

Zeitschrift



Laurie Murray's 1972 one-owner Kombi.

January 2008

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The Toy Department
Pikes Peak 2007

All the latest VW news
The VW Country Buggy
Melbourne Day of the VW
Plus lots more...



Club Veedub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs.



Club Veedub Sydney Committee 2007-08.

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	bill.daws@inet.net.au	
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	Chris Pascoe	(02) 9836 0464
	Matthew White	0423 051 737

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.

Chairman:	Steve Crispin	0419 429 453
Secretary:	Bruce Walker	0400 119 220

Committee Members:

Mark Palmer	0416 033 581
Dimitris Tsifakis	0421 725 805

*Please have respect for the committee members
and their families and only phone at
reasonable hours.*

Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$40 for 12 months.

Monthly meetings.

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 our members, and visitors, are most welcome.

Correspondence.

Club Veedub Sydney
PO Box 1135
Parramatta NSW 2124
info@clubvw.org.au

Our magazine.

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 a suitable acknowledgment to us. Club VeeDub Sydney, its members and contributors 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.

We thank our VW Nationals sponsors:

20+ years.

Volkswagen Group Australia
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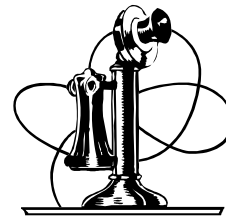
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Karmann Promotions Wurth Fasteners



22nd Annual

BATHURST SWAP MEET

BATHURST SHOWGROUND

Sunday 3rd February 2008

Gates open 6am

ADMISSION: Adults \$3.00, children under 12 free

SITE COSTS: Outdoor sites **free**
Indoor sites \$25.00 – Early booking essential

SITE SETUP: Stall holders may access Showground to set up from 3.00pm on Saturday. **NO PRIOR ACCESS TO SHOWGROUND**
NO SELLING UNTIL SUNDAY MORNING

FOOD: Catering by Holy Family School from 6.00am Sunday

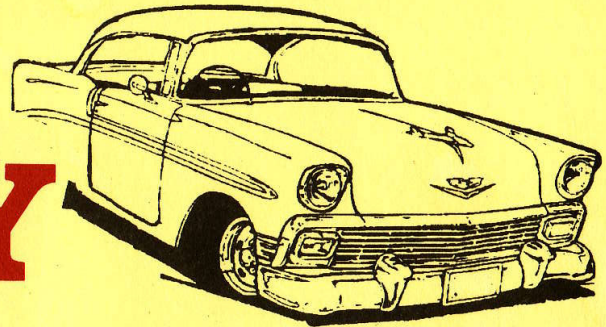
CAMPING: Camping available for Stall holders on Saturday night
\$10.00 unpowered site, \$15.00 powered site.

ENQUIRIES: Mick Hope 0408 415 525 or 02 6337 5694
Norm Rutherford 02 6337 1770 (evenings)
Email: bxhcc@hotmail.com.au Website: bathursthcc.org.au

HOSTED BY BATHURST HISTORIC CAR CLUB



ANNUAL
SYDNEY
SUPER
SWAP



SUNDAY
17th FEBRUARY
2008
FROM 6AM

HAWKESBURY
SHOWGROUND

Racecourse Rd, Clarendon NSW
opposite Richmond RAAF Base

Car Parts & Collectables

Veteran & Vintage Cars

Sports & Classic Cars

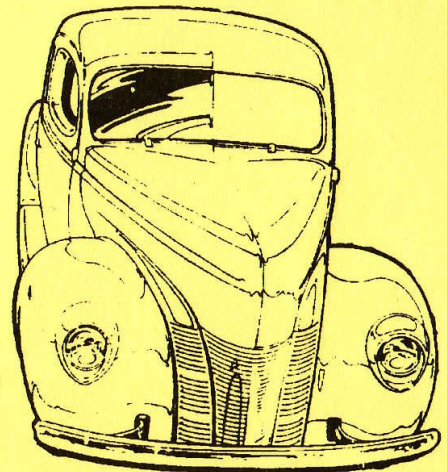
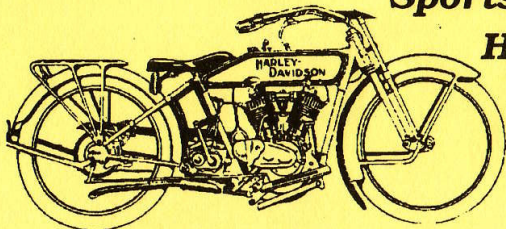
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Motorbikes

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Stationary Engines



Information:

**Ph 0410 44 SWAP
7927**

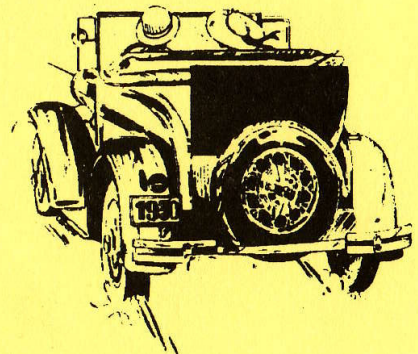
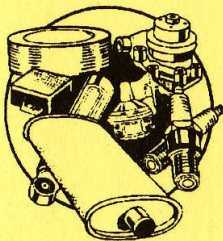
Email vvcaa@optusnet.com.au

**SUNDAY OUTDOOR SWAP SITES
INCLUDES ONE ADULT \$20
EACH ADDITIONAL ADULT \$4**

LOOKERS \$4

FREE PARKING Entrance: Gate 4

**WEEKEND SWAP SITE PASS (1 ADULT)
SET UP FROM 2 TO 7PM SAT. \$35
EACH ADDITIONAL ADULT \$4**



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AN INVITATION TO ATTEND WITH YOUR COLLECTOR CAR (ASRF TRAVEL PERMIT T08/01)

*** ALL CATERING BY FIVEDOCK ROTARY CLUB (NO OTHER FOOD/DRINK TO BE SOLD)**

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**



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Feb 23rd - 24th

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Barbour Rd, Thirlmere NSW 2572

Chairman: Peter Berriman

Phone: 0412 610 024

Email: petabear@ozemail.com.au

Phone: (02) 4681 8001

Fax: (02) 4681 8410

Secretary: Jenny Smith

Phone: 4681 8001

Email: jenny.smith@nswrtm.com.au

Official Invitation: To **CLUB VEEDUB SYDNEY** to the **Thirlmere Festival of Steam 2008**

It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2008 at Thirlmere, NSW, on **Sunday 2nd March 2008**. The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

This year all of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by no later than 9:30am, as pedestrian traffic is due to increase dramatically after this time. There will be overflow parking for latecomers, but it will be in the block of land next to the church and in Oak Road near the oval, so the earlier you arrive the better chance of a good spot.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select the appropriate vehicles to enter the parade before the day of the event, and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade. Whilst this might seem harsh, there are many groups to organise on the day and limited resources to do the work, so we appreciate your assistance.

If you could RSVP to this invitation by no later than 17 February 2008 (the earlier the better), it would assist in the organisation of the event. Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com

Car club entry to the festival precinct is restricted to one entrance, and you must be on the list of invited Car Clubs to gain access. This is necessary to avoid overcrowding.

Our aim is to provide a fantastic, entertaining day with plenty to see and do, including bands, dancers, food and drink stalls, fun rides, train rides, model railways and plenty of car groups including Club Veedub Sydney.

Yours sincerely,

Keiran P. Ryan

Parade and Events Manager

www.thirlmerfestivalofsteam.com.au



Von dem Herrn Präsident.

Many thanks to all who attended our Xmas Party night at the Greyhound Club. I believe that everyone brought along a gift wrapped present for our monster Xmas raffle. There were a few surprised faces in the crowd with some of the great presents being gift wrapped, to add a bit of Xmas mystery. All attendees walked away with a present. Prior to this we had a short but informative meeting.

I hope everyone is kicking back and relaxing over the Christmas and New Year break; that's if you were lucky enough to have time off. So did Santa give anyone a VW gift over Xmas ?? I got 2 new VW models, and managed to fit a oil cooler system to my '65 Orange Smoothie.

Our next event will be the Club meeting on Thursday 17th followed by the NRMA Australia Day festivities held in the city on Saturday 26th. You need a entrants pass to bring your car along and participate. These have already been sent out to those members who have booked. Otherwise, all club members are welcome to come along and look on the day. The cars will be parked in and around Macquarie Street and the St James Square area. All the VWs will be parked together.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance. We are looking for someone to organise a navigation run on the VW Nationals Saturday 24th May, so if you'd like to help out please contact us or come to a meeting.

Précis of Committee and General meetings:-
NRMA Motorfest, VW Nationals, Coming Events, Vintage Registration Renewals.

KeeponKruzin',

David Birchall



Kanberra Kapitelreport.

Happy New Year from the capital, I hope everyone is taking a break and has found some time for Dubbing stuff. All has been quiet here concerning things auto, apart from the Summernats which is occurring as I type this. No doubt some of you will have ventured out to view the array of vehicles. Word has it that a number of VWs should be in attendance this year, I hope the crowd appreciates the German engineering!

First event for 2008 will be Shannons Wheels - to be held on Sunday 16 March 08, on the lawns of Old Parliament House. You can find more info here on the event: <http://www.actmotorclubs.org.au/go/shannons-wheels-2008>

Another event coming up, while not a specific Canberra event, is the annual Bus Stop. Easter weekend (21-24 March) will see a large gathering of Kombi drivers

staying in Eden, NSW. Last year they stayed in Canberra and had a great time. More details here: <http://forums.kombiclub.com/showthread.php?t=5999>

Enough babbling from me, I hope everyone had a trouble-free holiday on the roads, and we look forward to catching up with you in the near future.

Bruce



Klub Kalender.

January.

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. Pre-bookings essential.

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

February.

Sunday 3rd:- Bathurst Swap Meet at Bathurst Showground. One of the best auto swap meets in NSW. Gates open 6am. See Page 3.

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. See page 4 for more details.

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.
Special guest - Meguiars Car Polish

Saturday 23rd-Sunday 24th:- VW Portland Drags 2008, at Portland, Victoria. Organised by VW Magazine Australia. See page 6.

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

March.

Sunday 2nd:- Thirlmere Festival of Steam 2008 at Thirlmere. Club vehicle display and street parade. Market stalls, music, model railways, train rides. Contact Keiren Ryan on 0409 952874 for more info. See page 7.

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.

Friday 21st - Saturday 22nd - Sunday 23rd:- CMC Festival of Sporting Cars at Bathurst. The return of club motorsport to the famous Mount Panorama circuit! \$30 for three days unlimited pit access. Unlimited club vehicle display area. Contact Terry Thompson (CMC) on 0409 992 971 or email terry@ttpm.net.au

Saturday 22nd:- 'Bug-In' Motorkhana at Oran Park Raceway, organised by Nepean Valley Car Club. Phone Scott on 0419 550 500 for more info.

Sunday 30th:- NSW Supersprint Round 1 at Oran Park GP, Sydney.

Sunday 30th:- Autumn 2008 Swapmeet at Cimitiere St Council Car Park, Launceston, Tasmania, from 9:00am. \$10 per site. Contact Ken Watts (0411 404560) for more information.

Monday 31st:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

April.

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.

Sunday 27th:- NSW Supersprint Round 2 at Wakefield Park, Goulburn.

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

May.

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

Sunday 4th:- Blast From The Past 2008 VW Show at Berry (near Nowra) in combination with the Berry Fair. Details to be advised. Organised by Shoalhaven VW Club. Contact Sue Wright at coolangattanursery@hotmail.com for more info.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Sunday 18th:- NSW Supersprint Round 3 at Eastern Creek raceway, Sydney.

Sunday 25th: VW NATIONALS 2008 at Fairfield Showgrounds.

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

Marktplatz.

info@clubvw.org.au is the address to email ads. Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, or longer if requested.

In addition to appearing here, all ads will also appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All classifieds will appear in Zeitschrift first in order that our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads.

For Sale:- 1973 VW Superbug. Midnight Blue, 73,000 km. Located in Frenchs Forest, Sydney. Registered until November 2008, CD, manual, 1600cc runs well. Phone Graeme on: 02 9975 5107 or mob: 0415 033994 \$4200 ono

For Sale:- 1962 Karmann Ghia Coupe, Head turner classic! Stunning to drive, in fact you can't help but smile

Club Veedub. Die Legende wird nicht sterben.

when you get behind the wheel. The car was restored last year from the ground up, but my focus was to keep it original. Unfortunately there was a lot of rust in the car when I bought it, and much of its restoration was getting rid of this rust - so it is completely rust free now. As a result, we had to repaint the car, however it was repainted the original turquoise body and white top. I redid the upholstery, yet keeping it as original looking as possible. This car will appeal to someone who wants an original Karmann Ghia, where all of the expensive and hard work has been done! It's a pretty perfect daily driver. The motor was also reworked. The motor size is 1600. The miles have just clocked over and are at 575 miles. The previous owner had replaced the motor 5 years ago. The car has never broken down and runs on the smell of an oily rag, as all old VW's! \$21,990 ONO. I can send photos if needed. All enquiries please email me at martinepoulain@bigpond.com or call Martine on 0413 715 273.

For Sale:- Magda is a gorgeous reliable 1600 Volkswagen Beetle. She is truly one of a kind.

- 4 speed manual
- Extractors
- 009 Distributor
- Undercoated with POR-15 rustproofing paint
- Dual port heads
- 12v Electrical system
- Rear venetian blinds
- Sun visor
- Roof racks
- Dashboard mounted ignition

She was rebuilt from the ground up just before I purchased her 18 months ago. She is reliable, fun, comfortable to drive, and a real head turner. She is located in the Inner West in Sydney. \$6500 For further information, or for an inspection feel free to call me. Liz 0407 131 890. elizabeth.french@hotmail.com

For Sale:- Volkswagen Superbug 1975, March 2008 rego. 1776cc unleaded engine, 4-speed manual. Receipts for services kept. Rego is AC1-2YV. \$7,700 ONO. Phone 0410 498416.

For Sale:- 1976 VW Beetle, manual, air con, cloth seats, CD player, great condition, rego'd til Sept '08. \$5,900 ONO. Phone 0408 297030.

For Sale:- 1973 VW Superbug, manual, Midnight Blue, rego'd until 11/08, CD player, 1600cc engine, runs well, fun car to drive. \$4,200 ONO. Phone 0415 033 994 or (02) 9975 5107.

2nd Month Ads.

For Sale:- 1970 1600 VW Kombi, one of the finest examples in Australia. Regretfully, I have my bay window up for sale. This is one of the finest looking early Kombis in Australia and would be hard finding one in as good as condition with the history that goes with it. 1 owner for 35 years family (owned since new), 1 owner (during

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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

restoration), Me for 3 months (so has 9 months NSW rego). No rust at all, not one dint, bump or scratch All new door and window seals and genuine volkswagon wherever possible. All paint undersealed protection and body panels fully rust protected. New 2-pac original VW Antartica White paint and photographic restoration history available. All new headlining, all new carpet and vinyl interior. Dash is still all original. Full engine rebuild. All new big end bearings, cam shaft bearings, new rings, new engine seals, strip down and rebuilt by a VW mechanic. New battery and all electrics overhauled new tyres new brake cylinders, new tyre rods, new brake shoes, steers beautiful, steering box excellent condition. One of the best examples in the country and a true piece of Volkswagen history. It also comes with a Full Log book and service history (extremely rare) and Original Manuals are included. Why pay to have someone restore your Kombi, when you can save \$10000+ and the hassle of waiting. This vehicle is absolutely immaculate - any inspections or phone calls welcome. \$25,000. Located on NSW North Coast. Phone Wes on 0411872777. Please email me for more info or photos: wes@theluvdub.com.au

For Sale:- 1967 Burgundy 1300 cc VW Deluxe Beetle. Rebuilt and refurbished in 2002, great interior, but body needs some attention. Vehicle has been in storage for the past 18 months. Photgrahs available. Best offer over \$450.00 can have the car. Phone Chris on 0417041050

For Sale:- 1973 Super Beetle 1303S, 1835 motor, twin Kadrons, mild cam, Mahle pistons, external oil cooler and filter, reconditioned standard transmission, 1900lb Kennedy pressure plate, Berg shifter, front and rear sway bars, kyb gas shocks, lowered 2.5 inches, ROH Monaco mag wheels. Interior has Honda Prelude seats, sports steering wheel, full instrumentation, tinted glass, absolutely immaculate inside and out, 12 months rego. Asking \$13,500 ono. Please contact Jeff on 0242834177 or 0431 466739

For Sale:- 1962 Karmann Ghia coupe, Whisper green and white. 12 months rego. Mechanically sound, runs well. Fairly straight but needs some TLC. Excellent restoration project. All offers considered. Phone Don on 0431 478 802.

For Sale:- All steel full size car trailer in good condition. Twin axles, disc brakes, ramps. Reg. until Sept. 2008. \$1000. Phone Ray, 0419 200 517.

For Sale:- The Cow is for sale! 1972 Kombi (bus) painted like a cow and often seen at Club VeeDub events. Only 2 owners in 35 years. New 1770cc motor and exhaust fitted 10 months ago. Completely reupholstered interior including front to back headlining, carpet, rear seat and cargo bay. Rear seat will fold down to make bed. New rubber seals on front doors, windscreen and side sliding door only 3 years ago. Well looked after and serviced. No cracks in dash. Cruises along beautifully at 110km/h. Also includes Sunraysia wheels, extra pair of

Club Veedub. Die Legende wird nicht sterben.

original driving seats and a detachable CD player with speakers fitted under rear seat. Body work as straight as a pin if you decide to change the cow colour! Comes with full-length roof rack and every receipt since it left the show room in 1972. Includes MOO 011 number plate!! Currently has an Australia approved anchor bar installed for child seat or dog harness (easily removed). Pictures available on Club website under "Club Member's Cars - Martin Fox's Kombi" \$5,200 negotiable - contact Martin on 0411 33 11 21

For Sale:- 1970 Beetle Red unregistered, goes well. Also for sale - the following **VW parts** all in good condition. 1600cc twin port engine, 1300 cc engine and gearbox, seats and two sets of wheels. Contact Sal on 0403 536 446 or 9831 4051 for details.

For Sale:- 1976 Beetle 1600. One of the last Beetles sold in Australia as this model was the end of an era! Affectionately known as 'Ringo' - (the last Beetle - you know!)...this VW has travelled approximately 14,000 km during the last 31 years and a recent inspection by Max Bonney of 'Dandy Volks' concluded in high praise of 'Ringo'. The colour of 'Flipper Blue' is matched with a tan interior with black rubber mats and matching seat belts and dash. The dash is unaltered from factory as there is no radio or accessories installed - unusual for the age indeed!

As these vehicles were sold in such small numbers, the rarity is quite high. In fact in England a similar vehicle was sold and badged 'GT Beetle' - the only time the word Beetle was officially used on air-cooled Volkswagens. They were faster than the Super Bug 1303 model as they were built some 100kgs lighter. Drives as one would expect from a vehicle with such low kilometres - Beautifully ! Price : \$ 12750 neg. Contact John Kuljis 03 59792253 or email: ivankuljis@yahoo.com.au

For Sale:- VW Golf Cabriolet 1997, 2.0-litre engine, auto trans. Only 105,000 km. CD player, alloy wheels, alarm, central locking, tinted windows. Very good condition. \$16,500. Phone 0415 586 926.

Cover car: Laurie Murray's 1972 Kombi.

This is Laurie's one-owner Kombi. The body has never been restored; it has original paint and door window rubber. It has been used for trips around and inland Australia all its life, and is still used for trips throughout Australia to this day. It still drives like new, proving that if you keep them maintained and serviced, they will last your lifetime.

If you would like your VW on the cover of Zeitschrift, we only need a nice photo and a paragraph or two about it. Come to a meeting and pass them on, or email to info@clubvw.org.au Your VW could be a star!

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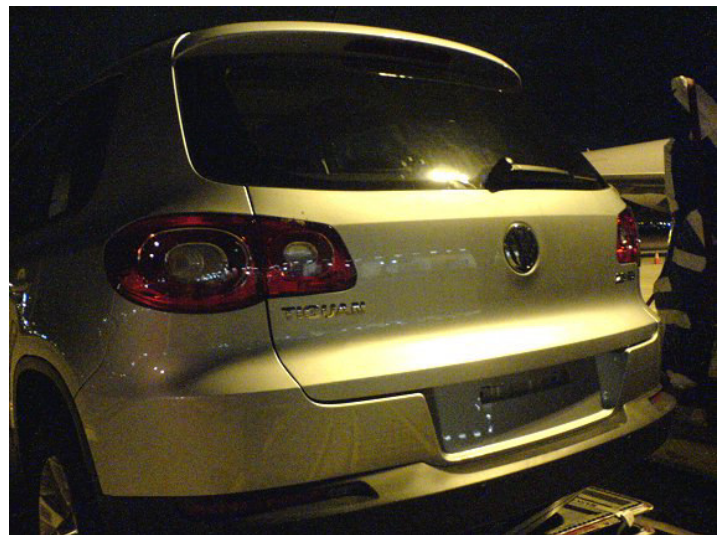
platform of the Golf Plus. It is regarded as the 'little brother' of the full-sized Touareg SUV. It first appeared as a concept vehicle at the 2006 Los Angeles Motor Show, and after further development was released as a new VW production vehicle at the 2007 Frankfurt Show. It has already gone on sale in Europe (and the UK), and is scheduled for a release in the USA in 2008.

VW Tiguan spotted in Sydney.

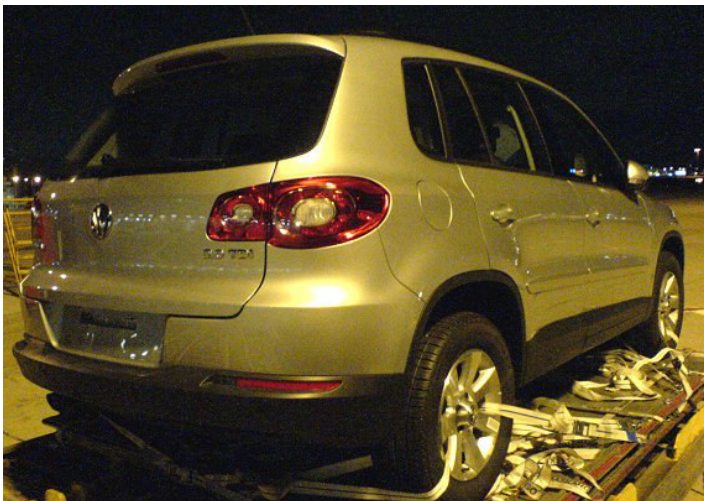
The upcoming new VW Tiguan has landed in Australia. Club Veedub Sydney's exclusive spy photographer snapped VW's new compact cross-over SUV on its hushed arrival (in right-hand-drive form) at Mascot airport in December.

The spy photos are grainy, as it was getting dark and they were taken with a mobile phone, which takes great photos during the day but not so good at night.

The Tiguan is VW's new smaller SUV, based on the



The Tiguan is not planned to go on sale in Australia until at least half way into 2008, so this vehicle is likely to have been flown in for initial evaluation and testing.



European court strikes down VW Law.

The European court of justice has struck down the 1960s federal German law protecting Volkswagen from takeover, freeing Porsche to mount a full-scale bid.

Europe's highest court ruled that the so-called VW Law capping voting rights at 20% and fixing a blocking minority at the same level breached EU treaty rules on the free movement of capital.

The court also ruled illegal the enshrined right of the German state and the Land of Lower Saxony each to appoint two representatives to the supervisory board of Europe's biggest auto-manufacturer, rather than the three they would normally be allowed under German corporate law.

The judgment, which had been widely expected, opens the way for a fresh spate of foreign or pan-European takeovers of German and other EU companies while upholding the right of governments to limit the free movement of capital "by national measures that are justified by legitimate interests".



In VW's case, luxury sports car-maker Porsche has already taken a 31% stake, making it the biggest shareholder, and has signalled that it could begin moves to acquire a controlling 51% stake or use options it has already taken to increase its holding.

Christian Wulff, premier of Lower Saxony, said his state would hold onto its 20.1% stake which makes it VW's second biggest shareholder. Porsche and Lower Saxony already own the majority of VW's equity.

The ECJ comprehensively dismissed Germany's case in favour of the law, saying it had failed to explain why it was required to protect workers, jobs and the interests of minority shareholders. It ruled that the law, adopted during the part-privatisation of VW almost 50 years ago, enabled the state to exercise "considerable influence" over VW in a way that "is liable to deter investors from other member states".

In the recent past several foreign, including US, investors have taken significant holdings in VW only to find that they were squeezed out of policy and strategy decisions by an effective cabal of Porsche and Lower

Saxony plus employee representatives on the board, which is chaired by Ferdinand Piech, Porsche's main shareholder.

Loss of VW Law spells end of the road for golden shares.

This decision will reinvigorate the European commission's pursuit of "golden shares", or special rights held by EU governments in more than 100 mainly privatised companies. A spokesman for Charlie McCreevy, the internal markets commissioner, said the ruling showed that special voting rights and golden shares were on their way out.

The judgment, upholding similar rulings earlier this decade including a 2003 decision forcing the UK government to abandon its golden share in airports operator BAA, sends a warning to protectionist governments keen to shield so-called strategic companies from "foreign", often European, takeovers.

It strengthens the commission's arm - and that of liberal EU governments - in removing obstacles to pan-European mergers and acquisitions. The French, Italian, Polish and Spanish governments, in particular, have been arraigned for promoting national mergers or preventing hostile bids in energy, banking and roads. These governments have used every trick in the book, including legal manoeuvres, to fend off the commission.

In its ruling, the ECJ said the free movement of capital may be limited when there are legitimate interests. These are normally restricted to national security and are applied as golden shares in the case of Britain to BAE Systems, the defence contractor, and Rolls-Royce, the aero-engine manufacturer.

But, under former president Jacques Chirac, France issued a decree in 2005 specifying 11 sectors, including casinos, that should be protected from foreign takeovers in a move that has prompted the commission to threaten legal action. More recently, Mr Chirac's successor, Nicolas Sarkozy, in effect renationalised energy and environment group Suez by brokering a merger with state-owned Gaz de France that hands the state some 35% of the new group. He is now trying to engineer a merger of nuclear operator Areva with engineering group Alstom to squeeze out Germany's Siemens.

Both France and Germany are now considering legislation for golden shares to protect strategic firms from takeovers by cash-rich sovereign wealth funds from Asia and the Gulf in particular but also Russia and Libya. The commission is seriously divided on this issue so far. Two years ago it identified 141 companies in which the EU's then 25 states held special rights, though this list is far from exhaustive. It included more than 30 in the Czech republic, mainly water companies, and in Hungary where energy group MOL is fighting a hostile takeover from Austria's OMV. Italian companies include oil and gas group ENI, Telecom Italia and aerospace and defence group Finmeccanica. The only German-listed company

was Volkswagen AG, while France is credited with holdings in just EADS, owner of Airbus, and defence electronics company Thales.

The UK government has special shareholdings in 23 companies, among them British Energy, Devonport and Rosyth Royal Dockyards, and Royal Mail.

In VW's case, according to Mr Levitt, Porsche, the luxury sports carmaker, has already won effective control through yesterday's ruling. The Stuttgart-based company has spent some 5 billion Euro (£3.5bn) building up a 31% holding and has a 10 billion Euro credit line to raise this to 51% or more. Ferdinand Dudenhoeffer, auto analyst at Gelsenkirchen's technical university, said Porsche would raise its stake "relatively quickly" to a majority while the Land of Lower Saxony, which holds 20.36% and wants to keep it, would, in his eyes, reduce this swiftly to cash in on VW's soaring share price.

In what Der Spiegel called a "triumph of the Piechokratie", Ferdinand Piëch, VW chairman, acting in cahoots with Wendelin Wiedeking, Porsche chief executive, can now pursue his dream of turning VW into an unassailable global leader which could see him engineer, for example, a merger of its trucks and vans business with Scania and MAN to overtake Volvo and Mercedes in Europe.

Lower Saxony, which, one analyst said, needs to spend 2.6 billion Euro to raise its stake to 25% and retain its influence, may simply get swept aside as Piëch and Wiedeking reshape VW and shift production to low-cost countries pegged to the cheaper dollar. The German government said it would change the 47-year-old law but foreign investors, who held 25% of the equity at the end of last year, will not get a look in. Either way, the Germans control more than half of VW already. Other investors, including private equity groups, freed by yesterday's ruling, will have to look elsewhere in the EU for acquisitions.

VW - A brief history.

Volkswagen was initiated by Adolf Hitler and set up in 1937-38 to build a "people's car", originally known as the KdF-Wagen (strength through joy car) for German workers. It has grown into the world's fourth-largest carmaker.

It is indelibly associated with Porsche, whose founder, Ferdinand (Ferdie) Porsche, designed and built the iconic Beetle at a huge new plant in Wolfsburg, Lower Saxony. The last Beetle, No 21,529,464, rolled out of VW's Mexican plant in 2003.

Porsche, under chief executive Wendelin Wiedeking and co-owner Ferdinand Piëch, Ferdie's grandson and VW chairman, now has ambitions to take its 31% stake to full control and make VW bigger than Toyota, the world's biggest carmaker.

However, the group, hit by bribery and sex scandals early in 2005, is riven by family feuds and boardroom splits between shareholders and labour representatives.

VW, which acquired Audi in 1964 (four years after part-privatisation) followed by NSU in 1969, has

expanded through the purchases of Spain's Seat and the Czech Skoda as well as of Bentley, Bugatti and Lamborghini. It famously lost Rolls-Royce to BMW.

Wiedeking, who has transformed Porsche from near-bankruptcy to the world's most profitable carmaker by margin, has signalled that he plans to make it leaner and generate higher earnings.

In the 1990s Piëch, then chief executive, struck a deal with German unions to save 30,000 jobs through a four-day, 28-hour week but, in an effort to cut costs by billions of Euros, the company has recently persuaded the 100,000-strong German workforce to work longer hours for no extra pay.

Under Martin Winterkorn, the new chief executive brought in from Audi, VW has moved faster into greener models, including of the best-selling Golf.

In the first half of 2007 global sales rose 8% to 3.1 million vehicles, turnover 6% to 55bn Euro (£38bn) and net profits 65% to 2bn Euro. The shares have more than doubled in a year from a low of 73.10 Euro to a peak of 185.50 Euro but they slipped yesterday after the court ruling.

Autobahns to be speed restricted?

It has been described as being as sacred to the Germans as sumo wrestling is to the Japanese or saunas to the Swedish. But the tradition of having no speed limit on Germany's autobahns is under threat.

The Social Democratic Party of Germany (SPD - Sozialdemokratische Partei Deutschland), junior partners in the grand coalition of Chancellor Angela Merkel, say the introduction of a speed limit would reduce both CO₂ emissions and the accident rate.

More than half of Germany's 12,300 km autobahn network has no speed limit, and environmentalists have welcomed the idea of imposing a top speed of 130 kilometres per hour. But the powerful car lobby is vehemently opposed to the plan.

The SPD used environmental experts to argue that a limit of 120 or 130 km/h could reduce CO₂ emissions by 9% or more. "A blanket limit of 130 km/h would be a quick and unbureaucratic way in which to increase climate protection," said the SPD chairman, Kurt Beck.

But Bernd Osterloh, head of the works committee of Volkswagen, Europe's biggest car maker, dismissed the idea, saying that cars had already become much more environmentally friendly. "It's a dreamlike idea," he told



Bild newspaper. "For one thing speed limits hardly reduce a car's already very low CO₂ emissions, so it's silly for politicians to keep clubbing the automobile industry between the legs with this."

Critics of the SPD proposal say it would damage the car industry, arguing that the production of high-speed vehicles has helped to drive up crash safety standards. Interfering with this, they say, would have a particularly detrimental effect on trade with the United States.

The lack of blanket speed limits has long been a treasured freedom in a country normally bound by rules. It even attracts a considerable amount of tourism - British car drivers are known to drive to Germany for impromptu rallies at weekends, while Chinese tourists often visit for organised autobahn holidays.

Elsewhere, only the Isle of Man, Nepal, and the Indian state of Uttar Pradesh are limit-free, although poor road quality often acts as a restriction in itself.

Road safety experts say it is almost certain that lower speeds would mean lower accident rates. During the 1973 oil crisis, when a limit of 100 km/h was introduced, the number of accidents and injuries on the autobahns was reduced by half.

Last year 600 people died on the autobahns, while 9,000 were badly injured. Two-thirds of those accidents occurred on stretches with no speed limit.

But Ms Merkel, who is driven around in an Audi A8, has refused to join the debate, saying that under her leadership the speed limit issue is not open for discussion. "It will not happen under me," she said in a television interview, arguing that traffic jams could be just as environmentally damaging as fast driving.

World speed limits:

France, Italy, Austria: 130 km/h

Spain: 120 km/h

Cyprus: 100 km/h

UK: 112 km/h (70mph)

US: 88-112 km/h (55-70 mph)

Norway: 90-100 km/h

Isle of Man: None

Bopara injured after flipping his VW.

The England and Essex all-rounder Ravi Bopara has been treated for shock and concussion after being hurt in a car crash while off-road driving.

Bopara, who was due to travel with the England party for last month's Test series in Sri Lanka, also suffered a cut to his elbow after his VW 4x4 vehicle overturned on farmland near the Brands Hatch circuit in Kent on a Volkswagen press day.

Guardian reporter Andy Bull, who was only metres from the incident, said that Bopara had been warned for pulling donuts and driving too fast before flipping his vehicle. "We had just completed a 30-minute run around the woods, which was pretty dull in truth, when Alastair Cook and Bopara asked to have a proper spin themselves," said Bull.

"They took a car each and started going hell for



leather around the field, pulling donuts and fast spins - and all the Volkswagen guys started telling them to slow down. Bopara then drove straight up a hill, paused at the top, before going from 0-40 mph at full throttle and banking hard left. That flipped the car on to its roof.

"Everyone ran over to him but he wasn't too seriously injured. The car was a write-off, however, with both mirrors broken, the windscreen smashed and the chassis severely damaged."

An England Cricket Board spokesman said: "There is no plan to review the promotion work of our players. This event was organised through the PCA [Professional Cricketers' Association] and we are happy for that to continue.

"We will be speaking to Volkswagen about what happened and reviewing the safety procedures at its events. VW has been the England team's official car supplier for a number of years and this is the first time something like this has ever happened. We are confident that it is a one-off. Everyone at the PCA is just relieved that a member of our team and a member of our staff are not injured."

Despite being told to slow down by organisers, Bopara continued performing "doughnuts" - where the car accelerates and then spins in tight circles - on a patch of land at Billings farm near Brands Hatch. He eventually crashed after his vehicle hit a ridge of soft ground. The Essex man had to be pulled out of the car with two passengers, Emma Barnes from the PCA and Volkswagen instructor George Williams.



Kent Air Ambulance treated the three for minor cuts. One of those on Bopara's right arm, which he will use to bowl and bat in Sri Lanka this winter, contained shattered glass. He said: "At no point did I think the car would go over, when we hit the ridge I felt the car tipping but just thought it would come down again. It was OK in the car after it had gone over, we were just laughing. I've been in quite a few accidents and had worse than this."

Bopara and Cook were driving Volkswagen's Touareg model. The company has taken a number of England players past and present out for similar testings, including most recently the one-day captain Paul Collingwood. The England former pace bowler Darren Gough tested a Volkswagen this year and smashed it into a tree. A Volkswagen spokesman said: "We are more than happy to speak to the PCA about what happened and are relieved those involved in the incident are OK."

VW at Pikes Peak 2007.

The Volkswagen Touareg V10 TDI competed at the 85th running of the Pikes Peak International Hill Climb, the famous 'Race To The Clouds', in Colorado in July. Professional drivers Ryan Arciero, Chris Blais and Mark Miller showcased high-performance Volkswagen diesel technology and precise German engineering with a powerful V10 TDI engine, challenging the unique mountain driving conditions.

The grueling 19.9 km Pikes Peak International Hill Climb is a test of both the vehicle and the driver's racing ability, with 1,430 metres of elevation gain and 156 hairpin turns on terrain that alternates between pavement and gravel, mostly without guardrails. The finish line is the mountain's summit at 4,302 metres. For comparison, Mount Kosciuszko is only 2,228 metres.

Three Touareg V10 TDIs were entered in the High Performance Showroom Stock division, hoping to gain another division win to add to their 2006 Race to the Clouds success. Off-road champion Mark Miller already had strong showings in a factory sponsored Volkswagen Touareg at the 2007 Dakar Rally and the 2007 SCORE Baja 500, posting top finishes for diesel-powered vehicles in both events. Miller has a successful record in off-road racing, including two Baja 500 and two Baja 1000 wins, and he set the fastest class time (14 min 8 sec) in a Volkswagen Touareg V10 TDI at the 2006 Pikes Peak.

Chris Blais was participating in his first Pikes Peak race. Blais is a factory motorcycle racer and a three-time Top 10 Dakar Rally finisher, recently placing third overall and becoming the top American finisher in the 2007

rally. Ryan Arciero has 40 career wins, including three Baja 1000 and multiple Baja 500 championships, a Nevada 2000 Trophy Truck championship and a USAC "Rookie of the Year" title. This was to be Arciero's second trip to Pikes Peak with Volkswagen, having competed in a Touareg at Pikes Peak in 2006.

"This is a unique and extremely tough race," said Miller. "However, the Touareg is expertly engineered to navigate the ever-changing terrain and to perform under the harshest of conditions the mountain can dish out."

Many of the standard Touareg traction control functions carried over into the race vehicles. The Touareg still offered its 4Motion all-wheel drive system, which provides superior traction control – a must-have on the challenging surfaces of Pikes Peak. Additional equipment included Anti-slip Regulation, Electronic Differential Lock, Engine Braking Assist, Electronic Brake-pressure Distribution, Electronic Stabilization Program with brake assist, and Hill Climb Assist.



The three Touareg V10 TDIs were again powered by ultra-low sulphur diesel (ULSD) at Pikes Peak. This clean diesel fuel reduces emissions of sulphur compounds and permits the use of advanced emission control systems. In another display of innovation, the Touareg was the first light-duty vehicle in the U.S. to include a particulate filter that further reduces emissions.

Arciero put on a strong performance in winning the High Performance Showroom Stock division with a time of 13:17:703, setting a new division record for the fastest time with a diesel powered vehicle. Mark Miller finished closely behind with a time of 13:25:247, and Chris Blais took third with a time of 15:48:312. The previous record for this division was set in 2000 with a time of 13:34:63.

"It's a great honor to be recognized as the record holder at a historic race like Pikes Peak," said Arciero. "The Touareg V10 TDI is the perfect vehicle for this race, giving the driver an abundance of torque, traction and stability. That's a highly effective combination for the short straights, 156 corners and switchbacks of this race.

"The Volkswagen team put in a lot of hard work during practice and qualifying and it paid off in this historic race," said Arciero. "The V10 TDI is an amazing motor, and the Touareg chassis is so well balanced that it performs more like a true race car than a premium SUV. Shaving nearly a minute off last year's time is a true testament to this vehicle's capability."

Miller posted a very competitive time as well, just 7.544 seconds off the pace set by Arciero. Throughout





practice and qualifying, the drivers were rarely separated by more than 0.5 seconds.

“I lost some time when I got off-line and scrubbed an embankment towards the top of the mountain,” said Miller. “But the Touareg kept pulling strong and I was still able to put together a great time.”

Touareg number three, driven by motorcycle racer, Chris Blais, suffered a mechanical set back early in the first practice session. The team rallied to help get Chris back on the mountain in a V6 TDI, and he was able to compete in his first ever four-wheeled vehicle race.

VW, Porsche and Corvair-powered buggies and open-wheelers have competed at Pikes Peak since the 1960s. Volkswagen experimented with twin-engined Golfs in the mid-1980s, while the Audi S4 quattro Sport was the outright winner and then-record holder in 1987. The outright winner of the 2007 Pikes Peak was Nobuhiro ‘Monster’ Tajima, driving a 750 kW Suzuki XL7 Hill Climb Special (Unlimited category). His time of 10:01.408 beat the previous record, set by New Zealander Rod Millen in 1994 in a Pikes Peak Toyota Tacoma, by three seconds.

VW space up!

The Tokyo Motor Show in October saw the debut of the space up! – the second concept vehicle to join the Volkswagen up! small car family. The space up! takes its inspiration from the up! concept vehicle which was unveiled at the earlier Frankfurt Motor Show. Modest external dimensions belie the vehicle’s versatility. Its spacious interior features four individual seats, three of which can either be folded or removed completely to allow for up to 1,005 litres of luggage space.

Access to the boot area in confined spaces is made easier through the adoption of a pair of side hinging rear doors intersected by a Volkswagen roundel. As with the up! concept, the space up! features a translucent panel at the rear into which are set the car’s high-intensity LED brake lights.

The space up! concept was penned by a team led by Chief Designer of the Volkswagen Group, Walter de Silva. It shares many traits in common with the up! including the simple, cohesive lines running through the vehicle. In the space up! the wheelbase extended to 2,560 mm to improve interior space while each of the 165/50 R18 wheels is pushed as far into each corner of the vehicle as possible. The overall length of the space up! grows by 230 mm and the height by 40 mm when compared with

the up! concept. Despite the gains in size the space up! is still 150 mm shorter in length than the current smallest Volkswagen model, the Fox.

Walter de Silva commented, “The space up! offers maximum space on the smallest of platforms. Despite the character of the car we have avoided superfluous gimmicks of any kind. This has created a very confident design.”



As with the up! concept, the space up! features a small compartment at the rear for an engine – be it petrol, diesel or electric. Above this space is a luggage area which is complemented by the addition of a further stowage cubby under the bonnet. This space can be extended through a removable panel in the passenger footwell to allow for awkward loads.

The simplistic approach to the exterior design is reflected in the vehicle’s interior. Access is granted through unique butterfly doors hinged on the A and C pillars allowing for uninterrupted access to the front and rear seats. Clean surfaces are joined by intuitive and highly advanced touchscreen panels through which both climate and entertainment functions can be accessed. The screen in front of the driver relays information on the vehicle’s critical systems as well as instantaneous readings of the levels of CO₂ being emitted by the vehicle.



Development of production versions of the up! family of vehicles is already underway with the aim of bringing a road-going version to the market before the end of the decade.

RHD Polo BlueMotion.

Volkswagen is set to launch the right-hand drive version of one of the world's most fuel-efficient liquid-fuelled cars, the Polo BlueMotion, which returns a combined fuel consumption of just 3.8 litres/100 km (74.3 mpg), and emits just 99 g/km of carbon dioxide. To mark its launch, Streetcar, the UK's largest pay-as-you-go car club and Volkswagen customer and partner, will be trialling the Polo BlueMotion across 25 locations in London, creating a partnership between the most efficient car on the road and the most efficient way to drive.

Streetcar provides a highly flexible, convenient and cost effective alternative to car ownership. Members book a car online or over the phone, as little as 30 seconds ahead of time, and use remotely activated smartcards to unlock the vehicle, which is typically within three minutes walk of their home. The company, which has tripled in size each year since its launch in 2004, now has over 20,000 members and 600 cars across 400 locations in London and five other cities. By 2012, Streetcar expects to have 150,000 members across the UK.

The first UK examples of the Polo BlueMotion join Streetcar's fleet this month, with a view to a potential expansion in the future. Next year, Volkswagen will introduce BlueMotion models in its Golf, Golf Plus, Golf Estate, Jetta, Touran and Passat, Passat Estate ranges.



Vincent Kinner, Head of Volkswagen Fleet Services said: 'We're delighted to move our relationship with Streetcar forward with the Polo BlueMotion. The Polo is a highly efficient, practical and benchmark model and new BlueMotion products will enhance our choice to customers in future. Transport is changing and we recognise customers – particularly in cities – are seeking new mobility solutions.'

The Polo BlueMotion is powered by Volkswagen's three-cylinder 1.4-litre TDI 60 kW engine. Additional fuel economy benefits come from lower aerodynamic drag, low rolling resistance tyres, longer gearing in 3rd, 4th and 5th and small weight savings that do not affect safety or durability. In summary the Polo BlueMotion can seat five, has a top speed of 175 km/h and returns a combined fuel consumption figure of 3.8 L/100 km with prices starting at £11,995 on the road. It is available with three or five doors and aimed at customers seeking benchmark environmental credentials in a car with conventional service and repair requirements, ease of ownership and low overall running costs.

New Audi head office.

Audi has announced it will spend \$50million building its Australian headquarters in Sydney.

The new complex, due to open in 2009, will be located on Southern Cross Drive at Victoria Park in Rosebery and will stand eight-storeys high. As well as becoming Audi's national headquarters, it will also feature a flagship retail showroom and customer facilities, after-sales centre and commercial space. Audi also plans to use the new facility for future events and new product launches.



The location of the new Audi development already possesses some motoring history, having been the site of the BMC plant which opened in the 1950s on the site of the old Victoria Park racecourse. It was in this BMC/Leyland factory that cars like the Morris Minor, Mini and Major, Austin Freeway and 1800 and Leyland Marina and P76 was built over the years until the plant closed down in 1974.

It's one of the most significant overseas investments made by Audi's parent company, Audi AG. Audi Australia managing director Joerg Hofmann says it shows the parent company's commitment to the local market.

He says: "A key part of Audi's growth strategy in the medium term requires investment by the dealer network in facility upgrades, preparing the brand to reach 15,000 unit sales in the year 2015 and to deliver best-in-class customer satisfaction."

"Not only will the new retail business significantly raise the profile of Audi and benefit the Sydney dealer network in terms of a much stronger brand presence, but it will also fast-track an increase of the brand's awareness nationally to a (new) level ..."

The Audi Centre Sydney will be the first of its type in the world and, says Hofmann, is one of a very small number of factory-funded headquarters outside Europe. "It is probably one of five or so. There is China, Japan and Singapore," he adds. It took more than 18 months to develop the plan and sell it to Audi management in Germany, but Hofmann says the job was made easier by recent sales successes in Australia.

The company has registered between 20 and 30 per cent year-on-year growth since it became a factory operation, growing from less than 4000 sales to a projected 7000-plus this year. The 2007 total has already passed the 2006 result, hitting 6295 by the end of October for a 36 per cent improvement.



Day of the Volkswagen Melbourne 2007.

If there is one thing I really enjoy doing it is taking Wallace, my 72 Superbeetle on a long cruise. So I decided to head off to Melbourne to attend this year's Day of the Volkswagen event run by the Volkswagen Club of Victoria. The event was on Sunday 25 November at Cranbourne Racecourse.



I left home at the Oaks on Friday at 10.00 am and within 20 minutes I joined the freeway at Picton. I allowed my intuitive cruise control to adjust to traffic volume and the showery weather conditions and settled down to a steady cruise speed between 60 and 70 mph.

Many motorists when they encounter an older vehicle automatically assume that the older vehicle will hold them up and therefore must be gotten in front of immediately. So around they go, pull across my bows and then hold me up. Luckily the traffic was very light and I was able to travel pretty freely.

Stopping at Gundagai for fuel I was surprised to find that the local Caltex servo did not stock Valvemaster or any other lead replacement fluid. In fact he stocked very little of anything. "Ya don't need that bloody stuff mate" he said. "Its only kero, ya know" he added. "I can put a drop of that in if you want". "No thanks mate" I said and drove off.

Later passing through Tarcutta I was reminded of the anomalous speed limits that apply throughout the state. One can drive along sections of Victoria Road in Sydney during peak hour traffic legally at 70 km/h. But in Tarcutta with hardly another car or person in sight on a wide street 50 km/h is deemed appropriate.

I had decided to break my journey at Holbrook and pulled into the Town Centre Motel at 3.30pm. Time

for a little snooze then shower and dinner in the motel's dining room. The Lamb shanks were excellent. Will stay here again. Next morning after an early breakfast I was on the road again at 6.30am. The day was fine and traffic light. I slowly caught up to a truck travelling at my pace so I focussed my cruise control onto his rear end and followed him for just over 2 hours keeping about 300 metres behind.

There were lots of road work sites along the undivided sections of highway which is good, four lanes all the way soon.. But what's not so good is the slack sign posting of road works speed limits. There were long lengths of 40 km/h restrictions with not a road plant item or worker in sight.



Passing through Albury/Wadonga I used the new bypass for the first time. It only took a few hours to cruise across Victoria to the outskirts of Melbourne. It always amazes me that you pick up the city skyline of Melbourne whilst still travelling in the rural countryside. Cranbourne was about an hour beyond the Melbourne CBD in the south eastern suburbs. I had researched the route to the motel on Google and had printed off a route map. Using the excellent freeway system and road signs



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I arrived at the Fourth Furlong motel at 11.30am. I checked in, had lunch and set to work cleaning the car. Despite some rain and unsealed roadwork sections the car was remarkably clean underneath and I was finished the task of cleaning the under body in about 90 minutes.

It was too warm and sunny to wipe down the exterior of the car so I had a snooze for an hour or so, resuming the preparation of the car at dusk. I wiped the car down and gave it a light spray of wax, wiped it again, left it for a while and then buffed it a little. The spray on wax is great stuff, providing you just mist it on. It does not build up in crevices requiring removal with a toothbrush. The process takes only an hour or so. The chrome was polished with vinegar.

I decided to get to the show venue, just across the road from the motel, early and do the final buffing and tyre dressing before setting up. I felt that the standard of presentation for this show was the best that I had ever achieved. The car just gleamed. Not only did it look great but I have raised the level of adherence to standard spec almost to 100% by replacing the period but not standard radio with a VW branded item, removing the speakers from the back shelf and having a new back shelf made. I replaced the poor quality 165 section tyres with the correct 155 section tyres and what a difference they made to the way the car drove.

We were allowed into the venue at 9:00. I quickly set up and gave the car one more wipe over and then went for a tour of the other cars on display and the trade stalls. Boris and George had brought their stuff down and had set up good displays.

There were lots of nice cars there; plenty of Karmann Ghias and Kombis and of course Beetles including Joe's old convertible. An interesting car on display was an early prototype of the late 'thirties.



These major show events are always long days but presentation time came around soon enough. I was pleased to receive two Best in Class trophies, one for standard post '68 Beetles and the other, judges choice for most original beetle. This is the first show that I have been to where standard cars were judged separately from custom cars and audited for adherence to spec. (other car show judges please note.)

Presentation over it was back to the motel, then a quick meal at KFC and into bed. I had plans to leave Cranbourne early to beat the Melbourne freeway rush hour. I departed at 5.30am and made good time. However just after 6.00am I came to a screaming halt on the Monash freeway. A major nose to tail accident had occurred and I was stationary for the best part of an hour. The traffic got moving eventually but very slowly and the peak hour had arrived. I finally cleared Melbourne two hours after I had departed the motel. That's life I guess, but the rest of the trip was uneventful finally arriving home at 5.45 pm.

Total distance travelled:	1,780km
Cruising speed:	90 km/h on the road.
Fuel economy:	7.6 litres/100km
Premium 98 + Valvemaster	148 cents per litre, ave

A great weekend.

Ken Davis



The Toy Department.

Happy New Year to all! I hope that the season of giving and sharing was rewarding for you as it was for me. As the Toy Department enters its 10th year there always seems to be lots of new model cars - old and new emerging for us to talk about.

The first image this month is of a Type 4 VW sedan, which was commonly known as the VW 411 series. The real life VW motor vehicle emerged in Germany in 1968 and was made until 1972. It was updated and facelifted as the VW 412, but was replaced by the Passat in 1974.



The VW 411 was the first four door VW sedan produced by Volkswagen, as well as the first VW car with a unitary body/chassis. Unfortunately sales were low and production was limited to about 350,000 cars of which approximately a third of these went to the USA.

This red 1/43 scale model is made by Cursor of Germany and is very highly sought after, just like good examples of the original motor vehicle.



While recently browsing online I also came across this pre-'91 Mexican VW bus in sky blue. As they were made in Mexico you will notice they have a combination of early and late VW bus i.e. you will note the split window features as well as the Bay window nose.

Also I thought I would share some recent acquisitions to my collection, one is an orange dual cab pick up in 1/40 scale made by Wiking and you will notice the two plastic figures inside the bus, the other is a similar dual cab made by Norev in China also in 1/43 scale.



Lastly and in the same colour scheme as the above this pair of Schuco 1/43 scale bay windows in dual cab and camper.

Tony Bezzina

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VfL Wolfsburg half-season status report.

The German Premier League Football competition – the Bundesliga – reached the halfway point of the 2007-08 season the week before Christmas. Our team, VfL Wolfsburg, is currently sitting in 11th position on the table after 17 rounds.

The 18 Bundesliga teams play each other twice (once at home, once away) over the course of the season, a total of 34 matches in total. The powerhouse teams are usually Bayern Munich, Werder Bremen, Hamburg SV and last year's champions, VfB Stuttgart.



Our team is based in Volkswagen's home town, Wolfsburg, and is called VfL Wolfsburg. They were formed in 1945 and played in the third and second-tier competitions until 1998, when they were promoted to the Bundesliga premier league. Since then they have been a mid to lower table team, with a best finish of 7th overall in 2002. Last year they finished 15th and only just escaped being relegated back to the second division. For the 2007-08 season, Wolfsburg hired the former Bayern Munich manager, Felix Magath, as their coach.

VfL Wolfsburg is 90% owned by Volkswagen AG, their major sponsor, with the remaining 10% ownership

by the VfL Wolfsburg sports club. Their home stadium is the ultra-modern 30,000-seat Volkswagen Arena. The team's traditional home colours are green and white, and this year their away strip is dark blue and black.

At the halfway point of the current season, VfL Wolfsburg has improved on last year and sits in 11th position on 20 points. Our team have won 5, drawn 5 and lost 7 (three points for a win, one point for a draw). The current leaders are Bayern Munich on 36 points, with 10 wins and only one loss. 'Die Roten', as Munich are known, have won the premiership 20 times since 1932 and are like the Manly-Warringah of the Bundesliga – you either love them or hate them.

Wolfsburg's first win was in Round 2 in August, when they defeated cellar-dwellers Duisberg 1-3. Round 6 saw Wolfsburg's second win, 1-2 against Cottbus. The Wolves' third win, and their first at home for the season, was in Round 9 against Rostock by 1-0. They followed this with another home win against Nürnberg in Round 11, this time by 3-1. The Wolves' most recent win, their fifth of the season, was also their best, a 4-0 thrashing of Dortmund in Round 17. None of Wolfsburg's losses this year have been by more than two goals, which is promising. Their recent match against Dortmund at Volkswagen Arena was a 30,000 sell-out.

After a break for the winter holiday period, the Bundesliga resumes with Round 18 on 2 February, when Wolfsburg travels to Bielefeld. The season finishes with Round 34 on 17 May.

VW thief assaults owner.

A valuable classic car's owner was assaulted after confronting a man he saw driving his treasured possession through Canberra.

The rare 1960 Volkswagen Karmann Ghia was stolen from a secure garage on Thursday.

The owner saw his car about 9:30pm and followed it to a hotel, where he confronted the offender before being assaulted and verbally threatened. The thief then drove off in the vehicle.

Daily Telegraph, 15/12/07
Spotted by Ray Pleydon



Aussie VW in Pakistan.

We have found an old Beetle here in Karachi, chassis number 197826476, engine F 116 8296. The rear licence plate light has a 'Made in Australia' sign, plus the rear view mirror base has two small kangaroos embossed on it. We believe it is an Australian VW.

A chassis number 197nnnnnn means it is a Type 1, 9 is the Australian manufacture code (German-made 1967 Beetles would have a '1' here) and 7 means 1967.

Only Aussie Beetles made from 1966-on had this '9' code - before that the chassis numbers were simply numbered consecutively, the same as Germany. There were some Aussie early 1968 Beetles (usually Standard or Custom models, not Deluxes) that also had the '9', as in '198xxx' but these ended in March 1968 when CKD assembly took over and the Australian manufacture was shut down. Even Country Buggies don't have the '9' code as they were made later in 1968.

The 'F' engine number is correct - the 1285cc (1300) fitted to Australian Beetles in 1966-67. It's



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embossing in it, and the window glass, if original, should have the Pilkington Australia logo stamped on them.

According to the rego book, it was first owned by UNICEF Pakistan. It's lying abandoned by the roadside, but its novelty value alone makes it an interesting project.

We can only wonder and speculate how a 1967 Australian VW Beetle ended up in Pakistan! - Ed.



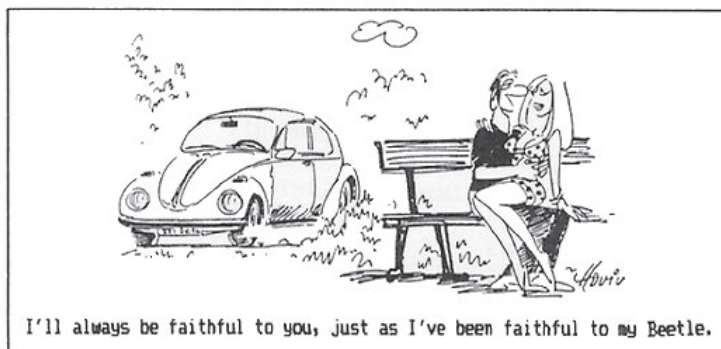
probably the original engine, although this one has had an alternator added and is missing some bits.

Aussie VWs also have the VW kangaroo symbol variously under the fuel cap, under the front blinker chrome covers, inside the tail light housings and on the back of the speedo. There should also be a VW Australia stamp on the wheels, under the hubcaps near the clips. This particular VW was missing many of these parts. Australian fuel gauges were electric - German ones (also sold in the US) were mechanical. Both of these were made by VDO Australia.



The car was delivered to the trucker and she should be here in a week or so. However transport in Pakistan has been suspended, as Benazir Bhutto's death sparks violence and riots prompting all truckers to keep their vehicles offroad. Let's see how things progress. Will send you pics of the restoration process soon.

Romano Karim Yusuf
romanholiday58@yahoo.com



There should also be a 'Volkswagen Australia' manufacturing plate behind the spare tyre. The headlight glass should have had 'Hella Australia'

Installing hydraulic lifters.

Hydraulic lifters offer several advantages over solid lifters. They are self-adjusting, so once set up you don't need to adjust your tappets to 0.15 mm (0.006") every 5000 km. With an internal hydraulic clearance they will always allow the engine valves to close, preventing burnt valves. They run much more quietly than solid lifters. Their only disadvantages are cost, and the odd rattle at start-up. They also need clean, good quality oil and may cause problems if dirt gets inside.



When the lifter is down on the cam's base circle, its internal oil valve is closed and the plunger spring pushes up to eliminate any clearance in the valve train. As the cam rotates and the lifter starts to move upwards on the ramp of the cam, the engine valve begins to open. It is fully open when the cam lobe is directly under the lifter. Valve spring pressure transmitted down through the pushrod exerts pressure on the lifter's internal piston and it moves down very slowly. Oil is trapped in the high-pressure chamber below the one-way valve. Internal pressure builds to over 10 MPa (1500 psi) by this time.

Oil is squeezed out between the piston and lifter body, and as the cam rotates further the lifter drops down and the engine valve closes. The plunger spring pushes the piston back up and eliminates any valve clearance. Oil flows out of the high pressure chamber and is replenished. Throughout the cycle, the lifter allows a controlled quantity of oil to flow up and through the pushrod to lubricate the rocker assembly.

While hydraulic lifters are more associated with American car engines, Volkswagen first fitted them to Type 4-engined 2-litre T2 Kombis for the US market in 1979. All T3 air-cooled Kombis came with hydraulic tappets, as did late-model Mexican-made Beetles. All modern VWs have an overhead cam design so they are not required.

CB Performance in California sold a hydraulic valve set for use in normal VW Type 1 engines (NLA). They were made by Eagle in the USA. They fitted straight into a standard VW case in place of the standard solid lifters; no machine work was required. They were an excellent addition so long as a number of precautions were taken.

Naturally, the engine must be stripped right down to install them.

Hydraulic lifters require shorter pushrods. In an otherwise standard 1600cc engine with stock deck height, compression and rocker arms, pushrods 270 mm long are required. Standard VW pushrods are 281 mm in length.

If you use genuine VW 1.25 rockers, the hydraulic pushrods need to be shorter still, only 255 mm, and higher lift rockers and/or cams even shorter. Engine builders need to be aware of the differences and make the proper measurements to select the correct pushrod length for a given combination. As a rule, hydraulic pushrods need to be 10-11mm shorter than the corresponding pushrod with solid lifters.

The biggest requirement for a hydraulic VW engine is an efficient oil filtering system; the stock oil strainer is not sufficient. Your engine must be clean and free of impurities. Hydraulic lifters do not like dirt and grit, and will respond to contamination with clicks and rattles. You must install an oil filter, whether mounted remotely or integrally with the oil pump. Additionally, a larger oil pump is a good idea. Hydraulic lifters like lots of oil and the standard 24 mm oil pump is marginal. Try a 26 mm or 30 mm gear pump, especially one with an integral filter.

The lifters need to be primed with oil, or 'pumped up', before they are installed. The easiest way is with a drill press and a steel cup. Fill the cup with oil and place it on the drill press worktable. Put an old pushrod in the drill chuck. Place the lifter into the oil cup, making sure it is completely submerged. Bring the pushrod down onto the lifter with the drill press handle.

Don't place the cup over the worktable's centre hole, as the hydraulic pressure will deform the bottom of the cup (just like a hydraulic press). Do it slightly off-centre. When you first pull down, air will bubble out of the side of the lifter body. Slowly pump the lifter up and down until the bubbles stop and only oil is coming out. Hold it down for several seconds to allow the air to completely escape. You may need to apply as much as 30 kg of weight force onto the drill press lever to completely prime the lifter, or more is the oil is quite cold.

It's much better to carefully and slowly prime the lifters before assembly than to let your new engine bang away at high speed on first start-up. Make sure your drill press and assembly area is clean – clean – clean! Dirt is the enemy of hydraulic lifters. All eight lifters should be primed and clean before you install them in your engine.

Pre-priming also allows you to verify the lifter's operation and see that it's operating correctly. If it primes on the drill press, it will likely run perfectly in your engine. If a lifter seems reluctant to prime, try a good soak with WD-40. It is thinner than engine oil and will flow to every part of the lifter. Then prime it with engine oil as before.

If a lifter won't prime on the drill press, the problem is usually improper sealing of the one-way valve. It may be that something has gotten inside and is stopping it seating properly. The only solution is to take off the upper snap ring, pull out the piston and clean everything thoroughly.

Lifter bodies and pistons are electronically classified to 0.8 microns – less than a thousandth of a millimetre, and assembled in matched sets to provide only 0.005 mm clearance. The lifter one-way valve is made of precision-ground heat-treated steel, and is spring-loaded against the base of the lifter piston. The sealing requires a 100% wetted surface. It sometimes takes a little effort to get it to seal and prime the first time, but once it does and has lapped or ‘settled in’, it forms a sealing surface against the body of the piston. As long as oil remains inside the lifter to wet the sealing surface, the one-way valve will continue to function in the manner for which it was designed.

Once primed, you can install the lifters in your case halves and reassemble the engine as normal. Use assembly lube on the lifter face and cam lobes, as you would with solid lifters. When you get as far as putting on the rocker gear, turn the valve adjusting screws all the way out as you don’t want to activate the lifter mechanisms just yet.

When you have all the rocker gear installed, turn the motor over so that No.1 cylinder is at TDC. Gently turn the adjusting screw in until you feel a snugness in the fit of the pushrod to the cup of the rocker arm. Try rotating the pushrod with your fingers, and tighten only to point where it slightly firms up. You are only adjusting all the lateral movement out of the valve train without moving the lifter piston. Just take up the slack. All you need to do is take out the slop and reach a zero clearance at TDC.

When you are happy you are at this point, turn the adjusting screw inwards by one complete turn. Tighten the 13 mm lock nut and move on to the next rocker arm. Do the same until all 8 valves have been done. The procedure is the same if you have swivel foot rocker screws, but it might be trickier to locate the flats onto the top of the valve stem and feel that exact ‘zero lash’ point.



Finish and install the engine as normal. When you are ready, start the engine and keep the RPM in the lower range. DON’T race the motor; you want to get the lifters into final tune and that requires a slow-running engine. In most cases, at least half of your lifters should settle quietly down and run without clicks or rattles. You may find that two or three might be making a little noise and need some additional adjustment. Loud exhausts won’t help you locate the exact tappet that is clicking, so stay away from them. A tappet that clicks at idle is almost certainly on the loose side. A simple further half-turn of the adjusting screw will often bring a niggly lifter into line with all the others. Over-tightened lifters will also make noise, and this is a more serious situation as the piston will be banging against the bottom of the lifter

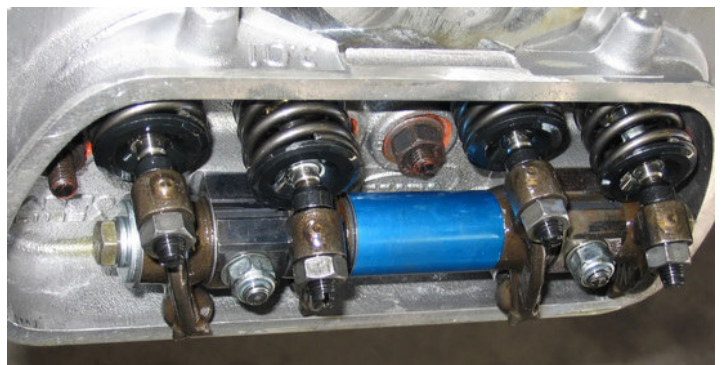
bore. This can ruin the lifter before you even get your VW out of the garage.

If for some reason you can’t eliminate the click (which mostly shows up at idle speed), back the adjusting screw all the way out, start the engine and slowly turn the adjusting screw back in until the clicking stops. It’s probably only air trapped in the pressure chamber. Don’t rush – it might take two or three minutes for the oil to warm up (and become runnier) and for the air bubble to work its way out. Keep the engine speed low, back the adjustment off, and slowly tighten the valve adjustment screw until the lifter runs quietly.

With your lifters adjusted, your carburetors and ignition correctly set and a quiet exhaust system, your engine will run as smoothly and noiselessly as a modern water pumper. You’ll immediately notice that a hydraulic engine feels different. It runs smoother, with less clatter and chatter. And so it should, as the valve train isn’t pounding itself apart – it’s running on a cushion of oil. You may find it will produce more power. Your valves will last longer as they are always in adjustment, whether the engine is hot or cold. And no more tappet adjustments!

As for RPM limits, with a stock engine the limiting factor is the valve springs, which limit a normal VW engine to around 5000rpm. Hydraulic lifters are easily capable of this, so don’t worry about it. If you want more performance by improving the valve springs, head flow and cam timing, you can move up to the 6000rpm range and your lifters will respond. Any higher than this – race engines, for example – stick with solid lifters.

Hydraulic lifters should give few hassles in normal day-to-day driving. You may find them noisy for the first 5-10 seconds after a cold startup. When you leave your VW parked, the oil tends to partly drain out of the lifters and it takes your motor a few seconds to pump them up again when you restart. This is more noticeable on VWs, where the lifters sit horizontally in the motor, compared with an American V8 where the lifters sit upright. Also, the longer your VW is left without starting the more noticeable the noise is on restarting, and the longer it takes to re-prime the lifters.



This is not just a feature of aftermarket CB Performance/Eagle lifters; hydraulic Kombis and Mexican-made standard VW Beetles also have the same characteristic. Moving to a runnier, lower viscosity oil is a common way to improve the repriming time and have them running quietly and sweetly again.

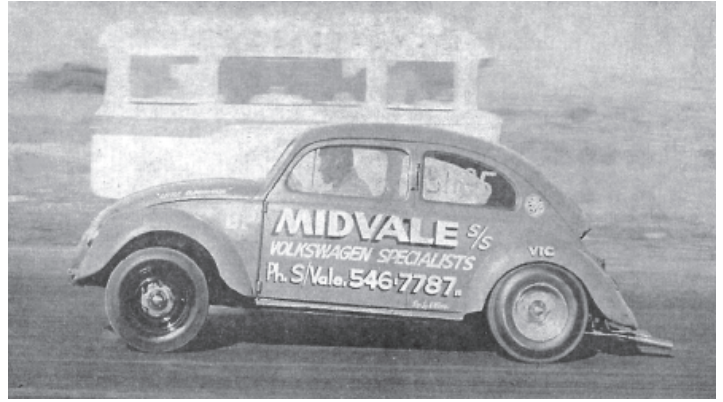
George Stewart's Draggin' Wagen.

Hot Rodding Review, November/December 1965

For almost 18 months now drag fans have been watching everybody's jaws drop at a little red "black forest" car that has consistently shut down all the big bangers. The car is BP Midvale's VW Draggin' Wagen, one of the hottest properties to make the local scene.

Owner/driver George Stewart started his competition career with the old crash-and-bash boys at Daylesford (Vic) stock car circuit but as this form of mobile wrecking began to pall on both drivers and spectators alike George transferred his interest to the drag front with a hot FB Holden. George dragged this thing (with only moderate success) for a couple of meetings but it was long enough for the bug to grab a firm hold and it wasn't long before he was thinking of an out-and-out competition car.

Specialising as he does in VW tuning and modification, it was natural that he should start work on a drag beetle, but even Stewart admits he couldn't then see it as ever being a wild runner. However, by scouting the local wreckers it wasn't long before he turned up the basic material - body, cogbox and front end - price, a more than reasonable £20 the lot. For openers George and crew completely gutted the body shell and interior trim, but as VHR regs say this type of car must measure



up to standard shipping weight, steel bars were welded into place directly behind the rear seat. This brought the car back into line but weight was now transferred to a more practical area for maximum dig.

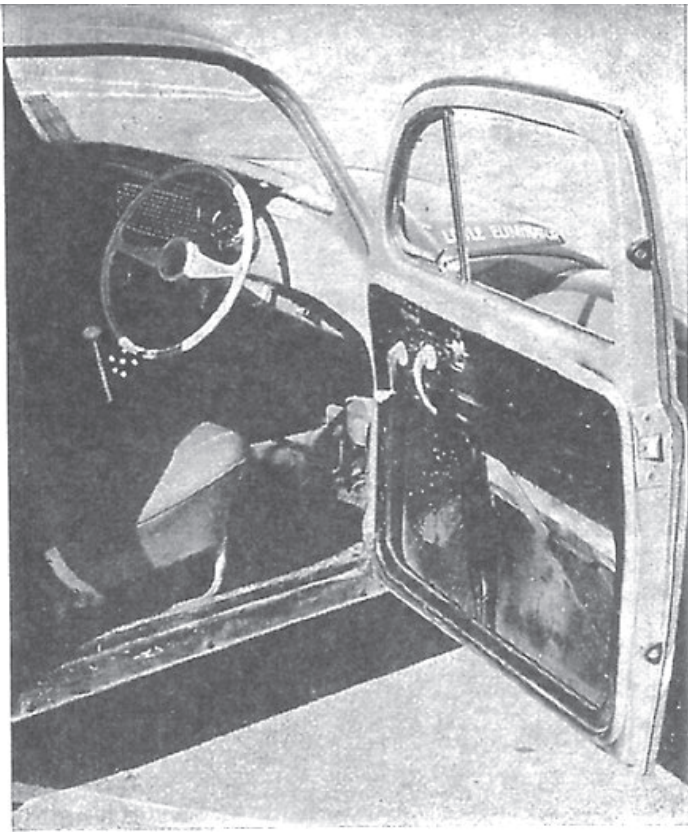
The mill was then bored and stroked to 1600cc, this from a basic 40 bhp 1200cc engine. High comp Repco pistons were fitted and compression ratio was built up to a staggering 14.5:1 - compression in each pot runs to 285 lbs (1,965kPa) at cranking speed! Suspension and braking systems remain standard VW but adjustable shock absorbers have been fitted to allow alterations for the varying surfaces of Riverside and Castlereagh. Standard VW wheels are retained up front but at the back Stewart has used VW centres in widened Holden rims - this provides a rim width of 7 in. and specially compounded Olympic 7.25 slicks dump the power on the ground with a minimum of wheelspin.



Runs during early '64 were good - but not good enough for George, who feels that if you're in a sport that doesn't pay for second or third placings there isn't much future for the guy who doesn't win. Consequently these early times of mid 17s resulted in further modifications - and not just a little experimental work. One idea that was tried involved a reversed Wade camshaft; twin extractors and four SU carbs. George is still very keen on this idea as he says that rev and power buildup were fantastic - the only problem was that it invariably required a long push start and VHRA regs stipulate that this class of car must be fired on the starter. Given some time, money and a free run on a dyno George thinks that this problem could be licked and you'd have the hardest-charging VW of all time. Anyway, for want of this the idea was scrapped and the motor reverted to a more relaxed type of breathing.

Times steadily improved with further work and it wasn't too long before the Draggin' Wagen was running mid 16s, later improved to mid 15s. At this stage the car's

St George and the draggin' wagen; George Stewart and the wild red car complete with "Swamp Rat" brain bucket and light aircraft.



Interior is heavily gutted, but seats, shift and wheel are stock. Tacho replaces speedo and reads to ten-grand. Yes, that's what the man said.

best was a 15.18 but the aim now was to break into the 14-second bracket. George had felt for some time that the distributor just wasn't capable of providing a big enough flame to light the mixture so a Scintilla magneto was fitted and immediately the car cracked on again - 14.85 at Castlereagh.

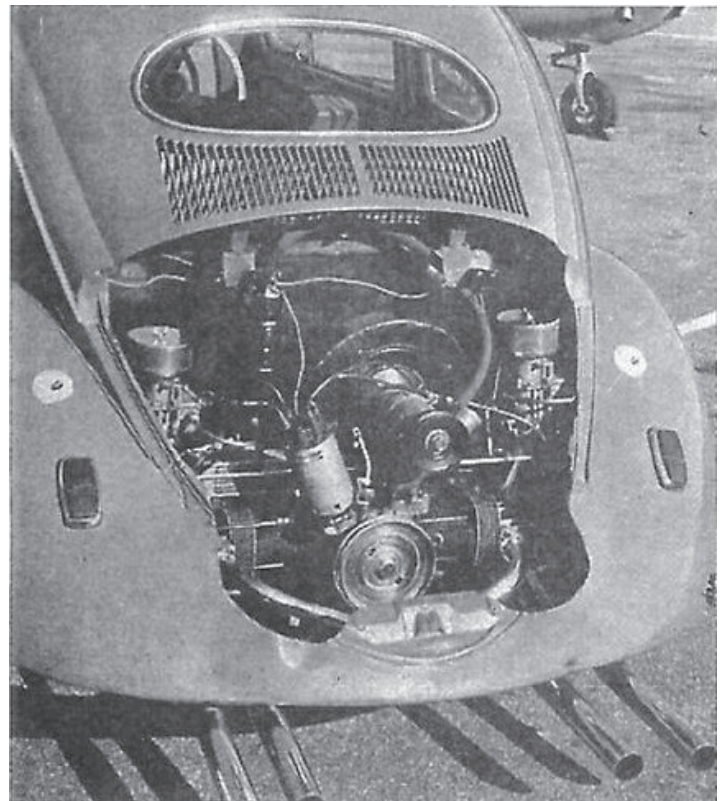
Now Stewart hit a lean time - for the next three months the car was plagued with woes and worries, mainly gearbox (the box hadn't been touched since purchase from the wrecker's yard) and fuel. A minor overhaul of the shift system soon sorted that lot out but there was still the problem of fuel starvation. With the big maggie now in business the car had come from reasonable fuel consumption to something in the region of a half gallon for a quarter mile. The twin Holden carbs now fitted were further reworked and it was decided to switch over to a pressurised fuel system - and boy, did this move pay off! Running at the July Riverside meet the Draggin' Wagen sliced through the opposition to finish the day with Sedan Elim title and a sharp 14.13 seconds (91.8 mph - 148km/h) - this is the fastest any four-cylinder sedan has ever covered the strip.

In its current set-up the wagen will free-rev to 10,000 without worry and George regularly shifts at a solid 7000.

The gutted body and relocated weight has resulted in an all-up weight of 14 cwt 1 qtr (725kg) but the built-in steel plates now provide a pivoting action to the body which gives the Wagen the closest thing to a wheelstand you're ever likely to see in a small car. Literally nothing is lost on the line - George stokes the fire, the rubber bites and he's away - most of the opposition usually drops

a good three lengths in acceleration out of the chute. Following his recent Riverside run George now feels that the Wagen can crack the high 13s without much worry but he also feels that he's now getting pretty close to maximum development. Even so, considering that the entire power plant is VW, not Okrasa or Porsche, high 13s is hardly anything to be disappointed about (incidentally for the doubters the Scintilla mag is ex a VW industrial engine).

Noisy? Well let's just say that when we were taking the shots down at Moorabbin Airport the Wagen successfully drowned out the local fly boys.



Note - by 1969 George had extensively redesigned and rebuilt the Draggin' Wagen. The driving position was moved to the rear, and the wheelbase was drastically shortened by moving the engine, gearbox and axles forward. This turned the car into a crowd-pleasing dedicated wheelie-popper. This shot of the rebuilt car was taken at Castlereigh in 1969.



The Country Buggy missed the mark.

Some cars reach the market too late. Others are ahead of their time. The Volkswagen Country Buggy, which some would argue barely qualified as a car, somehow managed to be both when it finally hit Australian VW showrooms early in 1968.



Because Australia was finally throwing off the appearances of a developing nation and its ongoing impression of Hicksville, there was a hunger for shiny new manufactured goods. This was the year of the first Monaro and a new HK Holden range that offered five engines and an options list as long as your arm. Ford was replacing the XR Falcon, the car that had won Bathurst the previous year, with the XT. The Country Buggy appeared to be tugging Australians back to the Model T.

The year's biggest selling hit was Johnny Farnham's Sadie the Cleaning Lady, in an era when police used horses to clean up anti-Vietnam protest rallies. In a nation where things needed to be clean and tidy, the term 'long hair' carried more loathing than 'feral' does today. As Joh Bjelke-Peterson was sworn in as Premier of Queensland, he was able to declare himself to be the new minister of police at a time when tidiness and godliness were one and the same.

Where the untidy-looking Country Buggy was meant to fit in this enamel-coated conservatism was never clear. It highlighted why good product planners would soon become critical to the local industry.

The Country Buggy was conceived in 1964 when Volkswagen's local manufacturing operations grew to become the largest outside of Wolfsburg. Yet Volkswagen was locked into the same penny-pinching priorities familiar to all Australian car companies. The mantra was to build only those variations from the core model that wouldn't eat into overseas profits or cost the parent company any more than necessary in tooling. It still is.

The Beetle didn't lend itself to an affordable four-door sedan version or a wagon, let alone a sports model or coupe. The hugely expensive Karmann Ghia and Volkswagen's own Type 3 range highlighted how much investment was required if they deviated from the standard Beetle body. The local arm could only contemplate a scorched-earth product line-up when even the parent company struggled to make something more out of the Beetle.

After stripping out most of the cabin trim and exterior chrome, then deleting the fuel gauge, glovebox lid, interior light, windscreen washers, horn ring, heater vent controls and passenger sunvisor, Volkswagen Australia released a cut price 'Standard' Beetle with all the ambience of a bed pan. I owned one and still flinch at the memory of having to kick the lever for the reserve tank in the middle of an overtaking move as the engine spluttered from the lack of fuel.

Just how a reserve tank and its under-dash lever represented enough of a saving over a fuel gauge to justify this level of risk was never clear to me. Yet, it provides some insight into how a mindset that saw this as a way forward might get really excited about the idea of a crude and cheap flat panel vehicle with no roof and doors.

In 1964, there might have been enough self-flagellating Australians to support such a creation. By 1968, the pace of change had been so intense, the same market now believed they deserved something better.

The Country Buggy was conceived by VW's local engineering team which was clearly stuck in the 1950s Redex Round Australia Trial mentality. The idea was to convert the VW's platform chassis, which allowed the Beetle to be driven without a single body panel, into a simpler go-anywhere vehicle. Yet, by 1964, the Beetle had become a symbol of freedom and fun to legions of young Australians. The incredible traction and ruggedness were incidental after the Beetle (and also its rival, the Mini), had evolved into such popular enthusiast machines for those who drove them. VW clubs were arranging rallies and runs; VWs competed in motor sport; and shops selling the latest overseas VW accessories and hot-up bits were flourishing.

This transition, which paralleled the US market, seemed to have escaped the focus of the local team in 1964. The bleak Country Buggy arrived after the rest of the Beetle range had been lifted with factory-fitted white wall tyres, bright new colours, optional sunroof and Mercedes-style trim.



Because the Country Buggy was first conceived as a cut-price, more frugal alternative to the Land Rover at a time when mining and other primary industries were looking for modern, more capable off-road vehicles, it could do little to save VW's local operations when the

crunch came. The Army was also a potential customer. By 1968 this market had evaporated after the Toyota Land Cruiser and Nissan Patrol had become serious contenders. The youth market had also begun to lose interest in the Beetle after its local content lock-in blocked out important European upgrades to counter the Japanese invasion.



Where the VW engineers had hoped the Beetle's superior traction and ground clearance would compensate for the lack of four-wheel drive, serious buyers including the Army walked away. But not before Volkswagen Australia had added the Kombi's rear reduction hubs to boost clearance, and completed tooling for the rudimentary steel panels that had durability, not styling, as its primary focus.

After several delays, the Country Buggy went into production based on the local 1300 Beetle (a 1200 was optional!) with a flat panel steel body ribbed during development for extra strength. There were no doors and high sills, like the Mini Moke. The flat windscreen was the only glass, and the two seats were cut-down Beetle items.

Most were Savannah Beige with black paint covering anything that should have been chromed, while some were painted in Army green or red.

Its local 1300 Beetle origins locked it into six-volt electrics, the early headlight style and old drum brake wheel centres with their tendency to distort the brake drums.

The 1968 VW Beetle released at the same time, with its 1500cc motor, 12-volt electrics and dual-circuit brakes with front discs relegated the Country Buggy to another era virtually on release. A roof of any sort was an extra, as was a mirror, tow hook and sun visors, and there was no fuel gauge. Like the Moke, the Country Buggy was effectively an open-top ute with no back seat.

As a farm runabout it was a capable effort, except farmers in 1968 no longer wanted to choose between staying dry and accessing their load area. From their perspective, it offered little more than a cut-down ute based on an old farm car which is effectively what it was. Beyond the cities, the Country Buggy's external simplicity was in conflict with the perceived specialist service requirements that lurked underneath. The Kombi's reduction gearing also made an ordeal of long-distance

cruising, yet the presentation was too crude for city slickers. At a time when European, American and Brazilian specialists were adding sleek fibreglass bodies to their Beetle platforms, and young Americans were embracing the Meyers Manx beach buggy craze, VW served up a 1968 equivalent to today's quad bike. There was something else.

In February 1967, Modern Motor ran a cover story telling its readers how to build a beach buggy based on a VW chassis for just \$160. When the crude Modern Motor buggy and its equally rudimentary panels managed to look more exciting than the later factory effort, its fate was sealed before it was even launched. Even the name Country Buggy evolved when no one could think of anything better. It took the Mini Moke to demonstrate how easily VW could have got it right.

As one wag observed, a Moke with its original, tiny 10-inch wheels would get bogged if an ice block melted on the road. Yet the Moke became a cult vehicle after a savvy local marketing team gave it big new wheels and a proper roof and side curtains, painted it bright colours then aimed it at a fiercely anti-establishment market.

Because the Country Buggy was everything the conservatives would not drive and it was more versatile, it had far greater potential than the Moke. Instead, the Country Buggy's bleak detailing confirmed that local VW management was in serious denial over the 'long hairs' who held the key to their future.

I remember the anticipation at the 1968 Melbourne Motor Show when the hype suggested that VW Australia might in fact lead the world by offering the first factory beach buggy. Even though local VW manufacture generated huge loyalty, show visitors left shaking their heads in disappointment. Volkswagen eventually found homes for just under 2,000 examples, with over half leaving the country for markets like the Philippines. Enough said.

By the end of 1968 VW's local manufacturing empire collapsed as the company was forced to return to local assembly under crippling losses. The Country Buggy could have generated valuable time to regroup. Instead, it was an early casualty as its primary purpose was to improve the economies of scale for local Beetle manufacture. It stands as another lost opportunity after a manufacturer confused the Australian appreciation of simplicity for a lack of sophistication.

Joe Kenwright



The Primus Lightweight Portable Toilet Seat.

My wife is a native New Yorker, and I have therefore never really expected her to be comfortable with all of the exigencies of the Australian Bush, even though she has constantly surprised me with her resiliency to change and her adaptability to the unexpected.

On her first Bush trip with me in our Kombi, shortly after our marriage in 1985, she was showing some discomfort as the city of Brisbane slipped behind. Being the stereotypical, culturally insensitive Australian male, I did not enquire as to the reason. So she was eventually forced, on a dirt road somewhere west of Cunnumulla, to comment that it seemed a long way between rest stations. As a native New Yorker she was used to seeing them, complete with MacDonaldis and other franchises, every few miles along those grand American freeways that allow you to travel from one part of the country to another without having to change gear and to average the same speed as that to which you have set the cruise control.



“No. There are no rest stations. You have to do it in the bushes,” I said.

“But there *are* no bushes,” she said, surveying the gibber plain before us that bore a striking similarity to the barren surface of Mars.

“Then you have to go just behind the Kombi,” I said, “where the rear vision mirrors can’t see”.

“But someone might come,” she retorted.

“Look for dust,” I instructed, explaining that we hadn’t seen a car on this track all day and that, as she could see the dust of approaching cars for several kilometres, her privacy wasn’t in jeopardy.

It then emerged that she had only ever pointed her privates at porcelain and then, always, with a proper toilet seat protecting her pants from any wayward spray. Consequently, she couldn’t envisage how she could do this on a road covered in red bulldust.

I hadn’t really paid attention when my mother gave my younger sisters their training in how to go to the toilet in the bush when there isn’t any toilet, a competency every bush girl needs to acquire at a fairly young age. So

I had to use my imagination somewhat when I described how I thought a female should do it.

She emerged sometime later without any splashes on the boots or jeans, so my instructions must have been adequate. But she confessed that she found it a little disturbing to see the kangaroos watching her, since they looked more like humans than the four-legged creatures she was familiar with in her country of origin.

Though the competency was developed with little drama, I felt a little sorry for her that she had to do something she was not brought up to do. I secretly planned that when I finally built my dream 4 wheel drive motorhome, I would equip it with a shower and toilet so that she could enjoy the beauties of the Australian bush without having to squat uncomfortably and ignobly in the bulldust. A mate of mine, I heard second hand, had arrived at a similar conclusion when he also tried to entice his English-born wife into camping in the Australian bush.

It’s almost 20 years now since our first bush sojourn, and though the motorhome has begun, it still isn’t completed, so we had to camp once again in the trusty Kombi for our most recent trip to the Western Australian desert country.

I was doing some last minute acquisitions at our local Gold Coast camping store when I spied what to my mind was a gesture of affection and consideration for my long-suffering wife: *The Primus Lightweight Portable Toilet Seat*.

It was a simple, yet elegant looking design, consisting of a hygienic plastic toilet seat, redolent of those that cover the porcelain in most domestic toilets. A simple brass-plated, scissor-legs attachment unfolded and clipped on the bottom. A clever clipping mechanism allowed the fitment of plastic bags if you were using it in environmentally sensitive areas where it was necessary to retain the contents for later disposal. And the whole device folded very neatly in the manner of a collapsible chair so it would fit snugly in a special place I had available in the Kombi.

The first opportunity to use the *Primus Lightweight Portable Toilet Seat* presented itself at a campsite on a lonely stretch of the Sandy Blight Junction Track, in the remote Eastern section of the Gibson Desert. I decided that I would give the seat its first use in case some special instructions were needed for its intended owner. So I withdrew it from its plastic container and headed for a lovely patch of scenic Desert Oaks. I did not need the plastic bag retainers, since this was desert sandhill country. But as things were getting urgent, I did not dig a hole under the seat as I had planned to do to make final disposal a little easier.

Due to the constant pounding of my body by the corrugated track, it had been two days since my last ablutions, so my alimentary system had a major offering. But I was in no hurry, so it didn’t matter. I surveyed the scene of the beautiful Desert Oaks, the symmetrical, green Spinifex clumps contrasting with the virginal beauty of the red sandhills, and sat smugly satisfied that this was the best view I had probably ever enjoyed from the comfort of a modern toilet seat. I pondered how it was probably only surpassed in my life by the view from our outside dunny in our house near the Koala Park in the



wilds of Flinders Chase National Park, Kangaroo Island, where I was fortunate enough to live in the 'Fifties.

Many years ago I read an account by an English scientist, Harrison Chomley, who went to Africa to study the consistency of the poo of African natives. I envisaged this scientist surreptitiously watching for natives to disappear in the bush, and then going over to where they had been, digging it all up again, and recording the consistency.

Chomley's finding was that the poo of African natives was much wetter and sloppier than the hard, sausage style of the typical Englishman. I don't recall him describing how he conducted the control experiment with English men and women, but as he had the reputation of being a good scientist, I am sure that he managed the controls in some acceptable way that are beyond my ability to envisage.

Chomley came up with three conclusions: firstly that sloppy poos were caused by the high amount of plant fibre in the diets of African natives, that Englishmen could achieve the same result if they ate a more rabbit-like diet, and that such a diet was desirable because the African natives suffered lower incidences of colon cancer than Englishmen.

I must confess I was heavily influenced in my life by these findings, and I set about finding easy ways of introducing more fibre in my stereotypical Australian male diet, which was heavily biased towards meat. I experimented with many ways of doing this without resorting to the boring diet enjoyed by rabbits and many Western females. I finally settled on the discovery that a couple of tablespoons of psyllium husks, taken in water each morning, which was so disgusting that it almost caused me to gag, achieved the ideal result.

For camping excursions I have discovered that a homemade muesli made from raw rolled oats, oat bran,

dried fruit, including prunes, and nuts, together with psyllium husks does a good job of satisfying hunger and countering the effects of long hours at the wheel of an old vehicle on rough corrugated roads that tend to compact things in the alimentary track.

On this fine, brisk July desert morning, as I sat on the *Primus Lightweight Portable Toilet Seat*, I surveyed the rather large pile under the seat representing two days of proceeds, and was pleased. I had managed to get the consistency close to Chomley's ideal of soft-serve ice cream. I congratulated myself mildly, as I imagined the English Scientist would have, had he been a witness, for coming up with a result guaranteed to give me maximum protection from the risks of bowel cancer.

In the midst of the feelings of bliss created by the peaceful, beautiful desert scenery and the self-satisfaction I felt from balancing my diet so well, the Primus Lightweight Portable Toilet Seat suddenly broke. Due to a little arthritis and the slow reactions that seem to accompany advancing age, my feet stayed glued to their original position. My *gluteus maximus*, as bare as at its day of birth, but now considerably wider and heavier, fell directly on the pile of perfect consistency, spreading it broadly in all directions until it was approximately two centimeters thick across the entire region. I will spare you the lurid details.

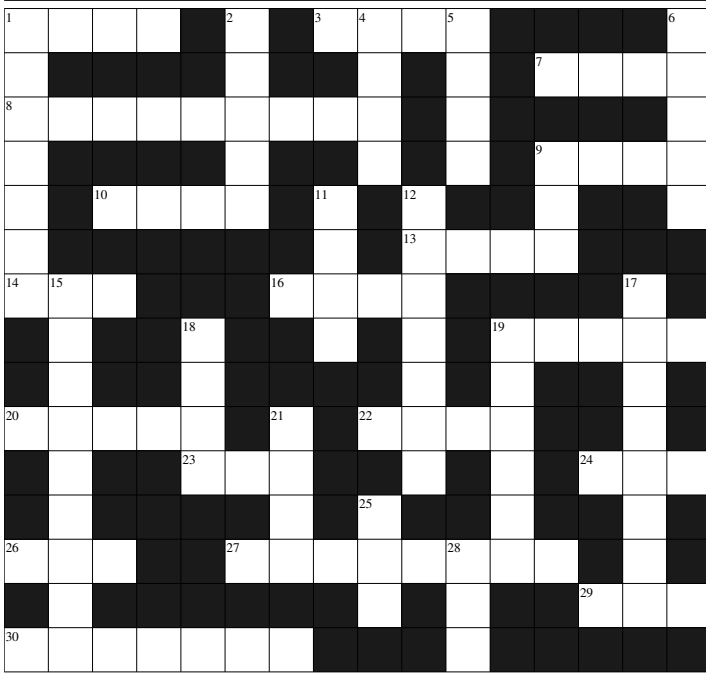
By some miracle, my clothes had escaped this catastrophe. But the full roll of toilet paper did not look as if it were capable of meeting the challenge of cleanup. There was no option but to sacrifice my favourite grey shirt that I was then wearing. It was buried afterwards, not so solemnly, with the chair.

At this stage I was not in the mood for seeing the funny side of this incident and starting muttering threats of murderous litigation against the Primus Corporation. When I returned to the camp, accompanied by an unusually large entourage of curious bushflies, I boiled a large quantity of water and washed and disinfected myself thoroughly. When I had finished, fortunately before anyone else from the camp had yet risen, I sought out the manufacturer's name and address on the packaging for my proposed litigation. I calculated that the \$29.00 product had lasted a mere three minutes of use. It was then that I realized I had no legal leg to stand on. The package clearly said, "Limited to 95 kg." I weigh 98 kg. I nevertheless muttered some potentially defamatory statements about the engineers who designed the device with such a small safety margin. My wife, who was originally trained as an engineer, told me that engineers always worked out the likely stresses very carefully, and at the end of the calculation doubled the required strength as a safety margin.

By the time the rest of the camp had risen, I saw enough of the humorous side of the disaster to confess to everyone in the camp. My wife is nowadays a Professor of Communication. Predictably her response was, "Just like a man. Didn't read the instructions before you used the product." As a former Professor of Communication who strongly supports the modern cognitive research base, I had no defence.

Warren Paulsen

Club Veedub. Die Legende wird nicht sterben.



Club Veedub crossword.

Across:

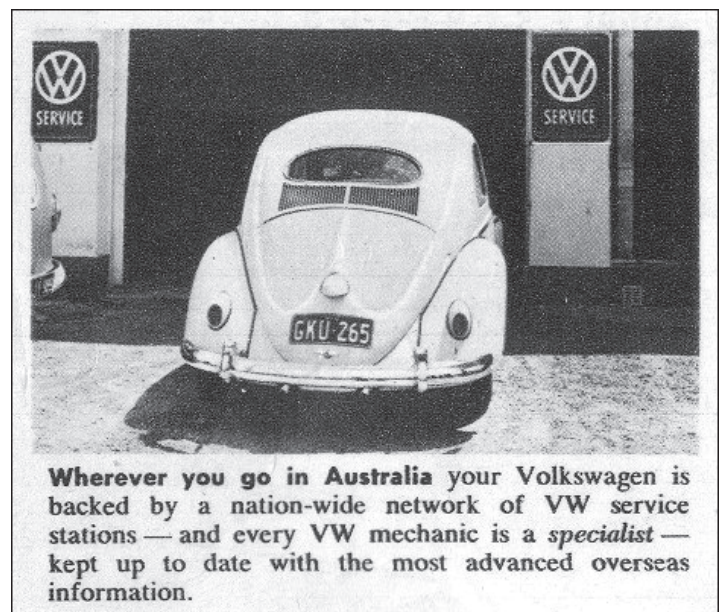
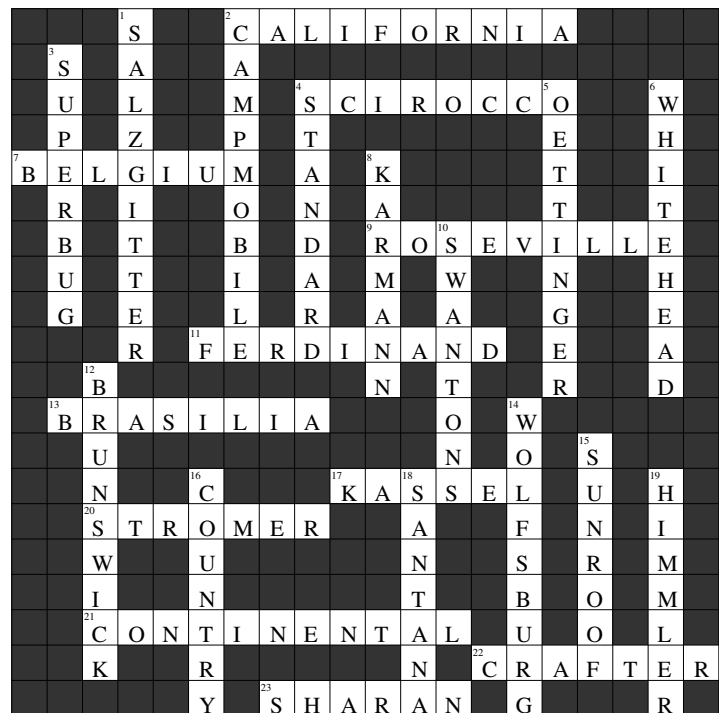
1. A Spanish car company, now owned by VW
3. Joe Vittone's classic VW performance parts company
7. The smallest model of VW in the current Australian range
8. The original marque that had a four-ring badge
9. The late founder of the Berg VW performance shop
10. The booted version of the Golf 4 had this name
13. Was beaten at Bathurst in 1963 by Barry Ferguson's VW
14. Neckarsulm-based car company bought by VW in 1969
16. The shitty little kid in Herbie Goes Bananas
19. A British VW magazine of the 1960s, and 70s was ...? Motoring
20. VWs won this Trial in 1957
22. A silly British nickname for the T3 Kombi
23. The holders of the Australian VW franchise from 1968-87 was ...? Industries
24. Martin's VW Kombi was once painted like this animal
26. The most famous Los Angeles hot VW owners club
27. The name for the Mk 1 version of the VW Jetta as sold in the Mexican market
29. The VW convertible roadster with power roof/sunroof
30. An Australian fibreglass sports conversion of the VW

Down:

1. Australian Kombi camper conversion with full-length fibreglass roof
2. We always go to the VW Spectacular for her
4. The original and best-ever VW beach buggy
5. VW performance parts maker, founded by Sonny Balcaen
6. Maker of carburettors used on VWs
9. The sporty version of the VW Golf
11. The cylinder arrangement of air-cooled VW engines

12. VW's current computer-controlled All-Wheel-Drive system
15. The Chairman of the Volkswagen Group from 1975-82 was Toni ... ?
17. Another Italian carburettor maker, similar to Weber
18. The VW Spectacular is organised by Donna ...?
19. The name used for the VW 181 for the Mexican market
21. US maker of stroker cranks and other VW hot-up parts
25. A British nickname for the T2 Kombi
28. The British company that imported VWs into Australia in the 1990s

Last month's crossword.



HOW TO BUY A CAR

6 questions for the family man to ask



by Mr. Harris Lea, father of four

THREE months ago I decided to buy a car—a big decision for our family. I didn't want a petrol-eating monster—my order was an economical, reliable family car. I visited showrooms, talked to friends, and out of the wealth of advice emerged 6 basic questions—'Is it economical on petrol and oil?' 'Is the engine air-cooled?' 'Is the suspension system independent on all four wheels?' 'Is it easy and safe to drive?' 'Is the after-sales service dependable?' 'Is the price under £1000?' Sounds a tall order? Well, I got everything I wanted—and then some. You see, I chose Volkswagen.

1. *Petrol—an assured 38 m.p.g. Oil—only 4½ pints every oil change. Oil is actually automatically cooled.*

2. *Over 40,000 Volkswagens have travelled more than 60,000 miles without major repair to the rear engine. This engine is a marvel of simplicity—can never overheat or freeze because it's air-cooled. No radiator problems.*

3. *Volkswagen suspension is by torsion bar—independent on all four wheels. This feature, exclusive to Volkswagen in its class, means wonderful comfort for my family—our new baby sleeps on the back seat as if she were in her cot.*

4. *Steering, body design make Volkswagen easier to drive. Finger-tip control steering gives you complete manoeuvrability. And that streamlined bonnet lets you see the road almost up to the front of the car.*

5. *After-sales service is unique in Australia. My service vouchers quote exact prices in advance—do away with estimating. Trained mechanics work with Volkswagen-designed tool kits. Spare parts are always in full supply.*

6. *Price is only £971 including sales tax! If you're considering a new car, make your first stop your Volkswagen distributor. He'll arrange a free trial drive. See if you don't agree—Volkswagen is the ideal car for your family, too!"*

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