looked after and much loved by one owner, registered until March 2008. Please contact Helene after 8 pm, call 02 9817 0076

**For Sale:- 1992 T3 2.1L WBX Kombi** (medium blue with grey interior) Seats 5 passengers. One of the last rear engine Transporters imported into Australia. First registered May '92 and offered for sale

## Trades and services directory.



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website: [www.mortgagechoice.com.au/andrew.rankin](http://www.mortgagechoice.com.au/andrew.rankin)

## KLAACK MOTORS

Phone: (02) 9724 5901  
Or (02) 9727 2057  
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

## Club Veedub Merchandise

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

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

Note:- We accept Direct Deposit and Secure Credit Card payments for ads, sponsorship, etc. (There is a small fee for CC payments)

## Trades and services directory.



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Now you can renew your membership online ! Email [sales@club.vw.org.au](mailto:sales@club.vw.org.au) for details, or download the form from the club's web site [www.clubvw.org.au](http://www.clubvw.org.au)

by original owner. Vehicle located in the Blue Mountains.

\*Winner 1997 VW Nationals – Best Kombi (std) 1980-on

\*Winner 1998 VW Club Illawarra – Best Kombi (std) 1980-on

\*1992 Display model – 50<sup>th</sup> Birthday of the Kombi in 2000

\*Display vehicle for the 50<sup>th</sup> Birthday of VW in Australia 2004.

Excellent original condition throughout. Garaged since new and paintwork regularly polished. No rust, body straight and never involved in an accident. Sold by and serviced exclusively by Muller & Muller P/L with complete service history and all receipts available since new. No expense spared to keep this vehicle in the best possible condition including coolant change every 2 years. Recent work includes new radiator and new stainless steel high-flow exhaust. Original engine except for heads - replaced with the better AMC ones and whilst the engine has recently just passed 300k, it has never been overheated and still runs strong with good compression & no oil or coolant leaks. Oil consumption is 1L / 3,750Km and fuel consumption is constant at 10L/100kms.

\*Pioneer stereo with 6" speakers in front & rear.

\*15 x 7" Alloy wheels (with matching 5<sup>th</sup> spare) on 205/70/C Hankook tyres

\*Koni red adjustable shocks

\*Whiteline front swaybar & polyurethane bushes.

\*Alloy front bullbar (painted black)

\*Rear protection bar (painted black) with tow bar and wiring.

\*Sliding centre windows with flyscreens.

\*Full set of privacy curtains

\*180 deg swivel front seats.

\*Full width rear ADR compliant bed/seat & seatbelts with under-seat storage.

\*Aluminium Caravelle style jail bars on rear window.

\*Gene Berg short shift gear selector.

\*Headlight protectors.

\*Front & rear mudflaps.

\*High quality lambswool seat covers.

\*Removable grey carpet in cargo area over non-slip rubber flooring for camping or transporting goods.

\*Centre storage console (in matching grey) with 4 cup holders (imported from US)

\*Optional VW armrests on the two front doors.

\*Car Bra (US import)

\*Pair of heavy duty Vortex (OEM) roof racks

Also included in a large free standing camping annexe with verandah that attaches to the side of the van. Annexe is fully screened, is in excellent condition and complete with all pegs, poles and hardware.

Asking price \$8000.

Photo on Club Vee Dub website or email me at [s.overmyer@uws.edu.au](mailto:s.overmyer@uws.edu.au) for a full set of pics.  
For more information contact Steve & Helen (AH) 4758 6295 or (BH) 9852 4322

**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. \$4500. Car must sell as I am losing room in shed! Phone Mick Begley on (02) 6649 2135

**For Sale:- 1962 Beetle.** This vehicle is in show room condition mechanically with complete history available. It has brand new tyres and 8 months registration. Original condition. Most recently, king n link pins replaced by Vintage Vee Dub Supplies. It also has a new windscreen and has been repainted, with the exception of the doors and roof. Comes with \$1900 worth of essential spares. Total Price \$9100.00 Contact Ron Mackinnon 02-9348-6564 or 0418-117601. Elisabeth Bay, Sydney

**Wanted: 1968 Beetle.** A friend of mine is after the ultimate 40th birthday present for his missus: a '68 Beetle. Would prefer a NSW location as travelling is limited and car ideally should be registered and in good working order. Please contact Martin on 0411 33 11 21 or BH. (02) 8220 8634

**For Sale:- 1969 VW Beetle,** semi-auto sedan. Diamond blue in colour. One lady owner, engine rebuilt in 2002. Only 32,000 km. Full history, rego'd until Aug 2008. YH-026. A unique and distinctive German import. \$6900 ONO. Phone (02) 4787 7005.

**For Sale:- 1976 Beetle,** good condition, 4-speed manual, orange, rego to 04/08 (AC80JS). 99,000km. \$4,000. Phone 0428 260734 or (02) 6236 9869.

## 2nd Month 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, 1978-81, 1983-89, 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.

## Trades and services directory.

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

## Trades and services directory.

### 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



**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 February 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.

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## New Touareg R50.

In a world premiere, Volkswagen presented the Touareg R50 on October 11 at the Australian International Motor Show in Sydney. Its power of 258 kW at 3,500 rpm positions the new Touareg version among the most powerful SUVs in the world. The Touareg R50 can be ordered in Germany at prices starting at 88,260 Euro; it will be introduced to the market this November.



The Touareg R50 is distinctive by producing an engine torque level unattainable by the competition. The 5-litre V10 TDI of the Touareg R50 develops its enormous torque of 850 Nm at a low 2,000 rpm. The turbo diesel was derived from the well known ten-cylinder with 230 kW. Adjustments to its turbo charging and modified engine management enabled a 28 kW increase in power and a considerable 100 Nm increase in maximum torque. Under these new parameters, the SUV accelerates to 100 km/h in just 6.7 seconds (production car: 7.4 seconds) and its top speed is 235 km/h. In relation to engine power and vehicle size, the fuel consumption of the production ten-cylinder diesel equipped with a particulate filter is a moderate 9.6 L/100 km (highway) and 12.6 L/100 km (overall). Despite big gains in power and torque, its DIN fuel consumption values have remained the same as the standard Touareg V10 TDI.

In keeping with the performance potential of the R50, Volkswagen Individual designed new exterior and interior features according to the R philosophy. From the outside, the new Touareg R50 is easy to recognize with its 21-inch Omanyt type alloy wheels and size 295 tires, blue painted brake callipers, discrete wheel well flares, side skirts and distinctive bumpers (Sport Design Package), as well as a modified radiator grille (in a matte finish chrome). Offered exclusively on the Touareg R50 is the paint color 'Biscay Blue'. Blue hues of this type have been typical of the high-powered R models since the first Golf R32 was introduced in 2002. Optional car colours on the



Touareg R50 are 'Campanella White', 'Reflex Silver', 'Black Magic' and 'Atacam Grey'.

The car's extensive features also include an air suspension sport chassis: The so-called 'Driving Dynamics Package with Adaptive Roll Compensation' and chassis lowered by 20 mm supplements the 'Sport' mode of the manually or automatically controlled air suspension by achieving a stiffer spring rate.

On the inside, the SUV's features include a sport seating system in anthracite-coloured nappa leather with R50 logo integrated in the headrests. The logo was also integrated in the stainless steel tread plates. Also in keeping with the sporty character of the Touareg is the light-coloured 'engine spin' decor of the interior – a metallic structure similar to that previously used on race cars – as well as metal worked caps for the accelerator and brake pedals. An R50 logo also decorates the gearshift lever of the six-speed Tiptronic automatic transmission. Standard features the Touareg R50 also include a winter package (including seat heating for the rear seats), the Premium Memory Package (including electrically adjustable seats, steering column and seatbelt height), net partition behind the rear seats and a ski sack.



In line with Australia's significant position in the Volkswagen world today, the Touareg R50 is the second new world release VW model to be premiered in Australia. The Polo GTI was first shown to the world at the Sydney Motor Show in 2005.

## Now on sale - the new VW Tiguan.

Volkswagen has released its second venture into the modern SUV world: the Tiguan, a baby brother for the full-sized Touareg.

The compact Tiguan hit European markets last month in three derivatives: the soft-roader 'Trend & Fun' and 'Sport & Style' models, and a more focused off-road model badged 'Track & Field'. Australian buyers, however, are going to have to wait the best part of another year before they will be able to shop the Tiguan against natural rivals the Honda Civic, Toyota RAV4 and Nissan X-Trail.



"We are doing everything we can to get the car earlier, but the reality at the moment is it will be towards the end of next year," says Volkswagen Group Australia's John Dawe.

Just what models and specification levels will make it to Australia are still unclear, but Dawe quashed suggestions that the Track & Field was not being considered.

"At this stage nothing has been discounted," Dawe says. "We will look at what is available, what specifications we believe will be right for the local market and what pricing we can negotiate.

"What is certain is that the cars will come well-specified and we are well aware that to succeed in what is a very competitive segment the pricing will need to be right. We estimate a start at around \$39,000 at this stage."

By comparison, the new Honda CRV ranges from \$32,000 to \$42,000; the RAV4 tops out at \$44,000 while the Nissan X-Trail Ti-L is \$40,490.

All VW Tiguan models will come standard with front, side and curtain airbags, ESP and trailer stabilisation. The Trend & Fun model has a single CD, semi-automatic climate control, power windows, remote locking, 16-inch steel wheels, thermal glass, height adjustable drivers seat, cloth trim and 60:40 split rear seat.

The Sport & Style adds 17-inch alloys, roof rails, folding front passenger seat, leather trimmed steering wheel and gear knob, Alcantara accents on the sports seats, cruise control and tyre pressure monitor.



For the Track & Field, the wheels revert to 16-inch alloys with a higher profile 215/65 rubber, engine underbody protection is added, the off-road switch is standard as is a compass, while seat trim is again in cloth.

In Europe, the Tiguan will launch with the 110 kW 1.4-litre TSi twin charger (supercharged and turbocharged) petrol engine and a 103 kW 2.0-litre turbo diesel. By the time the Australian cars go on sale it is expected a 2.0-litre TSi engine will be available in two tunes; 125 kW and 147 kW. All engines will drive through a six-speed manual or six-speed automatic gearbox and utilise VW's 4Motion permanent all-wheel-drive system.

The Track & Field, which has a chamfered nose to increase the approach angle from 18 degrees to 28 degrees, uses the same basic 4Motion system but adds to its reach with an 'off-road button'.

The single-punch mode awakens a range of electronic assistance operations, including hill descent assist, modified throttle actuation, increased sensitivity in the electronic differential locking and hill climb assist gear pre-selection in the automatic.

The little Tiguan is a delight to drive and there was no reason to believe it wouldn't be with the basic architecture borrowed from the Golf-derived Touran people mover (which has not been slated for Australian sale yet).

With few of the vices associated with many SUVs trying to be all things to all people, the Tiguan offers a relaxed drive with high levels of noise, vibration and harshness exclusion.

The increased torsional stiffness of the chassis gives the Tiguan a pleasant stability under lateral load.

The new generation of electro-mechanical power steering is precise, well weighted and isolates the driver almost completely from kickback.

The 1.4-litre TSi (the only petrol engine available at launch) does a surprisingly good job of getting the Tiguan's 1600 kg active and keeping it moving on a variety of testing roads.

Driven enthusiastically, the engine pays the price in fuel economy of time spent in third and fourth gears, but the enjoyment factor is high.

Driven sympathetically the TSi is quite capable of returning figures around the 8.0 litres per 100km mark, but punch it out and you will get well into double figures. A larger 2.0-litre Tsi, as promised for later in the year, will not only provide extra punch but could do it at a similar fuel usage given there would be less need to look for urge in the lower gears.

A short, manufactured off-road course for the Track & Field showed only that the car was capable of getting up a reasonable slope, down the other side and negotiating potholes with acceptable suspension articulation.

Interior space in the Tiguan is particularly generous with good rear seat comfort for two large adults or three children. Boot space is sufficient for a small family weekend away but capable of being considerably increased by folding part or all of the rear seat. General fit and finish of the launch cars was good with materials in line with other VW products.



The Tiguan's star technology turn is a hands-free parking system claimed to be the first on an SUV. While the driver remains responsible for throttle and brake activation, the Park Assist program will identify a park space, measure it to ensure there is sufficient room and then back the car in. Any intervention by the driver immediately deactivates the automatic system.

The system is optional on all models and will be considered for Australia.

## **Engine of the Year – Volkswagen TSi.**

Volkswagen's unique 1.4-litre TSi engine has won the prestigious and fiercely competitive International Engine of the Year award for the second year in a row. Voted for by a panel of judges spread around the world, the award marks an impressive first year for the engine with over 40,000 TSi-powered vehicles sold throughout Europe.



The TSi system combines the seemingly contradictory virtues of frugal economy and high performance. Its basis is a small capacity 1.4-litre, four-cylinder petrol engine fitted with both a supercharger and a turbocharger working in tandem. The former supplies the low down power that allows the 127 kW version fitted to Golf to sprint to 100 km/h in only 7.7 seconds, while the turbocharger delivers significant performance in the mid-range.

Graham Johnson, Managing Director, magazines, UKIP Media and Events commented, "The TSi engine impressed the judges greatly and represents a potentially very exciting future for small-capacity engines. Through the innovative use of both a supercharger and a turbocharger it proves that power and performance can be delivered without sacrificing economy."

Proof of the strength and versatility of the engine lies in its adaptation for racing in the Volkswagen Cup. Developing 172 kW in race trim the 1.4-litre TSi engine powering the Golf still returns better than 9.5 L/100 km.

In road trim the TSi engine delivers even greater efficiency. Despite the gains in power and

performance the TSI engine, when applied to the Golf, is still capable of returning a combined fuel figure of 7.3 L/100 km while emitting 174 g/km of CO<sub>2</sub>.

The engine made its debut in the Golf and has since been fitted to the Jetta and Touran models and is available in 105 kW or 127 kW guises with a choice of six-speed manual or DSG gearboxes.

In presenting the honour Johnson said, "It's the second year in a row the judges have awarded the TSI engine this top prize - we look forward to future generation TSI technologies that might be in store during the next 12 months."

The International Engine of the Year Awards are organised each year by the UK's largest group of technical car publications. The jury comprises of an international mix of 61 automotive journalists from 29 countries.

## **New Golf GTI Pirelli.**

In May 1983 the original Golf GTI Pirelli arrived on the market, based on the first generation 1.8-litre Golf GTI. A distinctive identifying feature was specially designed alloy wheels with 'Pirelli P' on their outer edges. A remarkable 10,500 cars of the special model were built and sold within half a year. Then it was over – a limited edition indeed.

And now the Golf GTI Pirelli is back, and with completely new Pirelli high-performance tyres too. They are wrapped around powerful 18-inch 'titanium look' Pirelli wheels. The car's interior has been upgraded with a partial-leather sports seat system that has an embedded tyre tread pattern. Instead of the previous 84 kW the new car produces 172 kW. If needed, a 245 km/h top speed is within the car's capabilities. The Turbo-FSI propels the GTI Pirelli to 100 km/h from a standstill in 6.8 seconds; but it can go even faster: When the GTI Pirelli is ordered with the optional DSG dual clutch transmission, the most powerful GTI of all time breaks through the magic 0-100 km/h barrier in 6.6 seconds.



Bumpers and side skirts painted entirely in car colour set the Golf GTI Pirelli apart from the normal 148 kW GTI. A plate with the Pirelli signature on the right side of the tailgate is a reference to this exclusive Golf GTI. In its side profile, the new car has standard tinted rear windows, and another Pirelli signature can be seen here on the C-pillar of each side. Designers coordinated the colour of the signature to the body paint colour. Four of these are offered on the Golf GTI Pirelli. If Blue Graphite or Black Magic Pearl is selected, the Pirelli signature is in silver. If the paint is Sunflower or Reflex Silver, there is a black signature. Sunflower, a bright yellow, was created especially for this GTI. So if you look in your rearview mirror this coming fall and see something yellow with a black radiator grille growing larger very quickly, it can only be one thing: The Golf GTI Pirelli.



The leather sports steering wheel and parking brake grip have been retooled to match the top sports seats: They also have decorative yellow seams. In addition, the steering wheel with ergonomic hand recesses and perforated leather here support a sporty driving style. The vertical spoke of the steering wheel has a metallic Pirelli emblem as an accent.

The Golf GTI Pirelli, conceptualised by Volkswagen Individual, will be presented in a worldwide debut in Europe in summer. The occasion and site of this premiere are a perfect fit: The international GTI Meeting at Wörthersee, Austria. Production will begin in September.

## **Golf GT Sport Trim.**

Volkswagen is set to replace the existing Golf Sport and GT trim levels with a single all-new model – the Golf GT Sport. The Golf GT Sport debuts a purposeful new look as well as additional equipment over the models it replaces to deliver greater value.



An all-new darkened grille section is intersected by a set of horizontal fins to forge a visual link with the other sporting models in the range – the potent GTI and R32 variants. Inset into the grille is a new 'GT Sport' badge. Framing the new nose are a pair of darkened headlights which visually separate the lenses into four, individual units. They sit above a set of fog lights mounted in the front air dams.



In profile the new GT Sport is distinguished by subtle tints to the rear windows and a set of 17-inch multi-spoke 'ClassiXs' alloy wheels fitted with 225/45 R17 tyres.

At the rear twin chrome exhausts on the 127 kW models are joined by discreet 'GT Sport' badges.

The subtle, sporting look continues inside. A leather-trimmed three-spoke steering wheel, gearknob and handbrake are fitted along with front sports seats, automatic light sensing headlights and rain sensing windscreen wipers. This is in addition to Climatic air conditioning, a CD stereo system with eight speakers and electric windows. Six airbags, ABS and Electronic Stabilisation Programme (ESP) round off the high levels of standard equipment.

The purposeful exterior is backed up by dynamic underpinnings. The innovative 1.4-litre TSI engine utilises both a supercharger and a turbocharger to generate high power outputs from a modest engine capacity, while retaining high levels of economy. It's available in 105 kW and 127 kW variants. A single 2.0-litre TDI diesel engine is also available in 105 kW and 127 kW outputs. Both petrol and diesel engines are available mated to a choice of six-speed manual or DSG transmissions.

The new Golf GT Sport will be available in both three- and five-door bodystyles when deliveries start later in the summer. It joins the existing S and Match trim levels in the Golf model range. Prices are set to start at £17,422 (\$A43,500) for the entry-level three-door variant specified with a 1.4-litre TSI 105 kW engine, rising to £21,352 (\$A53,380) for the five-door model fitted with the 2.0-litre TDI 127 kW engine with DSG transmission.

## Aussie Golf GT Sport.

The Volkswagen Golf GT sold in Australia is now sportier, borrowing features from the GTI and offering two engine variants. VW has added the name Sport to the GT model to acknowledge the addition of extra features for the same price as the previous model.

The Golf GT Sport is now available in either the 1.4-litre twin-charger petrol engine, which was found in the GT, or a new 2.0-litre turbo diesel engine.

The petrol power train still delivers 125 kW and 240 Nm, the diesel also producing 125 kW with a bigger torque reading of 350 Nm. Pricing starts at \$34,990 for the six speed manual petrol model, the same starting price as the outgoing GT.

The diesel starts at \$37,290 and the DSG transmission adds \$2500 to both prices.

The new Golf GT Sport has adopted some features from its older sibling the GTI, and now offers sports suspension, 17-inch alloy wheels, sports seats and a sport steering wheel, a distinctive bumper and radiator grille design and twin tailpipes; all standard.

It also wears a new grille and a GT Sport badge. Volkswagen spokesman John Dawe says the original GT was launched in May this year to see how the market reacted to the car and the technology.

"The market response has been overwhelming, so we decided to make it a permanent fixture of the model line-up for the Golf," Dawe says.

The new versions of the Golf take the model line-up to 24 different variants in Australia, with eight different engines available.

Volkswagen will also extend its diesel strategy in Australia by putting the same 2.0-litre diesel engine in the Passat, now offering two diesel versions. These will be priced at \$44,990 for the sedan and \$46,990 for the wagon.

## JE Design Touareg.

VW tuning specialist JE DESIGN from Leingarten in Germany presents a complete styling suite for the new updated VW Touareg. The Touareg R5 has been given a performance boost, which increases the basic power of the 2.5-litre TDI engine from 128 kW to 152 kW. Following this performance enhancement, the maximum torque goes up to 460 Nm.

JE DESIGN also supplies a performance enhancement package for the Touareg V10 5.0-litre TDI, which gives the brawny VW 259 kW, equating to an increase of 29 kW. Following this enhancement, the maximum torque is increased from 750 Nm to 855 Nm. Placed between R5 and V10, the 3.0 V6 TDI completes the available engine offering. 165 kW and

500 Nm are the standard values of this engine. A power plus of 45 kW and a torque increased by 50 Nm propel the Touareg from zero to 100 km/h in 8.9 seconds (standard: 9.9 sec) and enable a top speed of 207 km/h (plus 6 km/h).

The styling suite includes a front spoiler, a set of side sills with an air inlet, which makes the car look lower, and a rear apron attachment. The rear apron attachment is also available for models with Park Distance Control. Moreover, JE DESIGN offers cartridges for double headlights consisting of fog lamps and upper beam headlights for its front spoiler. The self-adhesive roof fin 'Shark Attack' rounds off the overall image of the JE DESIGN Touareg.



Additionally JE DESIGN offers their customers LED lights for the entrance area integrated into the side skirts and the rear apron.

Striking to the eye are also the stainless steel twin tailpipes, each with two 84 mm tailpipes on the left and right, which help to create that chunky look. To lower the suspension in vehicles with air suspension, JE DESIGN offers an electronic suspension lowering module, which allows the vehicle to be lowered by approx. 35 mm. For vehicles with conventional suspension, JE DESIGN also supplies a height-adjustable Variant 3 KW coilover suspension from stainless steel with adjustable rebound and pressure damping, which allows the suspension to be lowered by approx. 30 to 75 mm. Alternatively, a set of springs for the original shock absorbers for lowering the suspension by approx. 30 mm.

JE DESIGN offers the AZEV wheel rim R in the size 10 x 22" ET 50 for or as a complete set of wheels equipped with 295/30 R 22 tyres.

## New Scirocco spotted.

Volkswagen's first dedicated coupe for more than a decade has been caught testing at the famous Nurburgring track in Germany.

Spy pictures confirm the Golf-based Volkswagen Scirocco coupe will be nearly identical to the daring Iroc concept that previewed at the 2006 Paris motor show.

The front and rear camouflage can't disguise a body shape that in 2008 will become the lowest, sportiest-looking car in Volkswagen's line-up.



The third-generation Volkswagen Scirocco - the original version debuted in 1974 - will have similar dimensions to the Iroc concept, making it slightly longer than a Golf. A longer wheelbase and wider tracks aim to give the coupe sportier handling than a Golf GTI.

Engines are expected to include the GTI's 147 kW 2.0-litre turbocharged petrol as well as a 125 kW 2.0-litre diesel and 125 kW and 103kW versions of the company's clever 1.4-litre 'twin-charger' four-cylinder. The Iroc concept was powered by a 155 kW 1.4-litre version of this petrol engine that employs both a supercharger and turbocharger for improved performance throughout the rev range.

It's possible Volkswagen will also slot a V6 into the Scirocco, choosing from either the Golf R32's 184 kW 3.2-litre or forthcoming Passat R36's 220 kW 3.6-litre unit. A six-cylinder would certainly be teamed with Volkswagen's 4Motion all-wheel-drive system.

Transmissions will include a six-speed manual and the new, seven-speed version of VW's highly



regarded dual-clutch DSG (Direktschaltgetriebe, or Direct Shift Gearbox) system.

The Volkswagen Iroc concept's distinctive, hexagonal grille, comprising honeycombe-style mesh like the Golf GTI, is visible through the Scirocco prototype's front-end camouflage, and pictures also suggest the headlights will follow the slanted angle of those on the Iroc. Foglights replace the concept car's brake-cooling air intakes.

While the new grille is a departure from current VWs, the German company has said in future it wants to use "different Volkswagen faces for specific models and segments".

The new Volkswagen Scirocco's interior will also differ from the Golf hatchback and other related vehicles such as the Eos coupe-convertible. One of the early spy pictures reveals a silver-rimmed air vent shaped to tie-in with the hexagonal grille and also seen in the Iroc's cabin.

As with the original Scirocco and Iroc concept, the production car will be a four-seater. The rear seats will fold down to create a cargo capacity of about 300 litres.

Volkswagen will launch the Scirocco in late 2008, when it will become the first VW coupe since the 1995 Corrado, which along with the first- and second-generation Sciroccos was never sold in Australia. Another preview car might be shown at next March's Geneva motor show.

Australia is unlikely to see the Volkswagen Scirocco coupe until early 2009, when prices can be expected to be pitched above identically powered Golfs.

## Revised prices for UK Phaeton.

Volkswagen UK has announced pricing and specification for its revised Phaeton luxury saloon ahead of the new car's arrival in September this year. Revision highlights include updated interior and exterior styling as well as a new 3.0-litre V6 TDI engine which boasts more power than the outgoing unit, and which is the first Volkswagen engine to comply with the stringent Euro V emissions legislation.

The new 3.0-litre V6 TDI engine uses common rail technology and has a maximum power output of 174 kW, 6 kW more than its predecessor. It produces 450 Nm of torque, has a 0 to 100 km/h time of 8.4 seconds and a top speed of 235 km/h. Nonetheless it returns a respectable 9.6 L/100 km on the combined cycle. One requirement of the new Euro V emissions legislation – which does not become law until 2009 – is an 80 per cent reduction in particulates

compared with Euro IV, and this has been achieved with this engine.

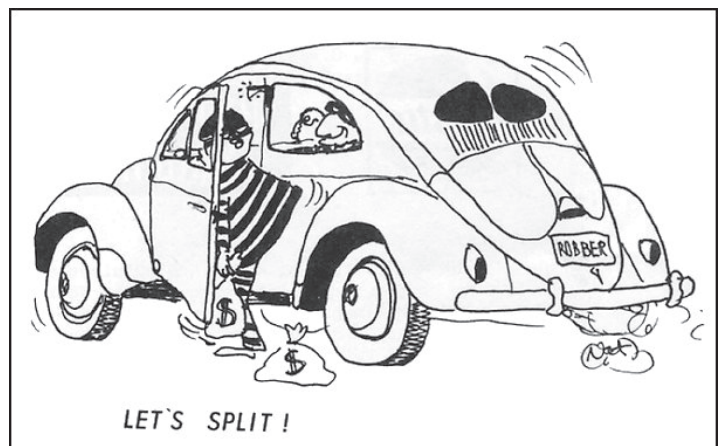
Another two engines complete the Phaeton lineup: the 4.2-litre 250 kW V8, and flagship 6.0-litre 336 kW W12. All models have standard 4MOTION four-wheel drive and are available with a long wheelbase, giving 12 cm additional rear legroom. Only the 3.0-litre V6 TDI is now offered with a standard wheelbase.



Outside, customers will notice subtle styling changes to the Phaeton, which include a re-profiled bonnet, newly designed headlights with automatic driving lights, cherry red rear light clusters, body coloured bumpers with chrome trim, chrome air inlets and hazard lights which illuminate automatically in extreme braking situations. An innovative option (standard on W12) is that of cornering bi-Xenon lights with LED daytime running lights.

In the cabin, the Phaeton now features modified centre console switchgear for enhanced ease of use, as well as a new DVD navigation system. As an option, the current telephone preparation is replaced by Voice Activated Mobile Phone Preparation which includes Bluetooth Interface with hands free operation and the control unit integrated into the 'infotainment system'. This costs £825.00 (\$A2,060).

Prices for the new Phaeton will start at £37,995 (\$A95,000). The revised Phaeton is available to order now from Volkswagen Retailers, with cars arriving in UK showrooms from September. The updated Phaeton is planned for Australian release in 2009.



## Joe's Kombi adventure to central Australia.

I spent three months preparing for this long trip. I'd never been to the big rock or anywhere near there so I didn't know what to expect, or whether the 1973 old bus will make it.

Me and my mate Jeff set out for the long trip on 25 August at 4:35 in the morning and headed to Cobar which was the first goal. We stopped for breakfast for an hour at Bathurst and also stopped at the Bell River Estate in Wellington to buy some local wine. The first fuel stop was at Dubbo (41.33 L for 389 km – 10.6 L/100 km) and we arrived in Cobar at 4:05pm - total of 689 km.

We left Cobar in the morning at 7:30 and arrived at Wilcannia at 10:50am, which was the next fuel stop after Cobar. The price of fuel was \$1.55 (!) and my consumption worked out at 10.6 L/100 km again. From Wilcannia we drove to Broken Hill and stopped there for lunch and filled up again at \$1.37.

From Broken Hill we headed to Peterborough and arrived there at 7.00pm at night, just in time before the Caravan Park closed for business. At Peterborough fuel was \$1.33 - and that's Premium.

On the way to Coober Pedy we saw a wild camel and many black eagles scavenging on dead roos. The long journey took us 11 hours. In between we filled up at Port Augusta and Pimba. Coober Pedy is the only real town between Port Augusta and Alice Springs; all the other towns are just Road Houses set up for fuel and small food chains.

We left Coober Pedy on Tuesday morning at 6.00am and stopped for breakfast at Cadney Park for about 20 minutes, and then drove to Marla to fuel up again which was 239 km north of Coober Pedy. We arrived at Eraldunda Roadhouse on the Sturt Highway at 1:00pm. This was the turn off to Ayres Rock.

We met a couple there in an orange 1977 Kombi. They were stuck there waiting for parts to arrive from Adelaide, CV joints I believe. While we were having lunch, a 'local' asked us to get him a case of beer with the food vouchers, but we kept telling him it was against the law. The girl in the Roadhouse told us there was a \$15,000 fine for supplying alcohol to aborigines. She also warned us about them trying to hitch a ride on the highway, pretending their car has broken down.

We finally arrived at Yulara at 5:05pm on the Tuesday afternoon, a total of 2,886 km there, 339 litres of fuel at a cost of \$508.00, and 11.7 L/100 km economy. There's only one petrol station there, a Mobil, and you have a choice of unleaded, premium and LPG. The Premium bowser was padlocked to stop the 'locals' sniffing the petrol. There's plenty of accommodation at Yulara and a fair size supermarket

and pub, plus a newsagent and post office, but not much else.

The caravan park fee was reasonable at \$35.00 a night, a lot of red dust on the campsite of course. I managed to drop some of the steamed vegies on the ground, but instead of wasting them I washed them under the tap. They still tasted a little bit crunchy. We were lucky to witness the eclipse of the moon at night. It was magic to see with a clear starry night and no street lights from the ground.

I was having trouble starting in the morning and during the day, so I called in at the only mechanical workshop in town, which was about 10 km from the Resort. As soon as I walked in the lady said to me, "read the sign, \$30 up front". Anyway the mechanic said the points gap was too narrow. He adjusted the points without using a feeler gauge and away we went.

On Wednesday we visited the Olgas about 43 km west of Yalara. Nowadays they call it Kata Tjuta. It's still part of the National Park. By the way it cost \$25 per person to enter 'Uluru-Kata Tjuta' National Park, bit of a rip-off I think. On Thursday we headed to Kings Canyon, 291 km from Ayres Rock, stopped at Kings Creek Station on the way where you can have camel and helicopter rides. There was a coach there, and I asked the driver where he was heading. He said Alice Springs, and I said, "That's a fair distance away," and he said "Oh that's just up the road, you know, only 435 km." Anything within 400 or so km the locals call it 'just up the road'.

We walked the 6 km track at Kings Canyon in about 90 minutes. It was well worth it! The view from the top was spectacular, a little steep at times, and you have to be reasonably fit to climb it. When we arrived at the camp site, again there was only one Mobil Station which was also a small shop, which only sold 91 unleaded fuel and LPG, so I put in 20 litres of fuel just enough to get me to the Stuart Hwy at Eraldunda, 275 km from Kings Canyon. I just got there with 2 or 3 litres to spare; boy that was close.

On Friday, after leaving Kings Canyon at 5:00am and stopping at Eraldunda for fuel, we headed back down to Coober Pedy where we spent the night at a caravan park just out of town. We arrived there at 4.30pm, 777 km later. I was still having trouble starting the engine, so I went to see the local mechanic at RAA. Well he didn't want to know me. He was in a hurry to close shop and go home at 4.30pm in the afternoon ! He was the only repair shop in town, so if your car breaks down in Coober Pedy, guess what - you're on your own.

I also got in trouble with the 'locals' there. I was taking a movie of a purple Beetle when I saw these people frantically waving their arms at me, and one of them approached me and demanded money.



You're not allowed to film the 'locals' without their permission. I talked my way out of it and got out of the town as quickly as the Kombi could go.

On Saturday we left Coober Pedy at 8.10am heading back to Port Augusta. Both me and Jeff broke the law here, I let him drive without a licence while I sat in the back preparing lunch. No cops around over this long stretch of wilderness. We arrived safely at Port Augusta at 3:30pm (548 km)

It was quite a relief to be back in civilization again with plenty of petrol stations, shops, pubs etc etc. We had dinner at the local pub, which served kangaroo meat so I tried kangaroo lasagna. It was quite good. For just \$15 the plate was full plus you helped yourself with the salad bar. We met two blokes here who were driving a 1977 green Kombi Camper with a trailer in the back. They told us they were going to Perth. There was another green Kombi in the caravan park too, so all up we saw just three Kombis on our trip.

By now we had travelled approx 5,000 km so the next morning I got under the van to adjust the valves, checked the spark plugs and topped up the oil. The long and hard driving was over now. On Sunday it was just a short trip of about 300 km to Tanunda in the Barossa Valley. On the way there we stopped at Clare for morning tea and Freeling where

they film the TV show McClouds Daughters, took some shots of the town, pub and the truck stop.

We stayed two nights at Tanunda, toured around the Barossa Valley and tested some of the wine as well. I called in at the local mechanic there and told him I had all the tools you need to adjust the points gap including the feeler gauge. He found the gap was still too narrow. He also adjusted the headlights for me and charged me just \$10.

On Tuesday we drove to Pinaroo via Murray Bridge and Tailem Bend, which was just over 300 km, and stayed in the only caravan park in town. Nobody there to take your money, you had to report to the BP Roadhouse on the highway. On Wednesday we were off to Echuca via Ouyen and Swan Hill, another 442 km. On the way near Swan Hill we saw these prickly pear trees growing wild, and some already had these big red fruit on them so we stopped and plucked some out. They were sweet and delicious.

Echuca is a tourist attraction. There's the steam boats in the river, the old part of town dating back to the 1800's and the Holden Museum of course. There used to be a VW dealership in town so I decided to look it up, and in its place there's a Caltex Service Station and Echuca Muffler business.

Friday morning we left at 7:40am heading to Tumut. On the way we stopped at Shepparton where there used to be a VW dealer called Victor Silvester Motors, now there's a Sewing Centre. We also stopped in Wangaratta to look out for Detnor Motors in Chisolm street, there's an electrical wholesaler now. In Tumut where a VW dealership was supposed to be, the building H Kell & Son is still there intact, at the moment it's vacant and up for sale or lease.

Well from Tumut we headed down to Cooma where we stayed for the night with my brother Manny and Carol. That was one night we didn't have to put up the annexe. We had a good sleep in a warm and soft bed. We arrived back home on Sunday at 1:30pm. In 16 days we covered 6,975 km, used 785 litres of fuel (11.2 L/100 km) at a cost of \$1144, and accommodation \$380. I sat on between 90 and 100 km/h all the way.

If you want to feel like you have climbed your little Mount Everest, then the Kombi Camper is the way to go. It is slow, struggles up hills and you need to hold on tight to the steering wheel when you see those long road trains approaching at 140 km/h. But this is all part of the appeal. You can stop where you want, cook your own meals and allows you to meet new friends and gives you a chance to be an individual in a world of package holidays and watch the sun go down and decide where tomorrow will take you because 'home is where you park it'.

Joe Buttegieg

## Canberra Autofest 2007.

There was movement at the station, for the word was passed around, that a pile of Volkswagens were massing in the capital. Apologies to Banjo Patterson, I never was much of a poet (as confirmed by my High School English teacher). But I'm not here to show my language shortfalls, I'm sure you would much rather hear about the Canberra VW weekend.

Shannons German Autofest is an annual event held in Canberra which displays all German marques in the one carshow – VW, BMW, Mercedes, Porsche, Audi, even the new Minis. The VW side of this event has grown over the past few years and now is firmly installed as the major VW event each year in the ACT.

As a precursor to the Autofest, Club VeeDub (Canberra Chapter) run a VW cruise on the afternoon before Autofest, as a chance to publicly show the cars en masse, as well as being able to catch up with other like-minded dubbers. Thus, the cruise and the carshow, are known as the Canberra VW Weekend.



This year was no different, with our cruise occurring on Saturday 13 October, and the Autofest in Sunday 14 October. Many months of planning resulted in what we believe was a great event and we hope that all participants enjoyed their involvement.

Our cruise was altered a bit from previous years – experience has shown that no matter how well you plan, there is just no way of guiding 40-odd VWs through Canberra streets while avoiding all traffic lights and roundabouts. Cruise 07 took us around Lake Burley Griffin and finished at a local picnic spot, where we BBQd sausages and talked 'dub stuff'.



Sunday is the main event, and we started gathering early, sharing out tasks and ensuring we were ready for the hopeful onslaught of VWs. And in they came –Golfs and Polos, Beetles, Kombis, the display lines were filling up. Throw in a spattering (**spat-ter-ing, n., 3b.** A small amount; ) of Type 3s, Karmann Ghias, as well as a gaggle of Things and one lonely Eos, and we were nicely rounded off.

Types and numbers were a bit mixed this year (over previous years) with a much larger showing of water-cooled dubs. Add to that a much smaller showing of Bay Kombis, coupled with a large number of Split Kombis, and we had quite an array of cars to look at.



Our local VW dealer, Lennox Motors, also displayed some new vehicles at the event, creating a lot of interest from dubbers interested in buying a new car.

Our system of judging is fairly informal, as we draw members from each of her visiting clubs, as well as our own club, and let them decide on categories and winners. This has proved excellent in the past and this year was no different. Many thanks to our volunteers!



## Club Veedub. Aus Liebe zum Automobil Klub.



Our club trophies were presented just after lunch and we were assisted by two representatives from the German Embassy. Trophies were also presented from the Autofest committee, results are below:

### Prize Winners:

Best Beetle Pre '57 - Susan Price, '55 Beetle  
Best Beetle '58 - '67 - Darren Heath, '67 Beetle  
Best Beetle '68 on - John Lord, '76 Beetle  
Best Type 3 - Ray Pleydon, '73 Fastback  
Best Ghia - Jannie and Simon Brown, '58 Ghia  
Best Thing - Bill Daws, '71 Thing  
Best Splitwindow Kombi - Elton Willis, '67 Kombi  
Best Baywindow Kombi - Wayne Murray, '76 Kombi  
Best Golf Mk I and III - Steven Magoulias, '95 Golf  
Best Golf Mk IV and V - Melissa Nagel, '99 Golf  
Best Original - Andrew Dodd, '51 Beetle  
Best Modified - Murray Fleming, '56 Beetle  
Best Old School - Peter Bone, '65 Beetle  
Car Of The Day - Darren Heath, '67 Beetle

Encouragement Awards - Sarah Kirkwood '74 Beetle,  
Bruce Walker '72 Kombi  
People's Choice - Peter Bone, '65 Beetle  
People's Choice Overall Winner - Elton Willis, '67  
Kombi  
Ambassador's Choice - Martin Budden, '59 Beetle

And then, as quickly as it was setup, we were packed and ready to depart. Two days of activities over, smiles still on our faces, and sunburn settling in nicely.

This could not have been done without the support of many people, especially our committee here in Canberra, as well as the helpers who came early on Sunday morning and helped with all those awful tasks. You all know who you are, well done and thanks!

And of course our sponsors, a big 'hats off' to the following establishments:

- Lennock Motors, Phillip ACT
- Beetle Exchange, Fyshwick ACT
- Canberra VW Centre, Belconnen and Tuggeranong ACT
- VW Magazine Australia

Finally a huge thanks to our club HQ, Club VeeDub (Sydney), for their support (financial and other), without whom we would not be able to function.



To finish off with more Banjo Patterson...And down by Kosciusko, where the pine-clad ridges raise, their torn...errr...torn....oh, I don't know...torn headliners were flapping in the breeze? I'll work on my verse for Autofest 08, see you there!



# The van, man

The VW Kombi turns 60.



Originally designed to carry heavy car parts around

Volkswagen's Hamburg factory, the Kombi van went on to become a cult classic for hippies, surfers, campers and tradies.

Kombi fanciers say the appeal of the van is its versatile design, size, space and fantastic retro look. They also claim the van's counter-culture associations give it a special character. For a nostalgic generation of baby boomers, the Kombi - the original magic bus - represents the romance and freedom of the heady 1960s.

VW will host a three-day celebration of the Kombi's 60th birthday in Hanover from Friday. It is expected to attract thousands of Kombis, from the latest models to old hippie wagons reliving the Summer of Love. Well may you scoff at the Kombi, generation Xers, but it's not unlikely you were conceived in one. **TERRY SMYTH**

## Kombi's 60th birthday? Wrong.

The local press has recently been featuring little news items proclaiming that the Kombi is turning 60. Apparently there has recently been an official gathering of several thousand Kombis in Hanover to celebrate the 'birthday', reportedly hosted by VW. Similarly, the recent Old Bar gathering near Taree was also held partly in celebration of the Kombi's '60th birthday'.

Well folks, I hate to spoil the festivities, but sorry, it's not.

For starters, you never believe anything you read in the papers. See the article above? It refers to 'Volkswagen's Hamburg factory'. Guess what -

Volkswagen have never had a factory in Hamburg. The Transporter factory, since 1956, has been in Hanover. Ooops - first mistake!

Also on the Old Bar event, I notice that they are still harping on about a 'world record attempt' for the 'largest congregation of the iconic hippie mover'. They are hoping for 'more than 200 Kombis'. That would be a fantastic turnout, but it isn't even close to a world record. Not within cooe of it, in fact.

There's that event in Germany, reported above, with 'thousands of Kombis' attending. The German Bulli (Kombi) club also organise several large meetings each European summer. Over 1,000 Kombis attend VW Action every year. The SOTO (Society of Transporter Owners) meetings in California also attract several thousand Kombis, usually pre '67 only. Thousands of VW busses attend other big US VW shows like the VW Classic, the east coast Nationals and the Bug-o-Rama.

But as we reported last year, the largest VW Type 2 show in the world is VanFest in Malvern, UK. Last year they had 6,000 - **six thousand** - Kombis turn up. Have a look at [www.vanfest.org](http://www.vanfest.org) for more info and lots of mind-blowing photos.



HIPPIE MOVER: Renato Martinelli and the Kombi he has owned for 15 years. Picture: BROCK PERKS

## Record attempt tribute for icon

By PAUL SCOTT

KOMBI lovers have converged on Taree to chase a world record for the largest congregation of the iconic hippie mover.

The flower-power generation's vehicle of choice turns 60 this week and, to celebrate, more than 200 Kombis will be assembled at the Old Bar Beach Festival for the record attempt today.

Renato Martinelli, 39, from Mayfield, will join in and is a frontrunner for a prize, that of most novel Kombi.

Having owned his van for 15 years, he said he enjoyed the camaraderie

between owners, including "the Kombi wave".

The "wave" can range from a subtle lifting of the index or middle finger with a simultaneous lazy nod to strobe-like headlight flashing accompanied by manic horn blowing.

Mr Martinelli said that, rather than being the "mobile mattress" or "shaggin' wagon" feared by anxious parents, the Kombi was so popular because of its incredible practicality.

"You can drive it, sleep in it and cook in it. The only thing missing from making it a complete house on wheels is the absence of a bathroom," he said.



Having made this clear to the Old Bar organisers last year, it is disappointing to see the same claims about 'world records' pop up again this year. Sure it might be the biggest gathering of Kombis in Australia; I hope it is. But please, no more nonsense about 'world' Kombi records, OK?

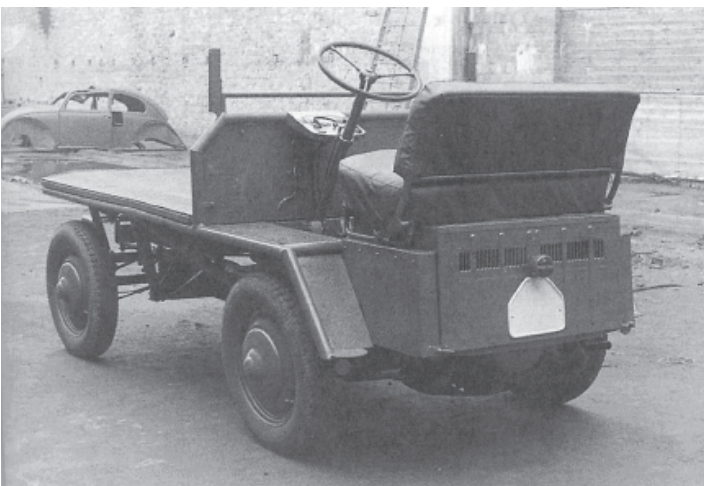


So, what's all this about the Kombi's 60th birthday, and why are people getting it wrong? Perhaps we need to go into the Kombi's early history in detail to find out.

The British Army was in charge of the ruined VW factory after the Germans surrendered in April 1945. A detachment of the Royal Electrical and Mechanical Engineers (REME) set up a repair shop for army vehicles within the factory, which was slated for demolition by the British. However, demand for transport, and concerns for the thousands of unemployed workers and refugees and their families saw the repair facility expanded, and production of the Beetle was restarted under control of Army officer Major Ivan Hirst. Colonel Charles Radclyffe, the transport commander of the entire British sector of Germany, had placed Major Hirst in charge of the VW works.

For several years the factory struggled to produce Beetles in the cold and wet ruins of the VW plant, in a time of food and housing shortages and an uncertain future. 1,785 Beetles were made under British control in 1945, and 10,020 in 1946.

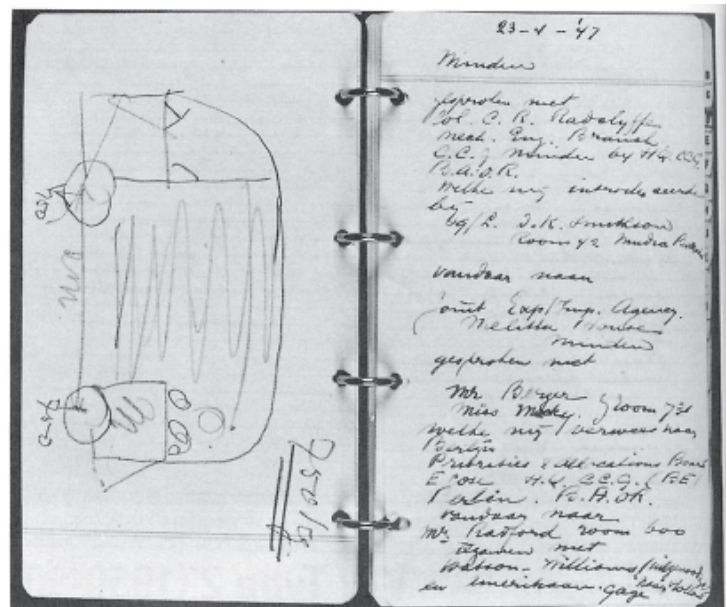
The British Army began pulling out as the factory, and the country, began to find its feet. When the Army's heavy engineering unit returned to England in 1946, there were no more large trucks within the factory. Major Hirst was faced with some serious logistical problems in moving supplies, parts and tools around the slowly rebuilding factory, so he looked at what he had and engineered a solution. He had the first Plattenwagen ('flat-car') built, a home-made flat-bed truck made from VW parts. It had a ladder frame with Beetle axles, a front flat carry bed and an open cab above the rear VW flat-four engine. It proved a very useful addition to the factory, and soon there were dozens moving about the factory. Over the years following, improved versions were made to the same basic flat-bed design, but with more powerful VW engines and enclosed cabs with modern seats and headrests. Unbelievably, the last Plattenwagen was not taken out of service at the Wolfsburg plant until 1994!



Meanwhile, 8,987 Beetles were made in 1947, with production dropping due to bad weather, further hardship and lack of raw materials. Colonel Radclyffe met with Dutch trader Ben Pon when he visited Wolfsburg, with aim of trading cars for steel. Pon had wanted to sell the KdF-Wagen since before the war, and now he was getting his chance. Pon bought six VWs and took them back to Holland for sale in October 1947, the first exports to that country. Pon became VW's first-ever foreign franchisee, and by 1966 his Dutch VW distributorship had grown to a network of 300 dealers importing and selling 50,000 VWs each year. By then, Holland was second only to the USA in export sales of Volkswagens.

On one of his 1947 visits to Wolfsburg, Pon noticed the Plattenwagens driving about the factory carrying Beetle parts and materials from one assembly line to another. Pon was a motoring man and had a long history of working with and driving automobiles before the war. He realised that the Plattenwagens had the potential to be more than just crude factory transports; they could be the basis for something more. They reminded him of small traders' vehicles he had seen before, such as the pre-war DKW two-strokes, but like them the Plattenwagens were slow, inefficient and could only carry limited loads. He spoke with Major Hirst about licencing the Plattenwagen for sale in Holland, but this was rejected.

Undaunted, Pon took out his notebook and sketched the outline of a cargo van. His outline envisaged a van with a box-shaped body with rear engine and front steering, and a payload of 750 kg. He showed his rough drawing to Major Hirst and discussed the proposal with him, insisting that such an expanded Plattenwagen could be a sales success. Hirst was cautious but agreed that there was a demand for such a vehicle in the rapidly recovering German economy.

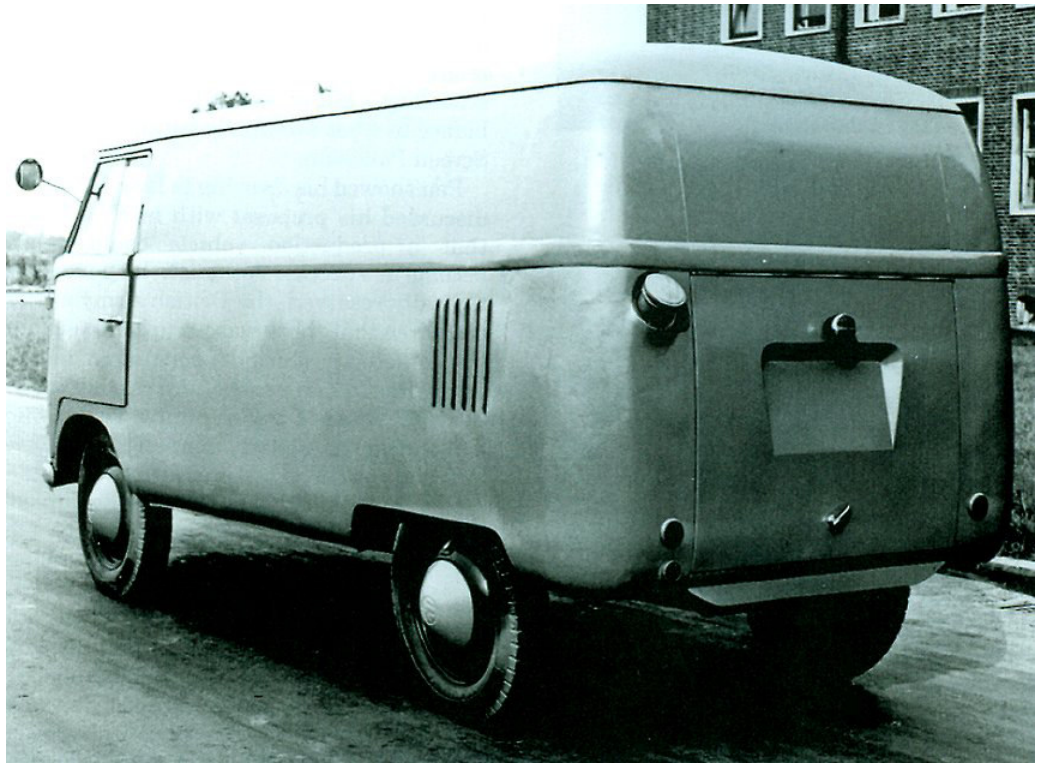


As engineering commander of the British sector, Colonel Radclyffe's permission was required before any new project could commence, as the outlay of manpower and resources needed to be considered. He listened with great interest to Pon's proposal and agreed the idea was a good one, but concluded that it was impractical. In 1947 the factory was recovering but still mostly damaged and unusable from wartime bombing, and the areas that were in use were fully stretched making Beetles. Raw materials and parts were still hard to obtain, and any kind of design or testing department did not yet exist. The idea was shelved.

In the meantime the country continued to recover. The British Army had been instrumental in getting the VW factory going again, but the time was quickly coming for them to hand the growing concern back to the Germans. On Hirst's recommendation, ex-Opel manager Heinz Nordhoff was appointed chief of the Volkswagenwerk in January 1948. Major Hirst might have wanted the job himself, but he recognised that Nordhoff was best for the job. The factory needed a strong, autocratic, even dictatorial boss to see the company into the future and Nordhoff was perfect for the role. Although he didn't personally like Nordhoff, Hirst passed on all his knowledge and suggestions before returning to England, including Pon's idea for a VW-based van.

It didn't take long for the Germans to follow up on the idea. Nordhoff met with VW development chief Alfred Haesner in the autumn of 1948, only eight months after taking charge of the VW works, and gave him the go-ahead to design a 'box on wheels'. The design team took only a few weeks to come up with the first drawings of the 'Type 29 project'. Nordhoff looked over the plans for the first time on 20 November 1948. There were two alternative designs, both based around as many Beetle components as possible. Version A had a flat, straight driver cab. Version B had a front that was raked slightly without a projecting roof. Nordhoff gave his approval for prototypes to be built of Version B.

The first vehicle was ready by 11 March 1949. The first prototype tests took place on 5 April, but were quickly finished; they were a disaster. It was clear that the Beetle chassis was not strong enough to



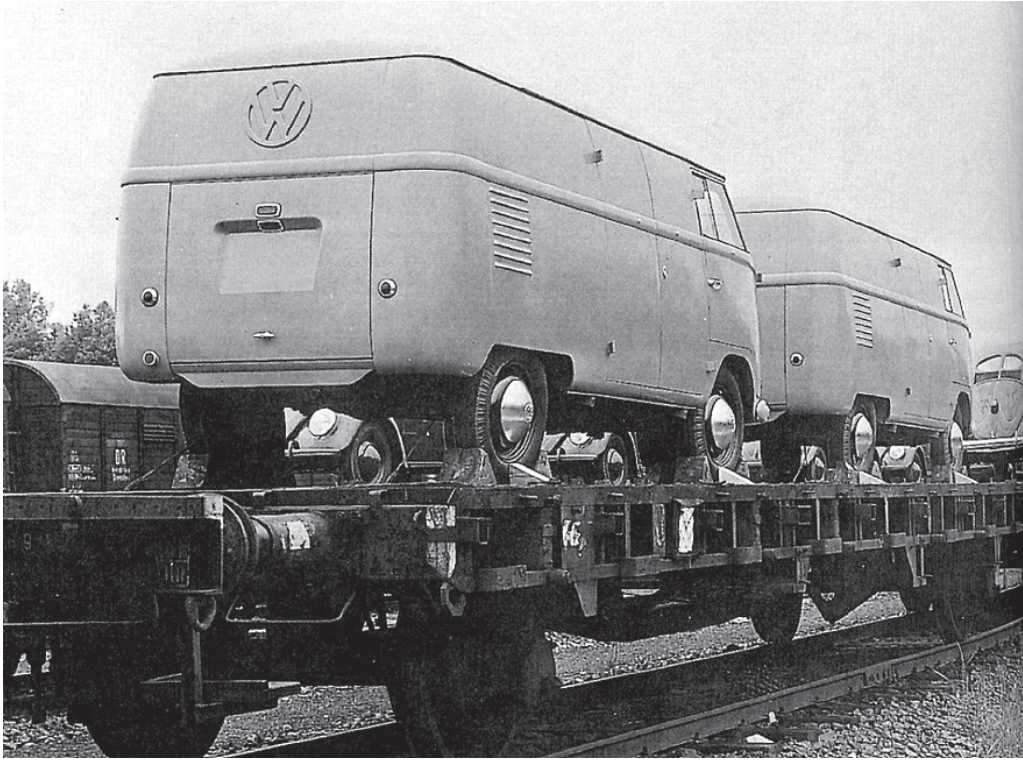
withstand the significantly higher stresses, as the bolted-on body quickly twisted and folded. Haesner's men went back to the drawing board and quickly set to work building a unitised body prototype, stiffer and stronger as well as lighter. The Beetle engine, torsion bar suspension and running gear were retained.

The new design proved much stronger and was able to withstand the rigours of a 12,000 km test drive over the worst roads in Lower Saxony. The new sturdy longitudinal box sections with cross-members, outriggers and steel floor made a solid, integral unit that was extremely strong, resisting twisting and bending in all driving conditions, even when overloaded. And by 1949 the Beetle-based mechanicals were just as sorted and reliable. Kübelwagen-style reduction gears on the rear axles improved ground clearance and performance when fully loaded.

Eight prototypes were built in 1949 – six panel vans, a window van and a 'kombi-nation' window van with seats. All were subjected to long, punishing test-drives over the atrocious German roads of the time. Further improvements to the front body panel, pedal spacing, axle tubes and brakes were made to later prototypes as testing and final adjustments continued.

Journalists were first shown the new Transporter at a press conference in Wolfsburg on 12 November 1949. It was well received, with most writers praising its drivability, practicality, economy and surprisingly good performance.

After a period setting up tooling for manufacture in Wolfsburg, the first VW Type 2 vehicles came off the production line in February 1950



with full production commencing in March 1950, ten vehicles per day, when they first reached German VW dealers. At first only the Type 21 panel van was available, at a cost of DM5850, not much more than a Beetle.

The Type 23 Kombi appeared soon after, in May 1950. It was fitted with windows and two benches for transporting passengers. The true Microbus (Type 22) was introduced in June 1950. By the end of the first year, production had increased from 10 to 60 Type 2s per day.

The luxury Type 24 Samba Microbus first appeared in June 1951. The first VW Ambulance, the Type 27, appeared in December 1951, although the Meisen company had converted some VW vans in 1950 themselves. The Type 26 Single Cab Pickup appeared in August 1952, with corrugated steel floor and hardwood battens.

The 100,000th VW Type 2 left the Wolfsburg factory on 9 October 1954, by which time production was 150 per day.

Production was moved to a new, dedicated Transporter factory in nearby Hanover in March 1956, which is where VW Transporters are still built today. The Double Cab Pickup appeared in November 1958, together with the first Westfalia camper, large capacity pickup and police emergency vehicle.

By 1966, the Hanover Transporter factory was making 750 Type 2s every day, with 176,275 sold that year – some 79% of the German market share for 1-tonne vans. By that stage, work was almost finished on the redesigned, modern T2 Transporter that would appear in August 1967 as a 1968 model.

So, when is the 60th birthday of the Kombi? Ben Pon's notepad, remarkably, has survived and is today in the Wolfsburg museum. His sketch of an imagined VW van is dated 23 April 1947. So how cum those crazy Germans and our Old Barrers are celebrating a 60th birthday in October?? Nothing happened in respect of the VW Transporter in October 1947, as we have seen. Chuck Yeager did break the sound barrier in his Bell X-1 in October 1947 – maybe that's a reason to party?

In any case, Ben Pon's sketch was just an idea, just a suggestion, and was not carried straight out by VW. It

wasn't the actual birth of the Kombi any more than the Plattenwagen was, which was what Pon's sketch was based on. There is no evidence that Alfred Haesner's design team referred to Pon's sketch in any way when they designed the Type 2 in 1948; given a pile of VW parts, and the instructions to design a 'box on wheels', what other arrangement would you possibly come up with, than the one they did? And, as described, they had to redesign the body from a Beetle floorpan to a unitary body anyhow.

I think those 'Kombi Party' Germans, and the Old Barrers, are like people who celebrated the millennium in 1999, or who use nasal sprays – they are a bit premature.

It seems clear that there can only be two possibilities. We could celebrate the Kombi's 'birth' as its first revealing at Heinz Nordhoff's press conference on 12 November 1949 – in which case the Kombi's 60th birthday will be 12 November 2009. OR – we could use the start of actual assembly line production, in February 1950, so we should have a 60th birthday party in February 2010. I don't mind – either day for a beer is fine with me.

Phil Matthews

PS – I suggested to the Old Barrers that they celebrate the introduction of the T2 'bay window' Kombi at the event last month. The T2, as you remember, appeared in August 1967 in Europe, so that makes 40 years recently and a nice thing to party about. Even better, the T2 appeared in Australia a bit later – February 1968 – so we can have a 40th birthday party for the 'bay window' next year too.

## Australian VW Sales.

Last month we looked at the Federal Chamber of Automotive Industries' vehicle sales data, and we detailed all Australian Volkswagen sales up to 1994.

Now let's finish the story:

### 1995

VW sold 1,283 Golfs, 227 VR6s, 272 Golf Cabriolets, 65 Ventos, 60 Passats and 99 Caravelles, for a total of 2,006 VW cars. VW also sold 1,633 Transporters. **Total = 3,639 Volkswagen vehicles.**

The top ten were Ford (118,912), Holden (104,091), Toyota (69,124), Mitsubishi (46,652), Hyundai (34,902), Mazda (21,966), Nissan (14,120), Honda (14,012), Daewoo (11,433) and Daihatsu (8,706). Volkswagen grew another 120.2%, and overtook Audi to move up to 18th place. This was the first time that VW had outsold Audi since 1981.

### 1996

VW sold 47 Polos, 1,502 Golfs, 136 VR6s, 250 Cabrios, 255 Ventos, 346 Passats and 49 Caravelles, for a total of 2,585 VW cars. VW also sold 1,888 Transporters. **Total = 4,473 Volkswagen vehicles.**

The top ten were Ford (112,032), Holden (102,753), Toyota (67,939), Hyundai (48,871), Mitsubishi (45,977), Mazda (20,614), Honda (16,201), Nissan (14,289), Daewoo (12,750) and BMW (7,902). Then came Subaru (7,715), Suzuki (6,686), Daihatsu (6,283), Mercedes (4,716), Volvo (3,178), Saab (2,925) and **Volkswagen (2,585)**. More new models allowed VW to grow another 28.8% and overtake Peugeot to move up to 17th place.



### 1997

VW sold 1,711 Polos, 2,472 Golfs, 100 VR6s, 289 Cabrios, 4 Ventos, 8 Passats and 84 Caravelles, for a total of 4,668 VW cars. VW also sold 2,273 Transporters. **Total = 6,941 Volkswagen vehicles.**

The top ten were Ford (106,091), Holden (95,884), Toyota (72,206), Mitsubishi (64,309), Hyundai (59,798), Mazda (25,201), Nissan (19,199),

Daewoo (16,141), Honda (15,896) and Subaru (10,136). Then came BMW (8,958), Suzuki (6,063), Mercedes-Benz (5,629), Daihatsu (5,474) and **Volkswagen (4,668)**. The Polo's success allowed some real growth and VW's car sales increased by 80.6%. VW moved up to 15th place, overtaking Saab and Volvo.



### 1998

VW sold 1,391 Polos, 2,405 Golfs, 59 VR6s, 217 Cabrios, 1,317 Passats and 218 Caravelles, for a total of 5,607 VW cars. VW also sold 1,768 Transporters. **Total = 7,375 Volkswagen vehicles.**

The top ten were Holden (119,591), Ford (105,362), Toyota (89,640), Mitsubishi (63,934), Hyundai (57,219), Nissan (23,039), Mazda (21,081), Daewoo (20,979), Honda (17,405) and Subaru (11,062). Then came BMW (9,318), Mercedes-Benz (7,200), Daihatsu (5,683) and **Volkswagen (5,607)**. Thanks to the new Mk4 Golf and B5 Passat, VW's car sales increased by another 20.1%, their 6th year of growth in a row. VW moved up to 14th place, overtaking Suzuki.

### 1999

VW sold 1,054 Polos, 2,807 Golfs, 253 Cabrios, 72 Boras, 1,153 Passats and 105 Caravelles, for a total of 5,444 VW cars. VW also sold 770 Transporters. **Total = 6,214 Volkswagen vehicles.**

The top ten were Holden (115,751), Ford (103,015), Toyota (82,739), Mitsubishi (49,137), Hyundai (47,133), Nissan (24,571), Daewoo (21,069), Mazda (19,757), Honda (15,925) and Subaru (13,555). Then came BMW (8,904), Mercedes-Benz (7,205) and **Volkswagen (5,444)**. A slight recession and most of the makers dropped their sales. VW went backwards by only 2.9%, but even so they moved up to 13th spot, overtaking Daihatsu.

### 2000

VW sold 811 Polos, 3,519 Golfs, 155 Cabrios, 692 Boras, 1,328 New Beetles, 756 Passats and 90

Caravelles, for a total of 7,351 VW cars. VW also sold 865 Transporters. **Total = 8,216 Volkswagen vehicles.**

The top ten were Holden (122,313), Toyota (90,572), Ford (87,894), Mitsubishi (52,654), Hyundai (45,204), Nissan (25,569), Mazda (21,038), Daewoo (20,064), Honda (15,069) and Subaru (12,976). Then came BMW (9,589), Kia (7,693) and **Volkswagen (7,351)**. The New Beetle was introduced, and VW's car sales increased by 35.0%. VW overtook Mercedes-Benz for the first time since 1977, but was passed by Kia. VW remained in 13th place.



In August 2000 it was announced that Volkswagen AG (Germany) would take over the Australian distribution of VW from Inchcape/TKM, effective 1 January 2001. VW's Asia-Pacific president, Dr Robert Büchelhofer, was quoted as saying, "Inchcape did a very good job, but an importer thinks in the short to medium term. We plan to bring in a long-term approach." VW paid out Inchcape's contract to the tune of \$3 million, but this was a drop in the ocean compared to the \$3.15 billion VW was investing in the Asia-Pacific region. A new VW AG-owned Australian company called Volkswagen Group Australia was created, headed by Peter Nochar, former boss of VW Japan. This was the first time VW's Australian operations had been fully VW-owned since 1967. VW moved out of TKM's Subaru headquarters at Wetherill Park, and into a temporary head office on Gardeners Rd at Alexandria in May 2001. VW Group finally moved into their brand new dedicated headquarters, at the Lakes Business Park in Lord St Botany, in 2003.

### 2001

VW sold 1,126 Polos, 5,614 Golfs, 153 Cabrios, 1,315 Boras, 906 New Beetles, 902 Passats and 117 Caravelles, for a total of 10,133 VW cars. VW also sold 874 Transporters. **Total = 11,007 Volkswagen vehicles.**

The top ten were Holden (135,339), Toyota (81,189), Ford (74,731), Mitsubishi (47,518), Hyundai (36,999), Nissan (25,265), Mazda (20,588), Subaru (12,380), Honda (11,425) and Daewoo (11,215). Then came BMW (10,381) and **Volkswagen (10,133)**. Golf sales finally broke the previous annual record of 4,429 set in 1976. VW's total car sales grew by 37.8%, and passed the 10,000 per year milestone for the first time since 1971. VW moved up to 12th place, overtaking Kia.

### 2002

VW sold 793 Polos, 4,735 Golfs, 74 Cabrios, 1,268 Boras, 754 New Beetles, 1,020 Passats and 225 Caravelles, for a total of 8,869 VW cars. VW also sold 1,017 Transporters. **Total = 9,886 Volkswagen vehicles.**

The top ten were Holden (142,519), Toyota (88,602), Ford (73,218), Mitsubishi (46,377), Hyundai (30,195), Mazda (26,007), Nissan (19,561), Subaru (12,529), Honda (11,090) and Mercedes-Benz (10,800). Then came BMW (10,425), Kia (9,914), Daewoo (9,367) and **Volkswagen (8,869)**. Unfortunately VW's car sales slipped down by 12.5%. VW dropped back to 14th place, being passed by Mercedes-Benz and Kia.

### 2003

VW sold 1,236 Polos, 6,457 Golfs, 10 Cabrios, 1,050 Boras, 540 New Beetles, 201 New Beetle Cabrios, 974 Passats, 28 W8s, 325 Caravelles and 118 Kombis, for a total of 10,939 VW cars. VW sold 993 Transporters and 114 LTs, for a total of 1,107 VW Commercial. VW also sold 311 Touareg SUVs. **Total = 12,357 Volkswagen vehicles.**

The top ten were Holden (132,560), Toyota (102,605), Ford (89,478), Mitsubishi (48,902), Mazda (40,132), Hyundai (27,864), Nissan (21,990), Honda (20,132), Subaru (12,662) and Mercedes-Benz (12,632). Then came Kia (11,634) and **Volkswagen (10,939)**. VW regained lost ground, introducing more new models and growing by 23.3%. VW moved back up to 12th spot, overtaking BMW for the first time since 1980, and also overtaking the sinking Daewoo.





**2004**

VW sold 753 Polos, 5,920 Golfs, 483 Boras, 353 New Beetles, 258 New Beetle Cabrios, 321 Passats, 16 W8s, 233 Caravelles and 106 Kombis, for a total of 8,443 VW cars. VW sold 1,102 Transporters, 20 Caddys and 254 LTs, for a total of 1,376 Commercials. VW also sold 935 Touareg SUVs. **Total = 10,754 Volkswagen vehicles.**

The top ten were Holden (124,855), Toyota (88,573), Ford (84,072), Mazda (43,014), Hyundai (37,894), Mitsubishi (32,905), Honda (27,024), Nissan (25,811), Kia (17,346) and Subaru (15,109). Then came Mercedes-Benz (11,489), BMW (10,807) and **Volkswagen (8,443)**. The T5 Transporter and Caddy were introduced. Disappointingly, in spite of the introduction of the Golf V, VW's car sales slipped by 22.8%. VW dropped down to 13th place, re-passed by BMW.

**2005**

VW sold 1,320 Polos, 9,311 Golfs, 354 Boras, 9 Jettas, 835 New Beetles, 208 New Beetle Cabrios, 442 Passats, 1 last W8, 291 Multivans and 29 Kombi Beaches, for a total of 12,810 VW cars. VW sold 1,490 Transporters, 659 Caddys and 262 LTs, for a total of 2,411 VW Commercials. VW also sold 561 Touareg SUVs. **Total = 15,782 Volkswagen vehicles.**

The top ten were Holden (122,830), Toyota (110,238), Ford (70,991), Mazda (55,084), Hyundai (40,277), Honda (37,328), Mitsubishi (33,387), Nissan (21,094), Kia (17,963) and Subaru (17,620). Then came **Volkswagen (12,810)**. VW's car sales boomed by 51.7%. VW moved up to 11th place, overtaking both Mercedes-Benz and BMW. By beating both its German rivals, VW became Australia's top-selling European car maker again, for the first time since 1961.

**2006**

VW sold 2,113 Polos, 9,647 Golfs, 50 Boras, 3,111 Jettas, 550 New Beetles, 228 New Beetle Cabrios, 1,445 Passats, 170 Caddy Lifes, 340 Multivans and 142 Kombi Beaches, for a total of 17,796 VW cars. VW sold 1,699 Transporters, 1,192 Caddys and 393

LTs, for a total of 3,284 VW Commercials. VW also sold 491 Touareg SUVs. **Total = 21,571 Volkswagen vehicles.**

The top ten were Toyota (114,775), Holden (108,392), Ford (66,999), Mazda (53,579), Honda (43,575), Hyundai (38,148), Mitsubishi (31,817), Subaru (18,073), **Volkswagen (17,796)** and Kia (17,232). VW set all-time Australian VW sales records for the Polo, Golf, Jetta, Multivan, Caddy and LT. VW's car sales increased by another 38.9%, and reached the highest level since the 21,266 sold back in 1965. The Commercial tally was the highest since 1976. The overall total was also VW's highest since 1965, and the sixth-highest of all time. VW overtook Nissan and Kia to reach 9th place. This is VW's first appearance in the top ten since 1976, and likewise the first time at ninth place since 1976. VW beat Kia for the first time since 2001. More significantly, VW has beaten Nissan in passenger car sales for the first time since 1968. Volkswagen remains Australia's best-selling European car maker.



## Volkswagen model totals.

Having gone rather exhaustively through VW's sales totals for every year between 1954 and 2006, we can now give some totals and some milestones.

First of all, here are the total sales for each VW model in Australia. These are the categories assigned by the Federal Chamber of Automotive Industries in their data tables, and are the ones we've used. I've listed them in descending order.

<b>VW Model</b>	<b>Total Sales 1954-2006</b>
VW 1200	183,626
Golf	69,105
VW 1600	41,786
VW 1500	31,129
VW 1300	27,361

## Club Veedub. Aus Liebe zum Automobil Klub.

Passat	22,450
Polo	12,355
Bora	5,284
New Beetle	5,266
Jetta	3,120
Caravelle	1,803
Golf Cabrio	1,673
New Beetle Cabrio	895
Karmann Ghia	805
VR6	739
Multivan	631
T5 Kombi Beach	405
Vento	397
Caddy Life	170
Passat W8	45

**Total VW Cars: 409,045**

T1-T2-T3 Transporter	113,439
T4-T5 Transporter	17,491
Caddy	1,871
LT	1,023

**Total VW Commercials: 133,824**

Touareg 2,298

**Total VW SUVs: 2,298**

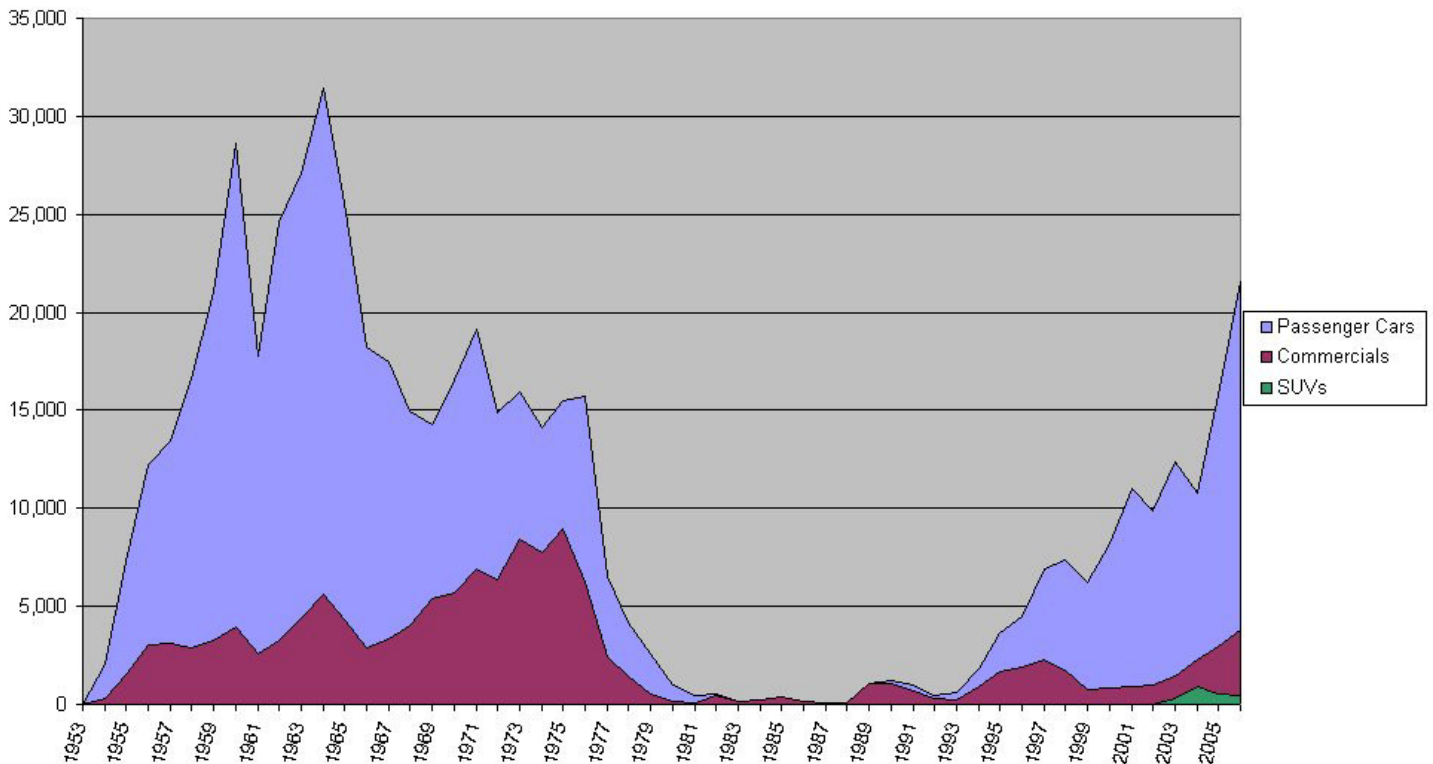
**Total Volkswagen: 545,167**

As we mentioned, 2006 was a record sales year for eight different VW models. Here is a listing of the record year, and record total for that year, for each different Volkswagen model sold here.

### Best Year for Each VW Model:

VW 1200:	1960	24,388
VW 1300:	1967	10,550
VW 1500:	1970	7,309
VW 1600:	1971	10,090
Karmann Ghia:	1961	284
Polo:	2006	2,113
Golf:	2006	9,647
VR6:	1995	227
Golf Cabrio:	1997	289
Vento:	1996	255
Bora:	2001	1,315
Jetta:	2006	3,111
New Beetle:	2000	1,328
New Beetle Cabrio:	2004	258
Passat:	1975	4,113
Passat W8:	2003	28
Caddy Life:	2006	170
Caravelle:	2003	325
Multivan:	2006	340
T5 Kombi Beach:	2006	142
Transporter:	1975	8,974
Caddy:	2006	1,192
LT:	2006	393
Touareg:	2004	935

Australian Volkswagen Sales



VW has passed some significant numerical milestones along the way. There was some significant celebration for the 100,000th Australian VW in 1960, but sadly little since. Here are some significant milestones, most of which we missed, and some future ones to look forward to.

**Australian Volkswagen Milestones:**

50,000th VW Car: July 1959  
100,000th VW Car: January 1962  
200,000th VW Car: September 1966  
250,000th VW Car: January 1971  
300,000th VW Car: December 1976  
400,000th VW Car: June 2006  
At the current sales rate, the 500,000th VW Car is due in February 2012.

50,000th VW Commercial: April 1969  
100,000th VW Commercial: May 1976  
At the current sales rate, the 150,000th VW Commercial is due in December 2011.

1000th VW SUV: September 2004  
2000th VW SUV: May 2006  
At the current sales rate, the 3000th VW SUV is due in June 2008.

**50,000th VW: November 1958**  
**100,000th VW: December 1960**  
**200,000th VW: December 1964**  
**250,000th VW: March 1967**  
**300,000th VW: June 1970**  
**400,000th VW: September 1976**  
**500,000th VW: April 2004**  
At the current sales rate, the **600,000th VW** is due in **July 2009**.

Other upcoming milestones that we can look forward to (at current sales rates):

The 10,000th Vento/Bora/Jetta was due in March 2007  
The 75,000th Golf was due in August 2007  
The 15,000th Polo is due in April 2008  
The 20,000th T4-T5 Transporter is due in June 2008  
The 25,000th Passat is due in October 2008  
The 100,000th Golf is due in March 2010  
The 20,000th Polo is due in August 2010

We'll look at the updated situation in early 2008, when the 2007 VW and Audi sales are published. In the meantime, keep counting, and stay tuned!

Phil Matthews

## Workshop Worries.

A smash repairer who sends work to me recently brought in a VW 1500 Beetle that had been involved in a front end smash. It was not a bad prang, although after repairing the body the passenger side was 30mm higher in the front than the driver's side.

We checked the wheel alignment to see if the front end was damaged. It was OK. Then we measured the wheelbase, front to rear. This showed us that the wheelbase was 20 mm shorter on the passenger side.



The front suspension, as you know, is a double tube that runs across the VW and contains the torsion bars. It connects both sides of the suspension. It was bent back.

This could mean that the tube in the beam was binding or locking up the torsion bars and preventing the suspension working up and down, thus holding up the car on one side.

The cure for this was to dismantle the front end; remove the beam axle unit and strip it, then send the empty beam axle to an engineer with a special jig to straighten it.

This was done. Then the beam was reassembled and fitted to the car, and the whole front suspension was refitted. The wheel alignment was good, the wheelbase was the same on both sides (2400 mm), but the passenger side was still 30 mm higher than the driver's side. Now we had a king-size headache – what to do next?

We had proved that the front suspension and wheelbase were now correct. Thus either the body or the chassis head was twisted.

After pulling out the fuel tank, we used plumb bobs to measure up the chassis head and sub-frame. But these were found to be all right. We drove the car onto a dead level ground and checked the body, which was also straight. This was an even bigger problem.

What else could we check? We had already looked at the chassis head, front suspension and sub-



frame. What other part of the car could alter the height of the body?

The only thing we could think of was the rear suspension. A long shot, but the only thing left.

We measured the distance from the centre of the rear axle to the bottom of the mudguard. The gap on the driver's side was 15mm less than on the passenger side. We jacked up the driver's side rear by 15mm, and checked the front again. The car was the same height from the ground on both sides.

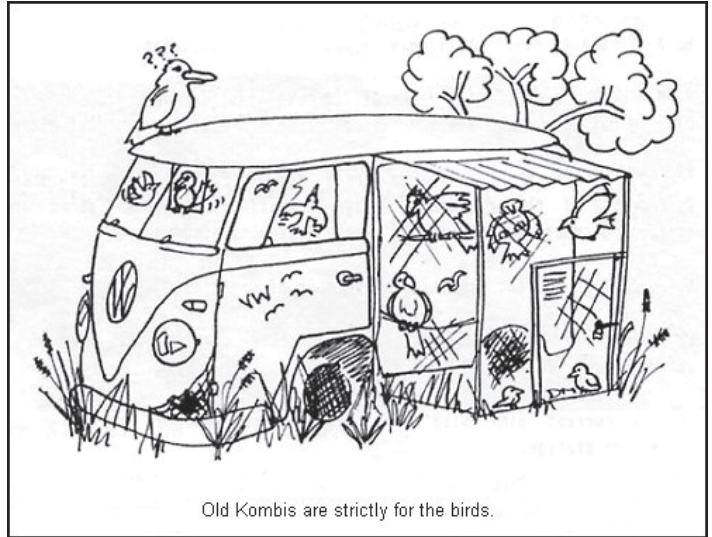
Perhaps there was something bent or damaged in the rear suspension that was holding down the driver's side suspension. We measured the rear suspension, and found that the right-hand rear spring plate was set at a different angle from the left-hand side. It wasn't bent, but it wasn't located correctly.

The position of the spring plate arm can be changed on the pivot point where it fits onto a spline on the torsion bar. We measured the angle of the passenger side, and trued up the driver's side so it was the same. We put it all back together, put the car back on the ground and measured it up all round. Jackpot! Only 3mm difference all round.

How does the position of a spring plate arm splined onto a torsion bar at the rear of a car change when the car is involved in a front-end smash? That I can't tell you. I suspected that the VW was down at

the driver's side rear before the accident – but the owner says definitely not. The VW was only 18 months old and had done only 14,000km, so it's hard to imagine that it had sagged on one side. We still don't know the answer.

Keith Spencer  
*Australian Hot Rod, April 1972*



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## Ask Herr Doktor.

Dear Doktor,

Last year I upgraded Girlfriend 7.0 to Wife 1.0, and noticed that the new program began unexpected child processing that took up a lot of space and valuable resources. No mention of this phenomenon was included in the product brochure. In addition, Wife 1.0 installs itself into all other programs and launches during system initialisation where it monitors all other system activity. Applications such as Football 10.3 and Beer 2.5 no longer run, crashing the system whenever selected. Even the most reliable of my existing applications, Volkswagen Stuff 5.1, has to now share resources with Wife 1.0. I now cannot seem to be able to purge Wife 1.0 from my system. I am thinking about going back to Girlfriend 7.0 but uninstall does not work on this program. Can you help me?

W.B., Normanhurst

This is a very common problem that is mostly due to a primary misconception. Many people upgrade from Girlfriend 7.0 to Wife 1.0 with the idea that Wife 1.0 is merely a 'Utilities & Entertainment' program. Wife 7.0 is actually an operating system and is designed to run everything. **WARNING: DO NOT** try to uninstall, delete or purge the program from the system once installed. Trying to uninstall Wife 1.0 can be disastrous. Doing so may destroy your hard and/or floppy drive. Trying to uninstall or remove Wife 1.0 will destroy valuable system resources. Look in your manual under 'Warnings - Alimony/Child Support'. You cannot go back to Girlfriend 7.0, because Wife 1.0 is not designed to do this. Some have tried to install and run Girlfriend 8.0 or Mistress 2.0, but end up with more problems than the original system. Even seemingly harmless programs such as Secretary in Short Skirt 3.11 can have a detrimental effect on the system. Others have tried to run Girlfriend 8.0 in the background while Wife 1.0 is running. Eventually Wife 1.0 detects Girlfriend 8.0 and a system conflict occurs. This can lead to a non-recoverable system crash. Some users have tried to download similar products such as Fling and 1-Nitestand. Often their systems have then become infected with a virus. I recommend you keep Wife 1.0 and deal with the situation. Having Wife 1.0 installed myself, I also suggest you read the 'General Protection Faults' (GPFs) section. You must assume all responsibility for all problems that might occur. The best course of action is to push the 'Home' button at the first sign of a conflict, then press 'Apologise' and 'Reset' as soon as lock-up occurs. The system will now run smoothly as long as you take the blame for all System Faults. Wife 1.0 is a great program, but is very high maintenance. Other suggestions for improved operation of Wife 1.0 include monthly-use utilities such as TLC and Flowers 3.2, and frequent-use Communicator 5.0. This should also allow much greater use of your Insert facility in future.

**P.S. Frequent use of the 'Escape' key is not recommended.**

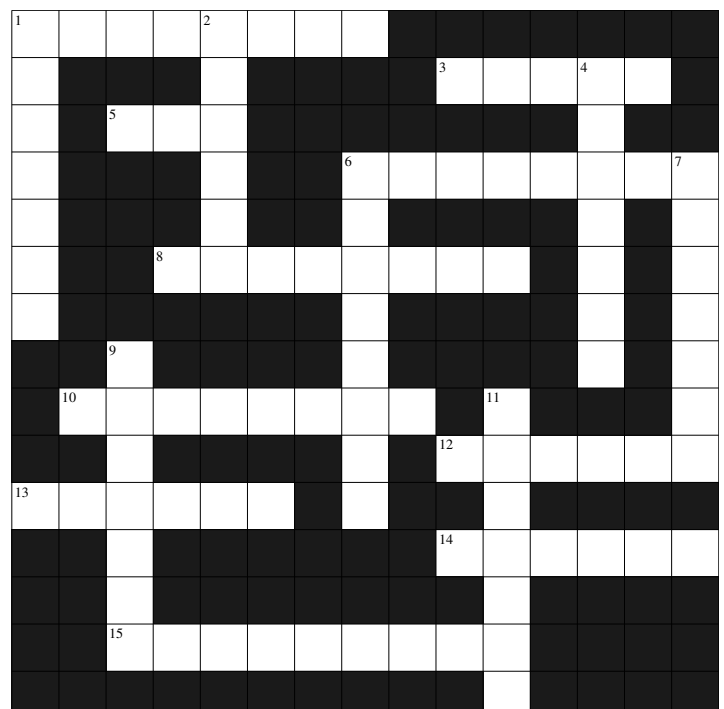
## Last month's crossword.



## Club Veedub Crossword.

### Across:

1. Flat Four VW Club's big annual VW show is the VW ...?
3. Ferdinand Porsche's son, who ran the Porsche works for years and consulted for VW
5. A Brazilian-made off-road vehicle powered by a 1600cc Type 1 engine

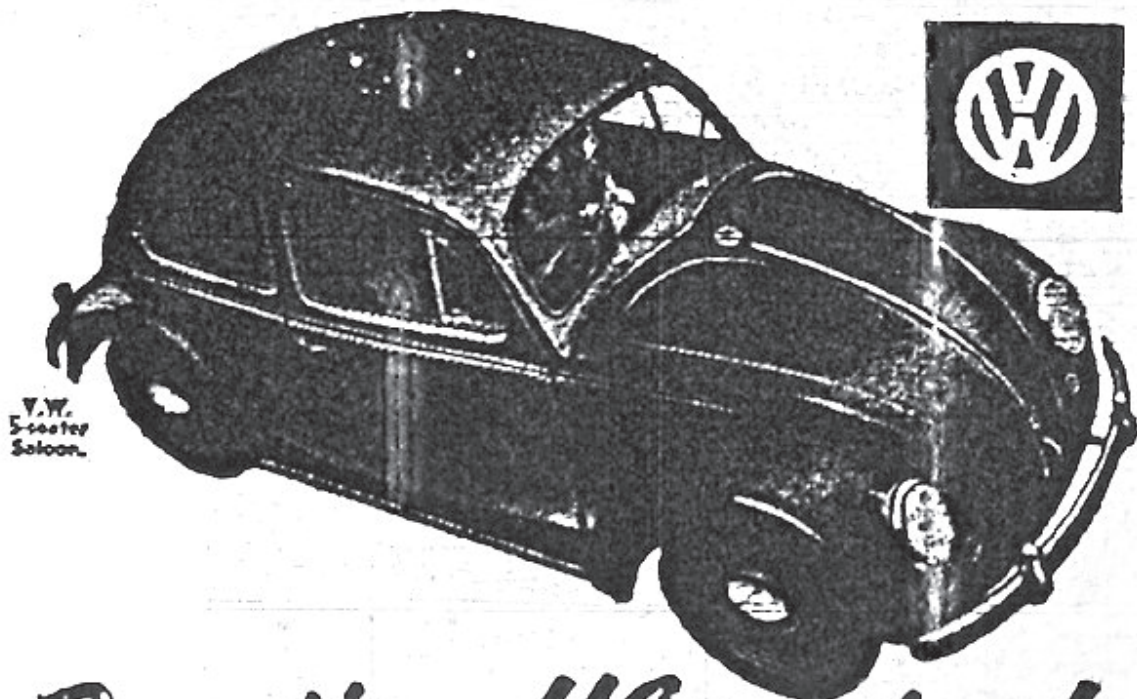


6. VW Type 2 fitted out with 8 seats
8. The British conglomerate that took over TKM
10. The infamous World War 2 minister of propaganda was Joseph ...?
12. Brian sold his T3 Kombi and now drives a Golf
13. This is what the English would call your VW's generator
14. Stan lives up the coast, loves 94s and hates strokers
15. The post-war British colonel in charge of the region occupied by the VW factory

**Down:**

1. The name of a wartime VW wagen that was amphibious
2. VW's new smaller-sized SUV, debuting in 2007
4. The colour of the famous VW Antarctica 1
6. The old VW dealer at Strathfield
7. The name used for the Mk 5 version of the VW Jetta in the Chinese market
9. The name used for the Brazilian-designed VW Gol for both the Mexican and Russian markets
11. The VW factory built especially for making Transporters

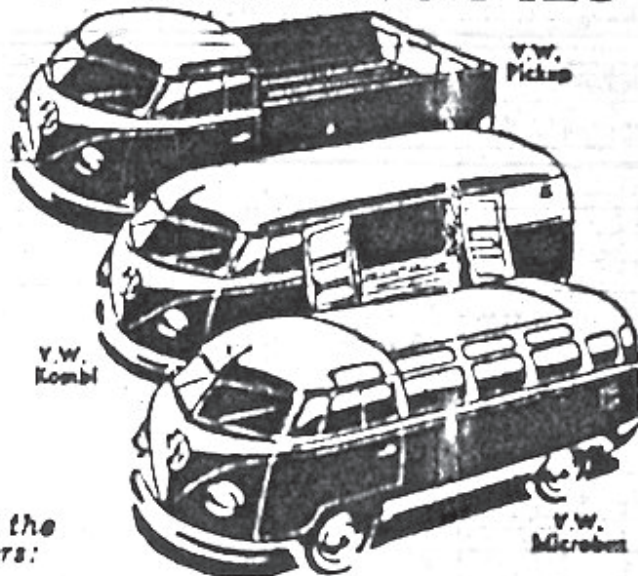
**8** *The SM Herald Motor Show Supplement, August 12, 1955*



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