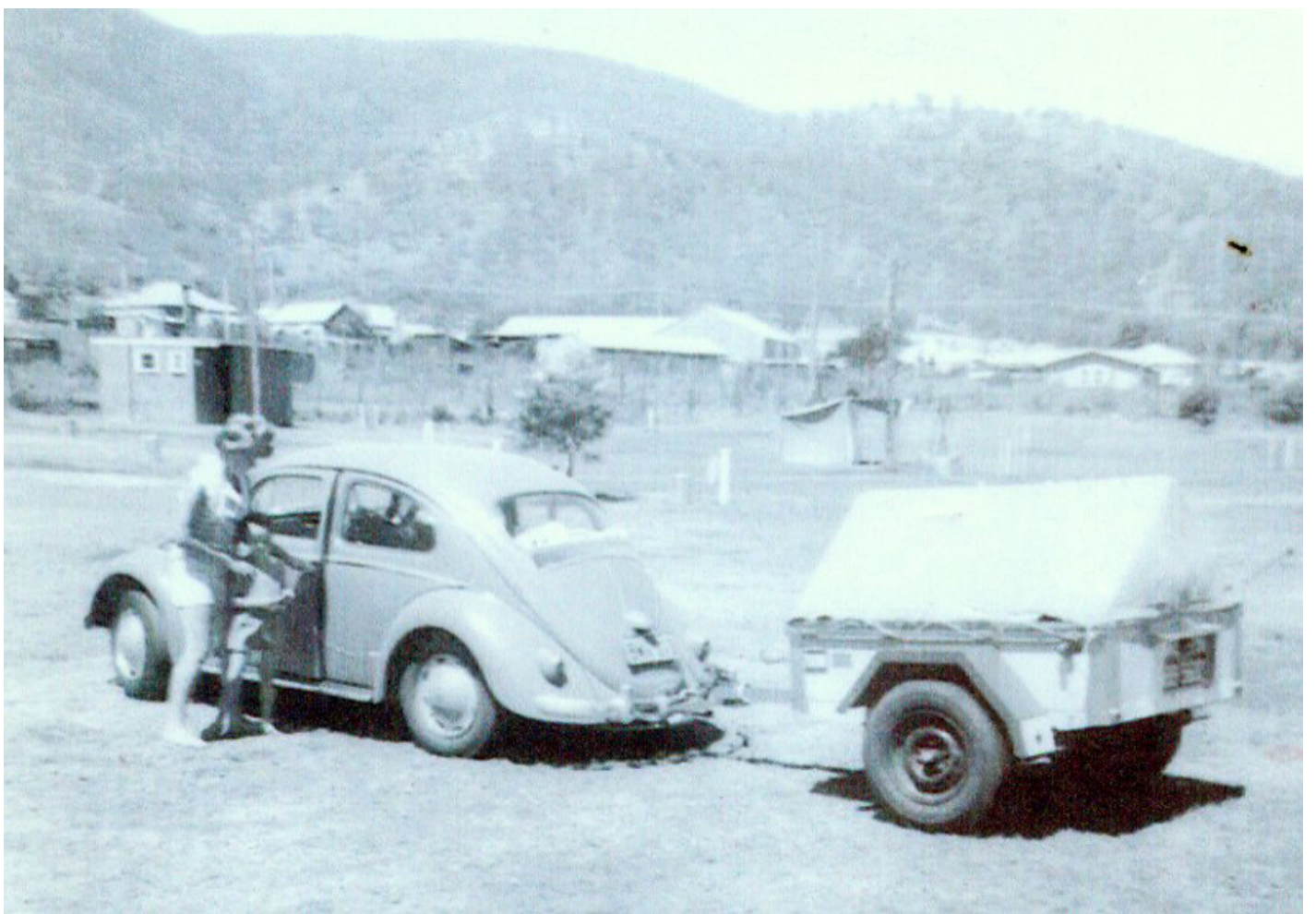


Zeitschrift



The Pleydons on holidays not too long ago.

February 2008

IN THIS ISSUE:

**VW/Audi Sales 2007
The Toy Department
Problems with the VW
NRMA Motorfest**

**Raymond in Germany
NSW Supersprint 2007
Salzburg Rally Beetles
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.

President:	David Birchall	(02) 9534 4825
	david@clubvw.org.au	
Vice President:	Bill Daws	0419 431 531
	bill.daws@inet.net.au	
Secretary and: Public Officer:	Bob Hickman	(02) 4655 5566
	hicko@inet.net.au	
Treasurer:	Martin Fox	0411 331 121
	martin@clubvw.org.au	
Editor:	Phil Matthews	(02) 9773 3970
	philjmatthews@optusnet.com.au	
Webmaster:	Steve Carter	0439 133 354
	info@clubvw.org.au	
Trivia Pro:	John Weston	(02) 9520 9343
Book Librarian:	Simon Matthews	(02) 9898 3665
Video Librarian:	Joe Buttigieg	(02) 9863 4536
Tool Librarian:	Bob Hickman	(02) 4655 5566
Merchandising:	Raymond Rosch	(02) 9601 5657
	sales@clubvw.org.au	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	Leigh Harris	(02) 9533 3192
	leigh@clubvw.org.au	
VW Nationals Committee:	David Birchall	(02) 9534 4825
	Bob Hickman	(02) 4655 5566
	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 McFadden

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:

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Volkswagen Group Australia
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Karmann Promotions Wurth Fasteners

At the February Club Veedub meeting:



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

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



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

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

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

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

Members Monthly Special



Members Polo Shirt
(S/M/XXL) NO pocket **\$5**

Members Polo Shirt (S-5XL)
with or without pocket **\$15**



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



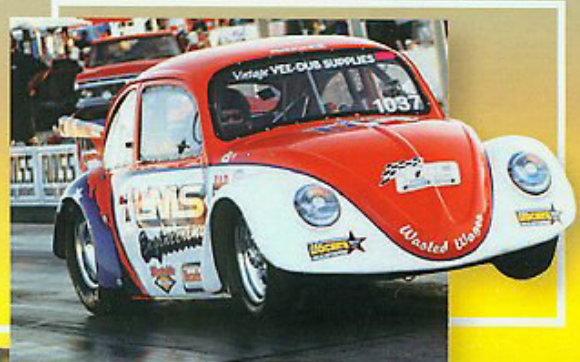
SOUTHCOAST RACEWAY, PORTLAND VIC

VW **PORTLAND**

2008
Feb 23rd - 24th

THE FIRST OF TWO VW ONLY DRAG RACING MEETS - VW PORTLAND & VW WARWICK

- VW 1/8th Mile Drag Racing
- Dial Your Own
- VW Street & Non-Registered
- VW Stocker To Modified
- Unlimited Runs
- VW Show'n'Shine
- Swap Meet & Trade
- Camping At The Track
- Street Parade
- Trophies & Prizes
- Open To Male & Female
- Pre-entry A Must



Full Event Details, Entry Forms
And Conditions Go To:

WWW.VWMA.NET.AU

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THIRLMERE FESTIVAL OF STEAM 2008

Correspondence: NSW Rail Transport Museum
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





Easter Saturday 22 March 2008

Venue: **Oran Park Raceway**, 'Home of the V8 Supercars'. www.oranpark.com

Motorkhana on the concrete skid pan. L2NS Licence required.

Khanacross on the figure 8 dirt circuit. L2LS Licence required.

Lap Dash on the Oran Park North circuit. L2S Licence required.

Competition licences available on the day. No rally tyres on the driving wheels. All events will be run under a CAMS permit. Vehicles must comply with the relevant regulations. For more info check out www.cams.com.au Lunch tickets must be pre-order for both entrants and spectators.

Show n Shine. Categories include Car of the Day + Top 10.

Swap Meet. There is a free swap meet for private individuals.

Trade stands will be available in the pit area next to the Show n Shine. Prices TBA.



The 'Nepean Valley Bug-In 2007' is hosted by the **Nepean Valley Car Club Inc.**, P.O. Box 181 Kingswood NSW 2747.

For more information, contact Scott Harper on 0419 550 500

www.nationalbugin.org.au

**A CLUB VEEDUB WEEKEND AWAY
A BLAST FROM THE PAST
RELIVE THE 2007 VW NATIONALS
ON THE BIG SCREEN**

**AT THE CHARMING VICTORIA & ALBERT GUESTHOUSE
19 STATION STREET, MOUNT VICTORIA (PLENTY OF OFF STREET PARKING)
OVER THE WEEKEND 19TH & 20TH APRIL 2008**



ITINERARY

SATURDAY:

4.00PM AFTERNOON TEA, FINGER FOOD & RELAXING WITH A FEW DRINKS.

5.00—6 EVERYONE SEATED IN THE DINNING & BAR ROOM FOR THE FIRST HALF OF YOUR MOVIE.

6.15— 7.30 FULL GERMAN ENTRÉE & MAIN MEAL, SNITZELLS ETC.

7.30— 7.45 BREAK & RELAX.

7.45 — 8.45 SECOND HALF OF THE MOVIE.

8.45—9.30 DESSERT, CHEESE CAKES, APPLE STRUDDLES ETC. TEA & COFFEE.

9.30 DRINKS, CHAT & RELAX.

SUNDAY:

8.00 — 9.30 AM BREAKFAST.

10.30 — 11.00 CAR PARADE THROUGH TOWN FINISHING IN GUESTHOUSE CAR PARK (HOLDS 120 CARS)

11.00 — 11.30 MORNING TEA.

11.30 — 1.30 CARS ON DISPLAY FOR THE GENERAL PUBLIC.

1.30 — 2.30 LIGHT LUNCH.

SO LETS BOOK THE ENTIRE GUESTHOUSE, IT WILL BE DONE UP IN A GERMAN THEME, FLAGS, MUSIC & FOOD ETC. IT WILL BE OUR OWN VW GERMAN HAUS FOR THE WEEKEND. MAKE SURE YOU BRING YOUR VW. BOOKINGS 02 4787 1241

THE MOVIE WAS SHOT BY PHIL MASS WHO HAS BEEN DOCUMENTING THE PORSCHE CLUB OF NSW EVENTS FOR MANY YEARS.

CONTACT STEVE CARTER 0439 133 354 FOR FURTHER INFORMATION.



VOLKSWAGEN NATIONALS '08

PROUDLY SPONSORED BY VOLKSWAGEN AUSTRALIA

SUNDAY 25TH MAY 2008
FAIRFIELD CITY SHOWGROUNDS
SMITHFIELD ROAD, PRAIRIEWOOD NSW

CONTACT DAVID BIRCHALL (02) 9534 4825 OR
david@clubvw.org.au

CLUBVW.ORG.AU



VOLKSWAGEN.COM.AU

Von dem Herrn Präsident.

The annual NRMA Australia Day display was held the other week, on Saturday 26 January, even though the actual public holiday was on the Monday. I think the crowds were down in numbers for this year's show, due to the day being a normal working day for many people. Unfortunately the VW Historical Club was separated from us this year, but I will request that next year all the Volkswagens be in the one location so as to create a better display on the day. I managed to get out on the harbour with a trip to Manly for lunch. There was plenty of activity of the harbour, a great spectacle.

Don't forget its the VW Nationals is only 11 weeks away, so start shining your cars for our display day. We need volunteers to help out with parking, swap meet area and the club stand. Please call me if you can spend some time on Sunday May 25th. Now that we have moved the Nationals away from Easter there should be a 100 percent attendance from our club members !

Check out our Club calendar as there are some great events coming up. Please register if there's a contact name and number as this makes it easier for the organiser running the event.

In answer to a number of requests, we are now including a club membership form in each issue. This should come in handy at renewal time, and especially for giving to prospective new members. Have a look at page 13 of this issue. Simply cut it out and pass it on!

Précis of Committee and General meetings:- VW Nationals, Raffle prize for Nationals, liability Insurance, VW Nats jobs, NRMA display Day, Dubs by the Pub Brisbane, Newcastle show day, Bug Inn Easter, Cams affiliation, VW Club of NSW.

KeeponKruzin',

David Birchall



Kanberra Kapitelreport.

G'day, and Hi from the centre of the country. Well, actually its not quite the centre, more off to one side than the centre....how about Hi from the cultural centre? Leisure centre? Technological centre....ok, G'day from Canberra.

As you read this we are a hive of activity, preparing for another year of dubbish fun. Details for the next event: Sunday 16 March Shannons 'Wheels', in front of Old Parliament House (get more details from the local ACT forum - <http://smonson.com/vwclub/forum/>)

Just a reminder to the local Canberra brethren, there are a lot of great VW activites going on in Sydney and surrounds, please have a look through the dates in this magazine to get the details. I encourage you to travel 'up the road' and support the various Sydney

ventures. Support is a 2-way street, if we want the continued assistance for our local chapter, we need to get out and about as well. Happy Dubbing to you all, see you at Wheels!

Bruce



Klub Kalender.

February.

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 4.

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 5.

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

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

Sunday 16th:- Shannons Wheels Motoring Expo at Old Parliament House, Canberra. Contact Rob Power (Shannons) on 0439 766957 for more info.

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

Club Veedub Sydney. Das Auto Klub.

Terry Thompson (CMC) on 0409 992 971 or email terry@tppm.net.au

Saturday 22nd:- 'Bug-In' Motorkhana at Oran Park Raceway, organised by Nepean Valley Car Club. Phone Scott on 0419 550 500. See page 6.

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).

Sunday 13th:- NSW Hillclimb Championship Round 2 at Fairburn, ACT. www.hillclimbnsw.org.au

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 19th & Sunday 20th:- Mt Victoria Film Weekend at Victoria & Albert Guest House. German dinner, VW Nationals 2007 film, street parade. Phone Steve Carter on 0439 133354 for more info. See page 7.

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:- Morpeth Pit Stop Cruise. 3rd annual Cruise to the Historical town of Morpeth for more information call Rose 0427 550 203.

Sunday 4th:- Blast From The Past 2008 VW Show at Berry (near Nowra) in combination with the Berry Fair. 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.

June.

Sunday 1st:- NSW Supersprint Round 4 at Oran Park GP, Oran Park.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 8th:- NSW Hillclimb Championship Round 3 at Grafton. www.hillclimbnsw.org.au

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 30th:- 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 members. Ads will appear for two months.

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:- 1971 VW Superbug. Just about to run out of rego. To be sold as is for spare parts or restore for re-registration. It needs new struts and the steering coupling unceased. Bonnet lock needs fixing and it needs the exhaust tips put on. It also has an oil leak. It is a 1971 model and has a 1600cc single port engine. It has fairly new tyres (about 1 year old). Would like about \$500 for it. Phone Travis Shaw (02) 49458590 or email colzium@iprimus.com.au

Wanted: Middle seat for 1992 T3 Transporter - call Martin on 0411 33 11 21.

For Sale:- Link-pin front end, disc brake setup, complete with shocks, discs, calipers, etc. \$350. Phone Frank on (02) 4626 1132.

For Sale:- Very special vintage VW Beetle, ordered from factory in Wolfsburg, Germany, collected August 1967, very first of the 1968 models. Verifying documents available. Drives very smoothly. Reupholstered and recarpeted. Two new rear tyres. Good condition. Well looked after and much loved by the one owner. Rego til 6-3-2008. \$3800 ONO. Ring (02) 9817 0076, preferably after 8pm.

For Sale:- 1977 VW Deluxe Microbus, orange/white. Serviced by Vintage Veedub for 8 years. All original. Professionally-rebuilt 2-litre engine (done 2 yrs ago), drives like new. All original chrome, new window rubbers, black interior trim. Excellent condition throughout. 12 months' rego (just renewed). Must see, will go. Car is in Tasmania; photos available. \$15,000. Phone Sam on 0400 932032.

For Sale:- 1966 VW Microbus, Sea Blue/white, as featured in VW Australia magazine #9, Feb-Apr '06. Ex-UK import, fully restored to last nut and bolt. Original walk-thru layout, spent \$25K on restoration. All new chrome, rubbers, lots of stainless. Exactly as shown in magazine. Serviced by Vintage Veedub. Immaculate. \$45,000. Phone Sam on 0400 932032.

For Sale:- 1975 VW Superbug. An ex-show car, which has been greatly cared for in the 7 years that I have had it. The engine is a Stan Pobjoy reconstruction 1.9L with Haltech injection, 1.25 ratio rockers, 110 Engle cam, lightened flywheel, Pertronix ignition, Bugpack exhaust, Recaro interior, Clarion sound system, and still maintains the original look. There are many more features, and it is truly an impressive Bug. I have recently reconditioned the engine, and it has never run so well before. Over \$40,000 has been spent on this car. The engineer's certificate comes with it too. Honda metallic blue in colour, and registered until

August. Price \$11,500 (negotiable). Call Johnny (western Sydney) on 0415 344 599.

For Sale:- VW Parts. Build your own 71 Superbug Showcar. All required parts, brand new in boxes. Simply paint car body and assemble. **Summary:** Top and Bottom Shell sourced from Canberra -minimal surface rust. Engine, Gearbox, Clutch reconditioned by Boris at V.V.D Massive order of VW parts imported personally from America. Most remaining parts sourced locally. Critical replacement parts sourced from original German manufactures where possible. Full Workshop Manuals, VW Restoration Guides, Photos, Books, Magazines included. Spent approx \$15,000 in invoices. Sell \$10,000 the lot (Not Negotiable, No splitting up of parts). See my website: <http://home.mysoul.com.au/echild/> for complete Parts List with photos. Evan Child, Marulan. Mob: 0428 925 483, Home: 02 4841 1055 Parts collected originally to build a 71 Superbug described as follows: Lowered Front End Beetle, Rack and Pinion steering(from 75model), Chrome Engine Components, Chrome protective guards(sills&fenders), Blue chrome where required(paintable), Cal look (indicators in front bumper, one piece windows, euro dome tail lights, original shape fenders. Additional Parts and Services required to complete (not included): Interior headlining-door trims-carpets(use an upholsterer), Wheels and Rims, some brake lines, sandblast and paint floor pan(paint included) and top shell.

For Sale – 1970 Volkswagen Type 3 Fastback. Antarctica white with red interior. Owned by the same family for the past 24 years. Much loved car needing to go to an appreciative and caring new home. Always maintained by Volkswagen factory trained mechanic. Comes complete with original jack, toolkit, owner's handbook and service logbook. Car is mostly original and in good condition for its age. \$3,000. Also, 1966 notchback in pieces, suitable for restoration, for sale separately. Call Michael on 0409 608 517.


2nd Month 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 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

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Trades and services directory.





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Facsimile (02) 4737 8599
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email: andrew.rankin@mortgagechoice.com.au
website: www.mortgagechoice.com.au/andrew.rankin

Andrew Rankin
Principal



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Club Veedub Merchandise

For club T-shirts, jackets, hats, sloppy joes, mugs, etc.
Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

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

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

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VW's third-best year ever in 2007.

Volkswagen has recorded its third-best ever sales year in Australia in 2007, according to official VFACTS sales results released by the Federal Chamber of Automotive Industries.

Volkswagen's total Australian sales for 2007 was **27,400** vehicles, a 27.0% increase over 2006 when VW sold 21,571 vehicles (which was then VW's sixth-best year). As well as beating last year's result, the 2007 result also beat long-ago milestones such as 1962 (24,604), 1965 (25,577) and 1963 (27,068).

The only two previous years that were better than 2007 were 1960 (28,597) and 1964 (31,419), which was VW's best year ever (so far). Of course, in those days VW had a full-on manufacturing plant in Melbourne, whereas today all Volkswagens are fully imported, from Germany, Spain, Portugal, Slovakia, Poland, South Africa and Mexico.

Overall, Volkswagen finished in 10th place on the Australian vehicle market in 2007, the same as 2006. The maker totals were Toyota (236,647), Holden (146,680), Ford (108,071), Mazda (77,734), Mitsubishi (65,397), Honda (60,529), Nissan (60,015), Hyundai (50,007), Subaru (38,445) and **Volkswagen (27,400)**. VW finished in front of Suzuki, Kia, Mercedes-Benz and BMW. VW's growth was the biggest of the top ten. Volkswagen was Australia's best-selling European maker for the third year in a row.

VW sold **22,865** passenger cars, **3,793** commercial vehicles and **742** SUVs to reach the sum of 27,400 vehicles in 2007. 22,865 passenger cars was also VW's

third-best total for this category, again beaten only by 1960 (24,652) and 1964 (25,764).

Passenger Cars

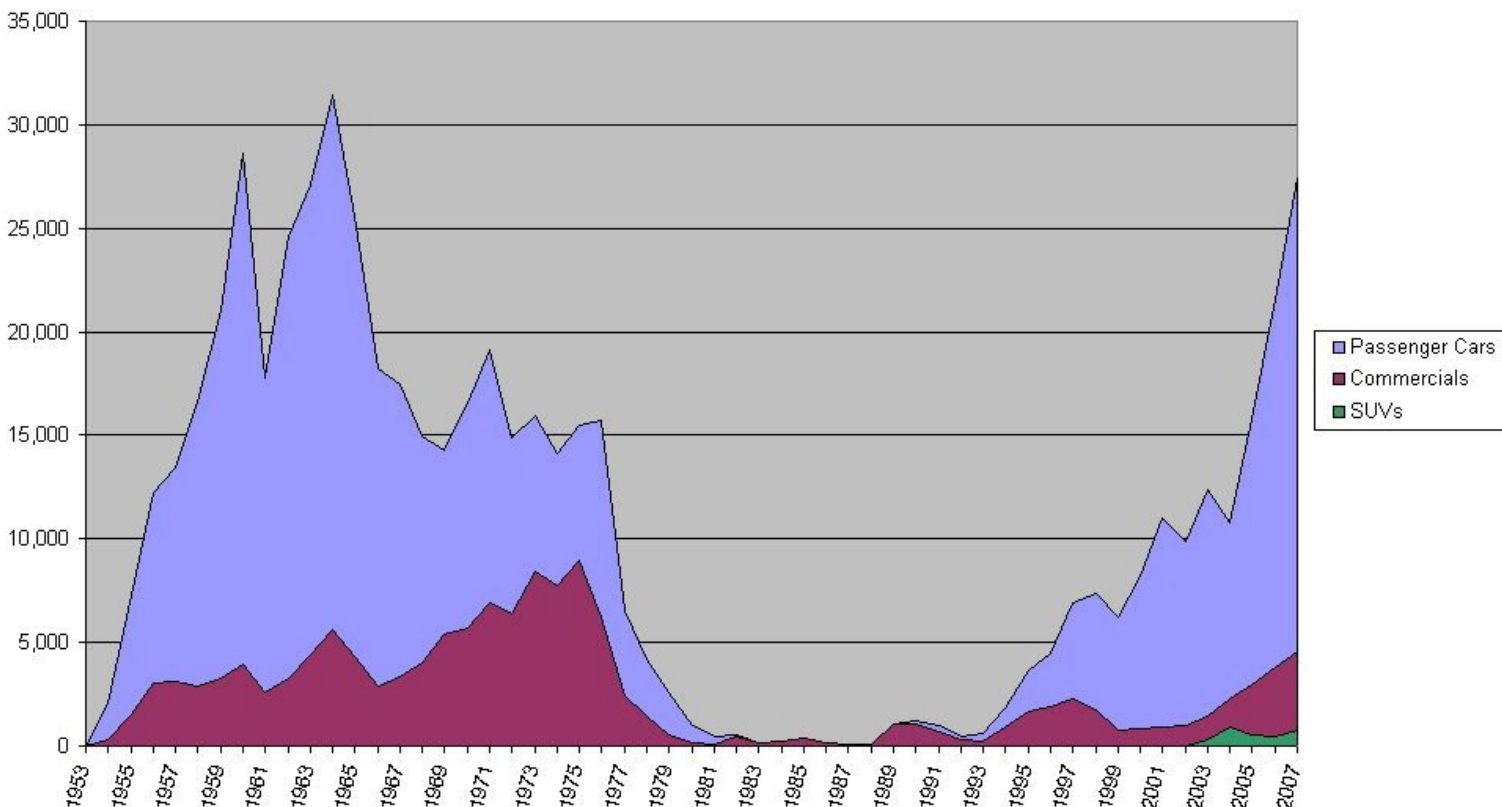
VW sold 10,982 Golfs, 4,071 Jettas, 3,062 Passats, 1,731 Polos, 1,436 Eos, 582 New Beetles, 349 Caddy Life/Campers, 319 Multivans, 208 New Beetle Cabrios, 119 Kombi Beaches, and 6 Boras. VW set all-time sales records for the Golf, Jetta, Eos, Caddy Life, Caddy and Crafter.

The Passenger Car market leaders were Toyota (134,323), Holden (104,848), Ford (59,277), Mazda (57,953), Honda (47,883), Hyundai (39,083), Mitsubishi (33,204), **Volkswagen (22,865)**, Subaru (18,478) and Kia (17,689). VW's passenger car sales increased by 28.5% over 2006, again the largest increase of the top ten. Sales have more than doubled since 2004. Volkswagen overtook Subaru in passenger cars, for the first time since 1976, and moved up to 8th place. This is the highest VW have been on the Australian passenger car market since also finishing 8th in 1971-72-73.

10,982 is the highest-ever yearly total for the **Golf** in Australia, eclipsing last year's 9,647 and a long way above the 1970s best of 4,429 in 1976. It's the first time VW has passed the 10,000 per year milestone for an individual model since selling 10,090 VW 1600s in 1971. It is the highest one-year total for any VW model since 18,077 VW 1200s in 1965. VW's all-time one-model, one-year record in Australia is 24,388 VW 1200s in 1960.

4,071 is also the new record for the **Jetta**, beating last year's total of 3,111. This fantastic car really is one of VW's strengths nowadays, and is far ahead of the sales for earlier generations (Bora - 1,315 in 2001, Vento - only 255 in 1996). The **6 Boras** sold in 2007 is a surprise as the model was phased out in 2006.

Australian Volkswagen Sales





3,062 was a superb result for the luxury **Passat**, with sales more than doubling over 2006. It was the fourth-best result ever, behind only the Passat's first three years in Australia (1974-75-76, selling 3,411, 4,113 and 3,945 in those years). The Passat's increase of 111.9% over 2006 was the biggest growth for any VW model.

1,731 was the **Polo**'s second-best ever result, but a disappointing 18% drop on the 2,113 sold in 2006. The lack of an auto option on the TDI may be holding it back, as is the lack of public awareness of its fuel economy.

1,436 was an excellent result for the **Eos** in its first year on the Australian market. It sold more than Peugeot's three cabrio models put together, as well as outselling the Renault and Saab convertibles. Further growth this year will see the Eos threatening the BMW 3-series cabrio, the current market leader with 2,921 sales.

582 was a below-average total for the **New Beetle** as it nears the end of its life. VW has sold 5,848 of them in eight years, an average of 731 per year. It has been more or less downhill since the record 1,328 in 2000, although VW did sell 32 more of them last year than in 2006.

349 was a record for the **Caddy Life/Camper** in its second year on the Australian market. Sales more than doubled over 2006, VW's second-best growth. It remains Australia's most inexpensive 7-seater vehicle.

319 was a disappointing result for the **Multivan**, VW's current top people mover and spiritual successor to the Microbus. Sales were down 6.2% on the record 340 sold last year and a long way behind 3,920 Taragos. The Caravelle may return to join it in 2008.

218 is a slightly poorer result for the **New Beetle Cabrio**, down 8.8% on the 228 sold in 2006. VW has sold 1,103 of them in five years, an average of 220 per year. Buyers seem to be preferring the Eos.

119 is also a disappointing result for the **Kombi Beach**, the 'lifestyle' people mover with camper variant. Sales dipped by 48.4% on the 142 sold in 2006. This was the worst drop for any VW model not being discontinued.

Commercial Vehicles

Volkswagen sold 1,714 Transporters, 1,354 Caddys, 446 Crafters, 231 Transporter C/Cs and 48 LTs, **3,793 in total**. VW finished in 7th place in the Light Commercial market behind Toyota (57,553), Holden (30,741), Ford (28,861), Nissan (22,505), Mitsubishi (17,829) and Mazda (10,760). In the Heavy Commercial market, VW finished 15th. VW outsold DAF, International, MAN, Renault and

Toyota, but was a long way behind truck makers Isuzu, Hino, Fuso, Kenworth, Mercedes Benz, Iveco and so on.

1,714 is a record so far for the **T5 Transporter**, 14.5% more than 2006. However it is short of the modern-day record of 2,089, set in 1997 with the T4. Going back further, the all-time record is 8,974 T2 Transporters (all types) in 1975. VW's 2007 result places the T5 in fourth place on the Van market, behind the Toyota Hiace (7,672), Mitsubishi Express (3,387) and Ford Transit (2,046). The VW Transporter has passed the Mercedes Vito (1,572) in Australian sales for the first time.

1,354 is likewise a record for the **Caddy** small commercial vehicle, the market leader in this segment. It easily beats the Holden Combo (815), Citroen Berlingo (617) and Renault Kangoo (449). Sales increased 13.6% over 2006 while the Holden and Renault dropped.



446 is a very strong result for the **Crafter** in its first year on the Australian market. It has already passed the record for its predecessor, the LT (393 in 2006). However it is a long way behind its 'sister' vehicle, the Mercedes Sprinter (they share bodyshells and are both made in Mercedes' Dusseldorf plant). The Sprinter's total of 1,879 made it the big van market leader in front of the Iveco Daily and Fiat Ducato.

231 sales for the **T5 Transporter C/C** (Cab Chassis/Pickup) was the second-best result for this model, behind only the 248 sold in 1996. VW has sold 2,138 of them in 14 years, an average of 153 per year. The FCAI did not separate sales of VW Kombi pickups from vans from 1976 to 1992, but nonetheless the all-time VW 'Utility' record is 911 sold in 1960.

48 sales for the **LT** is an indication that the model was being phased out, and it was replaced by the Crafter.

SUVs

In the **SUV** category VW sold 742 Touaregs, Volkswagen's only entry in the category.

742 sales for the **Touareg** was a 51.1% improvement over the 491 sold in 2006, but short of the Touareg record of 935 set in 2004. VW is a long way off the pace in the SUV market in Australia, at least until the Tiguan arrives later this year. 20,042 Luxury SUVs were sold in Australia in 2007, with the market leaders being the BMW X5 (3,399), Lexus RX (3,127), Mercedes M-Class (2,459) and Volvo XC90 (1,912). The Touareg, with only 742, is in 10th place - even sister Audi's Q7 out-sells it.

In the overall total SUV market (198,176 sold in Australia in 2007, 16% more than 2006), the market

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leader is Toyota (44,466) followed by Nissan (21,539), Subaru (19,967), Ford (19,933) and Mitsubishi (14,364). Volkswagen, with only 742 Touaregs, is 21st. However VW does outsell Hummer (273), Porsche (495) and Daihatsu (0), who withdrew from Australia in 2007. VW is not far behind Ssangyong (792), Dodge (879) and Audi (1,303).

Milestones

Australian Golf sales have now totalled 80,087 since 1976, although it was not sold from 1983-89. It is the second-most popular VW car model ever sold in Australia, second only to the VW 1200 which sold 183,626 in 13 years (1954-1966). The Golf has been available for sale for 25 years, a record for an Australian VW model, and for one year more than the Passat. The Golf has been on sale for the last 18 years in a row, a record for a VW car model in Australia. At the current sales rate, the 100,000th Australian Golf is due in October 2009. Should the current sales rate continue longer, the Golf will pass the VW 1200's Australian record in June 2017.

The Passat has reached 25,512 sales since 1974, reaching the 25,000 mark in October 2007. Passats have been sold here 1974-82 and 1992-present (except for 1994), 24 years in total and only one less than the Golf. At the present sales rate, the 50,000th Passat is due in December 2015.

Total sales of the VW Transporter (of all types) have now reached 132,875 since 1954. The Transporter has been sold, in one model or another, in every single year since 1954; 2007 was the Transporter's 54th consecutive year on sale in Australia. Splitting sales up by generation is impossible, but 113,439 T1-T2-T3 models were sold and 19,436 T4-T5 models have been sold. The 25,000th T4-T5 model is due in November 2010.

At the end of December 2007, Volkswagen has sold

a total of 431,910 Passenger Cars, 137,617 Commercials and 3,040 SUVs in Australia, a total of **572,567 Volkswagens**. At the current sales rate the 600,000th Australian Volkswagen is due in January 2009, but in all likelihood will appear before Xmas this year.

Audi

Audi had another record year in 2007, selling **7,225 vehicles** - 5,922 Passenger Cars and 1,303 SUVs.

In Passenger Cars, Audi sold 1,594 A3s, 203 Convertibles, 2,242 A4s, 90 A5s, 752 A6s, 86 A8s, 22 R8s and 933 TTs. SUV sales were 1,303 Q7s. The Audi Allroad was discontinued in 2006.

Audi's total sales increased by 25.2% over the previous record of 5,770 set in 2006. Audi is still behind Mercedes (20,230 - up 11.7%) and BMW (17,197 - up 7.3%) but is growing faster. If all rates continue indefinitely (unlikely!), Audi will be outselling BMW by 2013, then outselling Mercedes by 2018.

The A3, A6, TT and Q7 all set sales records for the model. The TT increased by 455.4% - selling nearly five times as many as in 2006. The Q7 SUV increased 148%, the best-selling VW Group SUV in Australia.

Total Australian Audi sales since 1967 have now reached 61,475. The 75,000th Australian Audi is due in November 2009.

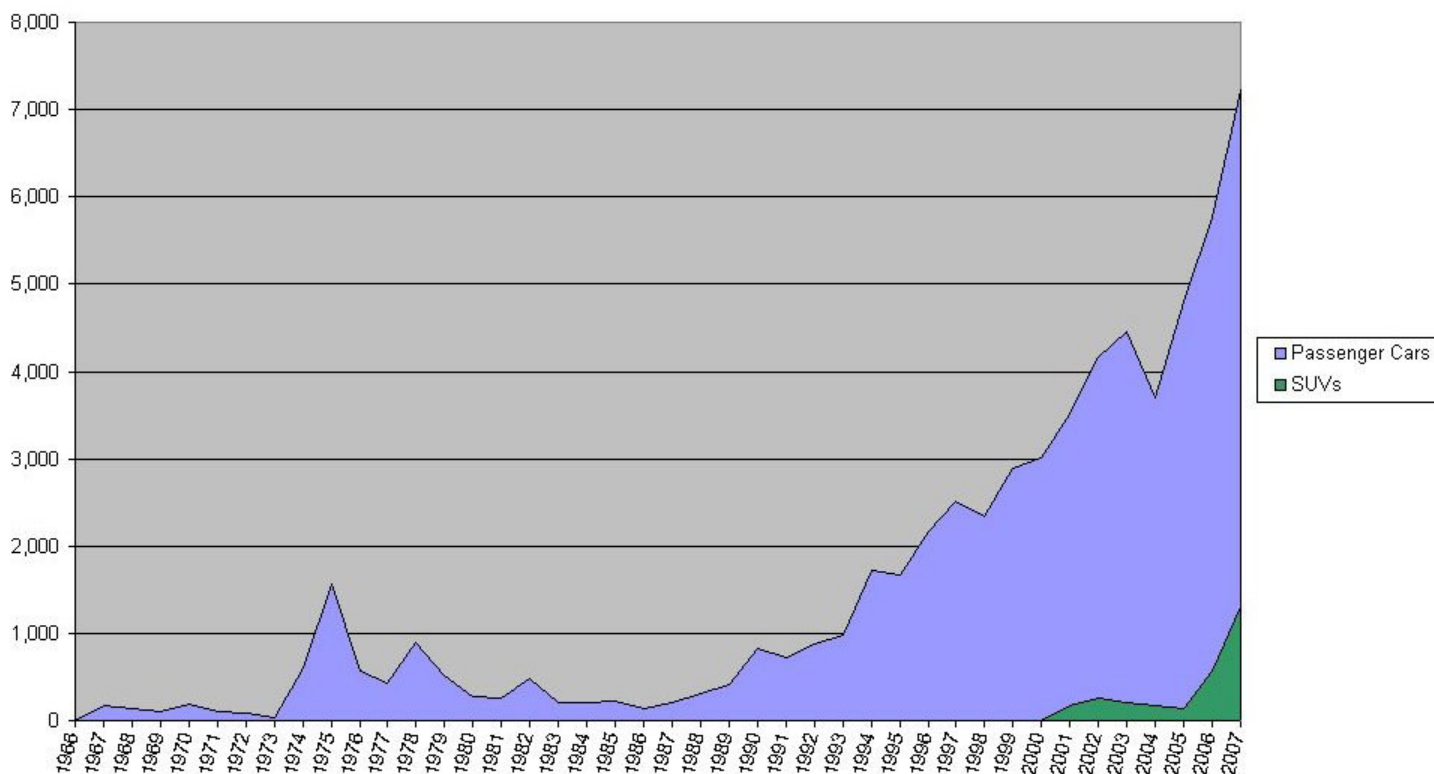
Skoda

2007 marked the return of VW-owned Skoda to Australia. From 1949 to 1975 Skoda sold 5,621 cars here, with an all-time best sales figure of 1,029 in 1950.

In 2007 (Oct-Dec only), Skoda sold 112 Octavias and 34 Roomsters, a total of 146 vehicles.

Phil Matthews

Australian Audi Sales



VW supported by Seal and Heidi Klum.

Volkswagen, Seal and Heidi Klum announced a three-year cooperation today at the Automobilforum in Berlin. "Klum and Seal are a modern patchwork family. They are natural and unpretentious personalities, tolerant and globally orientated – and thus represent values which can be attributed to Volkswagen too," explains Stephan Grühsem, head of Group Communication at Volkswagen.



Seal Henry Olusegun Olumide Adeola Samuel (born 1963 in London) is an English soul singer and songwriter. He is professionally known only by his first name, Seal. He won three Grammy Awards for his 1995 single, "Kiss From A Rose", which was featured in the movie *Batman Forever*. Seal married German supermodel Heidi Klum in 2005. They have two sons, Henry Günther Ademola Dashtu Samuel, born 2005, and Johan Riley Fyodor Taiwo Samuel, born 2006. Seal is also the adoptive father of Klum's daughter with Flavio Briatore, named Helene "Leni" Klum, born 2004.

Seal has had close ties to the Volkswagen Group for some time now. The relationship began at the launch of the new Passat in Hamburg in February 2005. This was followed by appearances at the 2007 Detroit Auto Show and the Audi R8 presentation in Las Vegas and by a photo shooting for the Audi A5. "Our relationship has turned into a real friendship," Grühsem revealed at the press conference. "Seal truly has petrol in his blood. He is extremely savvy when it comes to knowing the ins and out of our automobiles." And since Heidi Klum also has long-standing ties to Volkswagen, it seemed only natural to devise a promotion concept that would accommodate both of them as a couple. "It is their first joint appearance as brand ambassadors," says Grühsem.

"With the Tiguan we want to take new innovative directions – not only with regard to the car itself, but also with respect to how we present it," explains Jochen Sengpiehl, the head of Marketing at Volkswagen. "An analysis revealed that Heidi Klum and our brand are an ideal fit. She is authentic, radiates a zest for life and Volkswagen buyers are able to identify with her. Heidi Klum is probably the most famous German personality in the US, with twelve appearances on the Jay Leno Show

and her own successful television show which has won her three Emmy nominations. She has positive credentials all round and has the reputation of being the typical German "Fräuleinwunder". This is the reason why Volkswagen wants to intensify their work with them in the US.

Heidi Klum was born near Cologne in 1973, the daughter of a cosmetics company executive. She is a supermodel, actress, TV presenter, fashion designer, producer and singer. She is best known as the hostess of *Project Runway* and Germany's *Next Topmodel* and for her modeling work with lingerie retailer Victoria's Secret.

The collaboration will begin with the campaign for the Tiguan, which entails both print ads and a TV commercial as well as Making-ofs to be posted on the Volkswagen website and a video broadcast by the couple to the dealership conference in Andalusia. The TV commercial will feature Seal's new CD, "Living the Right Life", as the soundtrack.

"I told the VW guys that they should leave the Tiguan with us in Los Angeles ...a great car: nimble, fast and full of technical refinements," enthused Seal. "My garage is full of products from Volkswagen. If it was possible I would testdrive every new car from them coming out." Technically sophisticated automobiles with a discerningly sporty design – that's what fascinates him.

It's actually Heidi Klum, though, whose relationship with Volkswagen cars goes back much further. Even as a little girl, Heidi rode around town with her dad in a VW Bus. "Some years later, we went on holiday in a Beetle convertible," Klum laughed. "We still have it today. It has a really unique colour: amber gold." She herself, says Klum, adores the New Beetle, adding that she has a hardtop and a convertible version of the car parked in her garage in LA. These days, however, the family is so large that they actually only travel in the T5 Bus.

The couple says its collaboration with Volkswagen has been a lot of fun, that they made a good team and were able to contribute ideas of their own and that they look forward to more joint appearances for Volkswagen.

Tiguan awarded 5 stars.

The new Volkswagen Tiguan has been awarded a maximum five star rating for occupant protection by Euro NCAP ahead of its launch in the UK this year. In addition the European New Car Assessment Programme (Euro NCAP) awarded the Tiguan four stars for child safety, and two stars for pedestrian protection.

The new Tiguan benefits from an extremely rigid body structure to afford as much protection as possible for the passenger safety cell. Constructed out of high tensile steel the Tiguan features panels designed to deform in the event of the accident to soak up the energy of an impact. Despite the keen focus on the strength of the Tiguan, Volkswagen engineers also reduced the potential mass of the chassis to bring the overall kerb weight of the vehicle to as little as 1,451 kg. The Tiguan is based on the Golf Plus platform.

The new body structure is linked to a total of six airbags (twin front, side and curtain), ABS, Electronic



Stabilisation Programme (ESP) and brake assist fitted as standard. Three-point seatbelts on all seats are joined by belt force limiters to reduce the impact on the chest for both front seat passengers and the occupants of the outside rear seats. Front seat passengers gain electronic belt tensioners while in the rear ISOFIX child seat preparation is fitted.

In the event of an accident the Tiguan's safety systems work together to protect the occupants with the belt tensioners and airbags deploying in accordance with the severity of the impact. In addition the hazard warning lights are activated, the doors are unlocked, interior lights are switched and the fuel pump is deactivated.

Euro NCAP involves a frontal impact test at 65 km/h into an offset deformable barrier, the side impact test consists of a 48 km/h impact, the pole test at 30 km/h and the pedestrian test is a 40 km/h impact.

Pedestrian safety is improved through the adoption of a deformable bonnet and foam sections placed behind the front bumpers to reduce the risk of leg injuries.

The new Tiguan joins the Golf, Touran, Passat and Touareg models in achieving five-stars for occupant protection. The RHD Tiguan goes on sale in the UK in February 2008 with a starting price of around £19,500 fitted with a choice of efficient new TSI petrol and common rail diesel engines. It is due for Australian release around September 2008.

New TSI engine for UK.

For the UK market Volkswagen is replacing its 1.6-litre FSI petrol engine, which is popular across the Golf, Golf Plus, Jetta, Eos and Passat ranges, with a new 1.4-litre TSI unit to deliver more power and torque with reduced fuel consumption and CO₂ emissions.

Based on the original award-winning 1.4-litre TSI engine, which combines a supercharger and a turbocharger to produce an impressive level of power from a small capacity engine, the new unit uses simply a sophisticated turbocharger. The result is an output of 91 kW – up from 86 kW for the 1.6-litre FSI engine it replaces – linked to a choice of six-speed manual or seven-speed DSG gearbox.

Torque is also increased substantially by nearly 30 per cent from 155 Nm at 4,000 rpm to 200 Nm delivered from 1,500 to 3,500 rpm. The new engine also brings fuel saving benefits: the combined consumption on the Golf hatch, for example, has improved from 6.7

L/100 km for the outgoing 1.6-litre FSI to 6.3 L/100 km for the new 1.4-litre TSI. Carbon dioxide emissions are also reduced from 161 g/km to 149 g/km (139 for new DSG option).

Volkswagen's innovative new transverse seven-speed DSG automatic gearbox will be offered with this unit. Production for the DSG version will start at the beginning of 2008, while manual models are available to order now. The new unit will carry a retail premium of around £150 over the current 1.6-litre FSI; this rises to £175 for the Passat Saloon and Estate models, where the moderate price rise includes the addition of an autohold function for the parking brake which was previously a £50 option.



For the Australian market the FSI engine continues to be available, while the TSI twin-charger is available on the Golf GT. No plans to replace the FSI engine across the VW range have been announced as yet.

VW buys into CHOREN.

Volkswagen AG and Daimler AG have each acquired a minority shareholding in CHOREN Industries GmbH, Freiberg. Contracts to this effect were signed today in Freiberg. The main goal of the commitment by the two companies is the widespread market introduction of BTL (biomass to liquid), a climate-friendly second-generation synthetic fuel.

Volkswagen and Daimler have been investigating potential applications, the economic feasibility and the energy balance of BTL jointly with CHOREN since 2002. The shareholdings in CHOREN acquired by the two companies are an important step towards the systematic use of second-generation biofuels and support the further project development of world scale BTL production plants: with a planned annual production capacity of some 200,000 metric tonnes, such plants represent a milestone for the envisaged widespread market introduction.

CHOREN is currently building the world's first commercial industrial scale BTL plant (Beta plant) at its Freiberg site. From 2008, the plant is expected to produce approx. 15,000 metric tons of fuel a year. This would be sufficient to meet the annual requirements of some 15,000 cars. CHOREN also plans to build the first reference plant in Germany, a Sigma 1 plant, with an annual capacity of 200,000 metric tons. It is hoped to announce a decision on the location of such a plant by the end of the year. The planned Sigma plants have the

potential to contribute significantly towards realizing the German government's climate protection targets. 10 to 15 CHOREN BTL plants could save up to 3 million metric tons of CO₂ by 2020.

"Volkswagen has been calling for and supporting the development and industrial production of second-generation biofuels, known as SunFuels, for a long time," Dr. Wolfgang Steiger, Head of Group Research, Powertrains, underlined. "Compared with the first generation, these second-generation biofuels can in fact as much as triple hectare yields, they do not compete with food production and they help to reduce greenhouse gases by approx. 90%."



With this financial commitment, the Volkswagen Group is supporting the industrial-scale realization of biogenic synthetic fuels as part of its "Driving ideas" campaign, and thus systematically continuing to move closer to sustainable mobility."

The partners will also be stepping up cooperation to shape the framework for the sustainable market introduction of BTL fuels. "In particular the realization of Sigma 1 needs a calculable and long-term perspective for the sale of BTL beyond 2015. Present considerations which are exclusively based on CO₂ for established technologies will not be sufficient for introducing innovations," Tom Blades, CEO at CHOREN, commented.

BTL is an ultrapure fuel, virtually free of sulphur and aromatics which combusts with extremely low emissions and has an excellent CO₂ balance. BTL is produced from various types of biogenic feedstock and residue, and thus hardly competes with food and fodder production. No adjustment of existing fuel infrastructure is necessary for the distribution and storage of BTL. In addition, BTL is compatible with current as well as future diesel engine technology.

For quite some time now, Volkswagen has been supporting the socially, ecologically and economically-compatible cultivation of organic resources for the production of second-generation biofuels. This could be achieved by taxation on biofuels oriented to both CO₂ efficiency (primary criteria) and sustainability criteria such as the use of fertilizers or pesticides, the protection of rainforests, social standards and employment potential.

Best VW Apprentices.

Last October in Mlada Boleslav in the Czech Republic, the Volkswagen Group conferred the 'Best Apprentice Award 2007' on its best apprentices from all over the

world. This year, 20 young people from ten countries and three continents received the award. In 2006, the Group trained over 9,000 men and women worldwide.

The award certificates were presented by Prof. Dr. Martin Winterkorn, Chairman of the Board of Management of Volkswagen AG; Dr. Horst Neumann, Board Member for Human Resources; and Bernd Osterloh, President of the Volkswagen Group Global Works Council. This is the seventh time that the 'Best Apprentice Award' has been presented. The ceremony took place at the Skoda headquarters on the occasion of a joint meeting of the Group Global Works Council and the Group Board of Management.

Prof. Dr. Winterkorn praised the outstanding achievements of the apprentices and commented, "The Volkswagen Group is committed to encouraging talent. That is why we train young people at all sites worldwide, thus giving them a perspective." Dr. Neumann emphasized that "Volkswagen needs first-class employees. Professional development is also important once training has been completed. For this reason we have introduced programs such as the 'Journeyman's Travels' scheme to give apprentices the opportunity to gain experience at Volkswagen sites in other countries such as only a global company can offer."

Addressing the apprentices, Bernd Osterloh said, "It is both an honor and a duty for you to continue to progress in your careers with the Volkswagen Group." He added that, at the same time, the entire Group had a responsibility "not to lose touch with these talented and committed colleagues in order to harness the great potential they represent."



The young people honored in Mlada Boleslav achieved excellence in very diverse fields. From the fitter from Győr (Hungary) to the industrial mechanic from Hanover (Germany) and the electronics technician from Uitenhage (South Africa) – these 20 young people will now join special programs individually developed by the relevant Group companies. Auto mechanic Jakub Hajný from Skoda, for example, is very much looking forward to continuing his career in the Volkswagen Group: "My apprenticeship has brought me into contact with many different areas of the company and I have made many contacts."

The apprentices toured the Skoda plant during their four-day stay in Mlada Boleslav and talked to instructors. The program also included test drives, a visit to the Skoda Museum and a guided tour of Prague.

VW Rural Road Show.

Volkswagen Group Australia has announced the success of the first ever VW Rural Road Show, which started in Bundaberg (Queensland) on 4th September 2007. The Road Show covered more than 16,000 km, visiting 20 rural VW dealerships before the final stop in Lismore on 20th November 2007.

For the first time, the complete Volkswagen range was showcased throughout the rural Volkswagen Dealer Network. Visitors had a chance to drive their choice of passenger vehicles from the award winning Polo, Golf and Jetta through to the luxurious Passat and recently released Touareg facelift model. The people mover range such as Caddy Life and Multivan along with the commercial vehicle range including Caddy Van to the new Crafter were also be available. Every stop on the road show provided a unique opportunity to experience the Volkswagen brand first hand.



VW once had a network of over 300 genuine dealerships in Australia in the 1960s and 1970s, but almost all were closed or changed to other marques during VW's Australian decline in the 1980s. With VW's remarkable recovery in Australia since 2001, a new dedicated VW dealership network is being established, some in towns that have not seen a VW dealer since the 1970s. We look forward to a repeat of the VW Rural Road Show in 2008.

Pink Hygiene takes Pink VWs.

Volkswagen Group Australia will supply a series of new vehicles to Pink Hygiene Solutions over the coming months. At a launch in Botany, Jutta Dierks, Managing Director of Volkswagen Group Australia, symbolically handed the key of the first vehicle to the General Manager of Pink Hygiene Solutions, David Smith.

Volkswagen Group Australia will deliver 40 New Beetles and 80 T5 Transporter Cab Chassis to Pink Hygiene Solutions in their emblematic colour Telemagenta (that's pink).



These pink New Beetles will be highly recognisable on the roads and are intended to increase Pink's brand profile and support their new marketing strategy.

The first deliveries were from Volkswagen's head office in Botany, totalling 16 New Beetles. An additional 9 in Melbourne, 2 in Tasmania, 5 in South Australia, 3 in Western Australia and 5 in Queensland were delivered via their Volkswagen dealer network. The first deliveries of Transporter Cab Chassis with custom-built bodies will start early 2008.

Pink Healthcare was acquired by Rentokil Initial Pty Ltd on 1st July 2006, and later merged its operations with Initial Healthcare. Pink Hygiene Solutions is the name of the new combined business. Since its inception 15 years ago Pink continues to grow in the washroom services industry to a level where they now service in excess of 37,000 customers around Australia.

10 Millionth VW Transporter.

A remarkable milestone has been reached as Volkswagen has now produced in excess of 10 million examples of the iconic Transporter. The 10 millionth Transporter rolled off the production line in Hanover, Germany, in 2007.



The VW Transporter was first produced at VW's Wolfsburg factory in 1950, in the original T1 1131cc split-screen form. Production was moved to a new dedicated Transporter factory in Hanover in 1956, and by the 1960s the Transporter had a 1500cc engine and a mind-boggling choice of models and variations, including panel

van, Kombi, Microbus, single and dual-cab pickups, camper, ambulance and other custom bodies, with a choice of two roof heights. The T1 Kombi was also assembled in Australia from 1954 to 1968.

The second-generation Transporter, the 'bay-window' T2, appeared in 1967 as a 1968 model. Over three million T2 Transporters were made, in a choice of variations even greater than the T1. The T2 was the first VW Transporter to have disc brakes, double-joint rear axles, automatic transmission, fuel injection and modern safety crumple zones. The T2 was assembled in Australia until VW's Melbourne factory was sold in 1976, after which all Australian Transporters were fully imported. The T2 was also made in Mexico, Brazil and South Africa, and is still made in Brazil today (with a 1.4-litre Golf-based engine).

The T3 'wedge' or 'Vanagon' appeared in 1979 as a 1980 model, firstly with a hydraulic-tappet 1970cc air-cooled engine, then a 1.9-litre water-cooled 'wasserboxer' engine from 1984 (enlarged to 2.1 litres in 1986). The five-millionth Transporter was produced in 1982. A Golf-based 1.6-litre diesel engine was also available in Europe and the USA. The 4WD Syncro version was made by Puch in Austria from 1984 to 1992. The T3 continued to be manufactured in South Africa (with a 5-cylinder Audi engine) until 2002.

The new front-engined, front-drive T4 Transporter appeared in 1991. It was designed to answer the demands of trade customers who wanted a van with a completely flat load area for pallets. A five-cylinder engine was available, as well as a VR6 for the luxury Caravelle, and a 4WD Syncro version could also be ordered. The T4 was the first Transporter to offer a choice of wheelbases.

The current T5 Transporter appeared in 2003 and has won numerous design awards since. It is available in a wide range of body and chassis styles, and has the very latest high-tech VW FSI and TDI engines and DSG transmissions. The commercial range is as varied as ever, and 'lifestyle' versions include the Multivan, California, Caravelle and the Kombi Beach. The 4WD version is now known as the 4Motion, in line with VW's 4WD car range. This success is not just due to the Transporter's style and design, but also Volkswagen's enviable reputation for quality, durability and competitive whole life costs, a wide network of dedicated Van Centres, plus the wide range of derivatives available to suit many needs.

The much-loved VW Transporter has been known by different names around the world. In the USA it is called the VW Bus; in Australia it's the VW Kombi. In Germany it's called the VW Bully. Only the first three generations are actually 'Type 2s' as VW dropped that naming convention in 1991. The T4 was a model 70 and the T5 is a model 7H in VW's current model codes.

In 2007 an event to celebrate the Transporter was held in Hanover, home of VW's Transporter factory, hosted by Volkswagen AG. Over 71,000 visitors attended the event, with an amazing selection of over 5,000 VW Transporter vans present on a display area of 255,000m³ – the size of 35 football fields. The celebrations started with a special convoy through Hanover from the Volkswagen factory to the showground hosting the event where there was a covered stage to honour vehicles



nominated for special prizes, plus a display of 100 historic and unusual models and exhibits from the Volkswagen museum, including Ben Pon's original concept sketch from 1947. The weekend generated some impressive figures: 11,500 visitors camped overnight in 3,724 Volkswagen vans, while 6,000 German sausages were consumed at the food stalls!

RHD VW Tiguan has been launched.

The Tiguan, Volkswagen's new compact 4x4, is now available for sale in the UK. Prices start at £19,370 for the entry-level model, the S 1.4-litre TSI 4MOTION. This vehicle takes Volkswagen into a new market segment and has been eagerly anticipated since its debut as a concept at the Los Angeles Motor Show in November 2006. The final model was shown at the Frankfurt Motor Show last September, just ahead of its on-sale date in mainland Europe.

All Tiguan models will be offered with standard 4MOTION 'intelligent' four-wheel drive. The front axle adopts a strut type system linked to a lightweight aluminium support frame with electromechanical power steering. A four-link rear axle lends the Tiguan sharp dynamics suited to off-road applications.

The range will be split into four trim levels: S, SE and Sport which have a front end treatment biased towards on-road applications and an 18 degree angle of



approach – a figure that defines the angle of slope the Tiguan can traverse. Additionally an Escape trim level will be offered for those customers looking for additional off-road capability. This has a unique front end design featuring a shorter overhang, protective element over the front radiator grille, a sump guard, hill descent control and a compass as well as a 28 degree angle of approach.

Two engines will be available at launch: a 2.0-litre TDI 105 kW diesel and a 1.4-litre TSI 112 kW petrol unit. Later in 2008 a 127 kW TDI engine and a further pair of TSI petrol engines will be added to the line-up. All diesel engines comply with the strict Euro 5 emissions standard that comes into effect in 2009. Both six-speed manual and tiptronic automatic transmissions will be offered with the 2.0-litre TDI 105 kW engine.

Larger externally than the Touran MPV, the Tiguan boasts a class-leading towing capacity of as much as 2,500 kg. The rear bench, which can be moved fore and aft to liberate extra leg or luggage room, provides seating for three passengers; and when the rear seats are folded away, the Tiguan has a load volume of up to 1,510 litres.

Standard equipment levels will be high, with all Tiguan featuring alloy wheels, air conditioning, MP3 compatible CD player, ABS with Hydraulic Brake Assist, Electronic Stabilisation Programme (ESP), head and curtain airbags plus twin front and side airbags among a host of other items.

A number of innovative options are also available, including Volkswagen's new RNS 510 touchscreen satellite navigation and audio system incorporating special navigation software to allow route guidance while off-road. The Park Assist system which was pioneered on the Touran and takes over steering inputs from the driver whilst undertaking reverse parking manoeuvres is also offered on the Tiguan.



New VWs for Australia in 2008.

VW will enter the soft-roader segment late this year with the Golf-based, all-wheel-drive Tiguan. VW Australia has yet to confirm whether it will import additional versions of the Tiguan that are available in Europe. A

Tiguan in "Track and Field" trim is better equipped to tackle trickier terrain with its more steeply angled nose. With a departure angle of 28 degrees compared with the 18 degrees of other Tiguan, the Track and Field version can drive up steeper gradients without scraping its nose. It also adds some underbody protection and an electronic off-road mode that includes a hill-descent system for better controlled downhill driving.

In Australia, the Tiguan will be powered by a choice of a turbo-diesel (a 103kW 2.0-litre) and two turbo-petrol engines (a 125kW 2.0-litre or a 147kW 2.0-litre). Expect a starting price of about \$33,000, with options set to include satellite navigation, a sunroof, leather trim and a parking-assist system (which takes control of steering for a near-perfect reverse park) capable of taking stickers closer to \$50,000.

Volkswagen is also expected to unveil a four-door Passat CC 'coupe' in September, with a choice of 2.0-litre turbo-diesel or V6 power. Also expect one of VW's new 'twincharger' (turbo and supercharged) petrol engines. Pricing is likely to be between \$45,000 and \$65,000.



Volkswagen's Golf R32 will be joined by a bigger brother this year when the Passat R36 goes on sale in September. The R36 will come in both sedan and wagon form - priced from about mid-\$60,000 - powered by a 225kW, 3.6-litre V6, which sends power to all four wheels. The biggest VW 'R' model, the Touareg R50, may also be available late in the year. This new 258 kW V10 TDI model made its world debut at the Sydney Motor Show in October 2007.

A strong possibility for Australian release this year is the Caddy Maxi, a version of VW's popular small van with a wheelbase extended by 450mm for greater versatility and load-carrying capacity. It has a 2250 mm loading floor (extendable to 3000 mm with vario partitioning), an 800 kg cargo capacity and a tow rating of 1,500 kg. A trimmed 7-seat passenger version, the Caddy Maxi Life, is also a possibility.

With the price of fuel rising well over \$1.50 per litre in recent times, VW may also consider the range of high-efficiency Blue Motion TDI variations of the Polo, Golf, Jetta and Passat. These high-tech models are extremely popular in Europe, and can achieve a fuel consumption up to 10% better than the normal VW diesel range.

NRMA Motorfest 2008 Saturday 26 January.

Another very pleasant day in central Sydney on Australia Day, among the throng of holiday festivities in Hyde Park. Our club had a front-row position in St James Road. Here are some shots of the day, thanks to Danny McFadden and Ken Davis.



Raymond reports from Deutschland.

Hi everyone!



Things are going well over here in Germany. Only 5 degrees here on average. We had snow on the first morning that we were here. The snowman the girls made is still there, but losing weight day by day. If it were only as simple for us hehe..

We hired a car. We were supposed to get something like a Ford Mondeo (enough room for 5 suitcases). There was also a VW Passat Variant (station wagon) as part of the same classification, which was the one I was hoping to get, or a VW Touran people mover (quite a few of them around here).

We had to get the car a few days early and we ended up with a B series Mercedes - nice car, but we tried the suitcases last night and we can only fit 3 (only just) in the back before they are higher than the head rests.



I'll call the rental company today and see if I can get the Variant, or something else that will fit our suitcases.

The only two unusual V-Dubs that I was able to snap this evening was a Passat Polizei wagen, and what I think is a second-series VW LT, but it was fairly dark, so I didn't get much of it. I tried something with my camera which made it better, but a little blurred. All I



have done is resize them, so you might want to increase the gamma on them to clear them up.

I'll write a more detailed story for next month's issue, after we've visited Wolfsburg, the VW factory and the Autostadt.



There are heaps of VWs on the roads here, but due to the increasing cost, are becoming less popular with the Volk of Germany.

Regards,

Raymond Rosch (and Grace, Bettina and Kira)



Supersprint 2007.

It has been an interesting year, and now the last two rounds of the '07 Supersprint series were coming up.

Prior to Wakefield Rudi had decided to update the engine management from a Haltech F9 to a E8 multicore, which necessitated a long session on the dyno that ended abruptly when after an 8000 rpm run we ended up with two broken pushrods. These were replaced. The motor sounded good, and we went racing the next day.



Driving the car was a revelation! I hadn't raced for nearly two years and the car was absolutely amazing. The way the rpms spun up to 7000 was unreal.

We had a great day's competition until late in the afternoon. I was racing down the main straight; a gear change into fourth and the engine started to rattle. Not much time to think. Straight into neutral, switch the motor off and coast off the track. I assumed that another pushrod had let go.

All was not lost as it was a perfect vantage point to watch how committed and on the ragged edge the fastest drivers are.

The session over I was towed back to the pits where we called it a day. The next night Rudi calls to tell me that the broken pushrod had turned out to be a disintegrated piston and cylinder.

It wasn't really obvious what had caused this. These pistons had been in use for at least three years and only the second time we have had a major engine trauma.

The last round at Oran Park was only two weekends away and didn't give us much time to repair the motor.



A busy weekend followed pulling the old race motor out of the convertible, swapping componentry and coming up with another race motor.

Luckily after a few years of racing you accumulate enough parts, so apart from the time spent (which you never have enough of), putting together a motor in a very short time isn't too hard.

The last round came and went with some great racing. One of them in particular was a Commodore V8 taking three laps to catch Rudi, and then spinning off when he finally passed.

At the beginning of the story I said it had been an interesting year. Our mission statement was to crack a sub fifty second lap at Oran Park South circuit. This was to prove a lot harder than we imagined, and one which we did not achieve. Nonetheless we did achieve a two second improvement at all the other tracks, which was enough for Rudi to win the Two-Litre Sports Sedan Supersprint Championship again and a much higher placing in the overall championship. A great result and congratulations to him.

Cheers

John Ladomatos

The Toy Department.

I have always had a fascination for plastic model cars, as most are very unique and colourful.



This first image is a set of plastic bay window kombis I recently purchase on line. As you can see they are still in their original plastic wrapping and labelling.

The label reads "Fiesta Juguetes Con Dulce" - this translates to something like "Fiesta Candy Toy" This is

Club Veedub. Aus Liebe zum Automobil Klub.



exactly what it is – a set of toys with some candy chewing gum.

The company that made these is Sweets Yossi Ltd in Mexico, which still to this day produces a combination of toys and candy for all occasions and events. Imagine this set of VW buses with candy selling at Fiesta some 25 to 30 years ago somewhere in Mexico amongst other brightly coloured toys and candy.

I know what you're thinking – Did I open this sealed package?? What have I done!



Some would agree with me that Toys or Memorabilia are meant to be enjoyed so I opened the package! These models were in excellent condition, but I was not game to eat any of the gum.

By the way I have kept the original wrapping!



Anyway moving on to the other images of some other brightly coloured split window buses made in West Germany by "Jean". These are made of a more harder



but fragile plastic and are highly sought by collectors, as is this image of a set of bay window buses also made by "Jean" in West Germany which is a true indication of their age.

Finally this set of three Bay Window buses with beacons in Pink, Grey, & lime green measuring 8.5 cm which were made in Italy

Cheers

Tony Bezzina

kbezzina@bigpond.com

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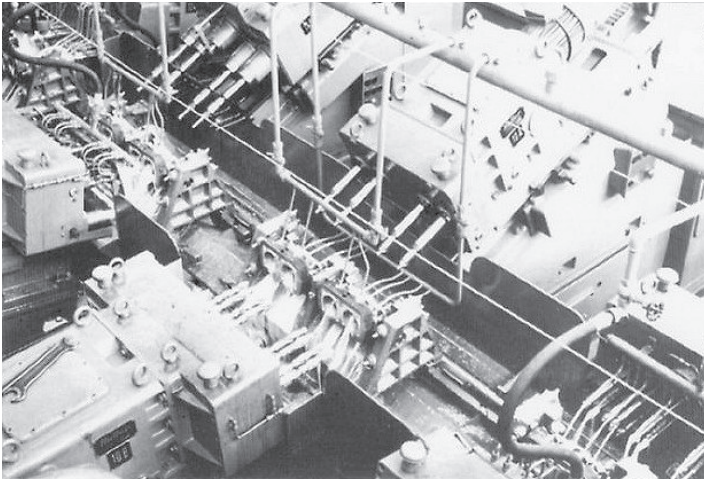
Distributors

VIC.: E. & S. Henron, 61-73 William St., Abbotsford. Ph. 42-4337
W.A.: B.J.C. Enterprises, 3 Camden St., Belmont. Ph. 65-6602
QLD.: Comfort Drive, 160 Bonnyface Rd., Cooper Plains. Ph. 277-4633

Problems with the VW.

Restored Cars Australia, Sept-Oct 2002

As good as the original Beetle was, models after 1960 had mechanical problems that eventually began to affect sales in Australia. Speaking to an unnamed retired Volkswagen mechanic, who worked on the cars during the 1960s and 1970s period, he claimed that most of the problems came with the bigger 40hp engine. In its low powered original 25hp state it worked reasonably well, but as competition increased VW upped the horsepower. The original push rod was in one piece for the 25hp model. The 40hp push rod came in several pieces. These gave problems with cam follower clearance and damaged the crankcase. Under factory warranty the crankcase was machined to give a better clearance, requiring a special tool to mill out the crankcase area around the flanged cam follower.



We contacted David Birchall of Club Vee Dub Sydney who has a differing opinion on this subject. He states, *“The 40bhp 1192cc engine introduced in 1961 was a vast improvement over the previous 36bhp engine. Although the capacity was the same, the engine was a complete redesign. The problems of crankshaft reliability on the older motors was eliminated, the head casting was far superior, the valve train was stronger and gave less trouble than the earlier engine. The years of the 40hp engine, 1961 to 1965, were VW’s best selling years in Australia. The 1300cc engine which followed it, 1966 to 1967, was equally good if not better and was predecessor for the later 1600cc capacity engine.”*

Overheating due to bore tension caused piston and ring failure, and main bearings problems due to a buckled crankcase were common. A lot was due to insufficient oil capacity and a lack of oil cooling. Fitting of larger oil coolers and air scoops often improved the situation.

David Birchall’s comment however to the above was, *“Overheating was not a problem unless the thermostat system had been disconnected by foolish mechanics, or if the oil level was allowed to drop too low. Fitting of larger oil coolers was unnecessary, and air scoops mounted over the rear cooling slots did not work. The airflow is turbulent, not laminar at that point.”*

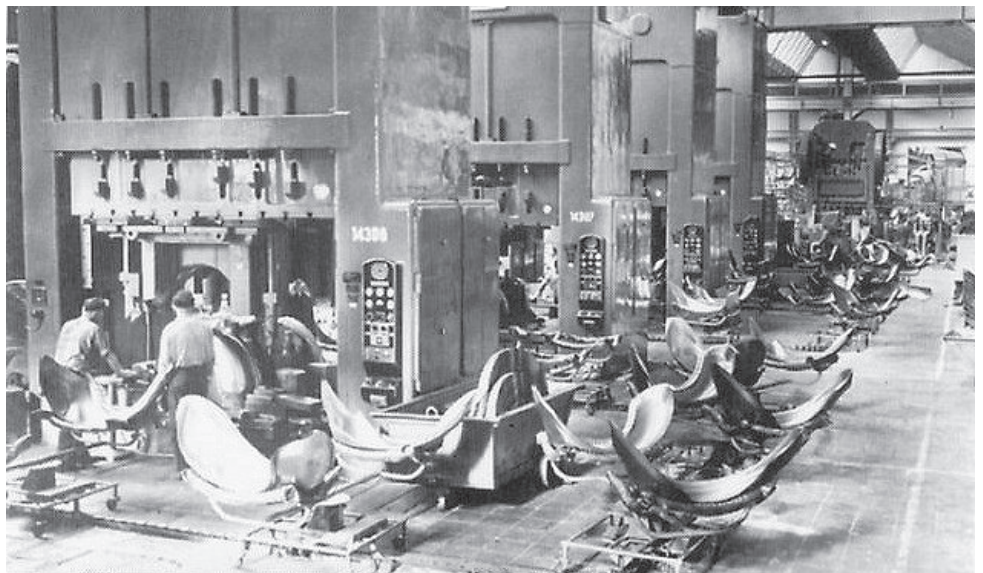
Another problem came with servicing. Like many German makes of that period special expensive tools were needed to maintain and repair the vehicles. They were usually held by their authorised dealers only. The small garages and backyarders didn’t have access to these expensive tools and consequently didn’t or wouldn’t do repairs on them. I recall that the local garage at Newstead tended to avoid working on VWs or BMC/Leyland front drive cars. Consequently this can drive down prices of unorthodox vehicles, reducing their resale value on the used car market, hence eventually affecting their new car sales. No one wants to buy a car with a bad resale value.

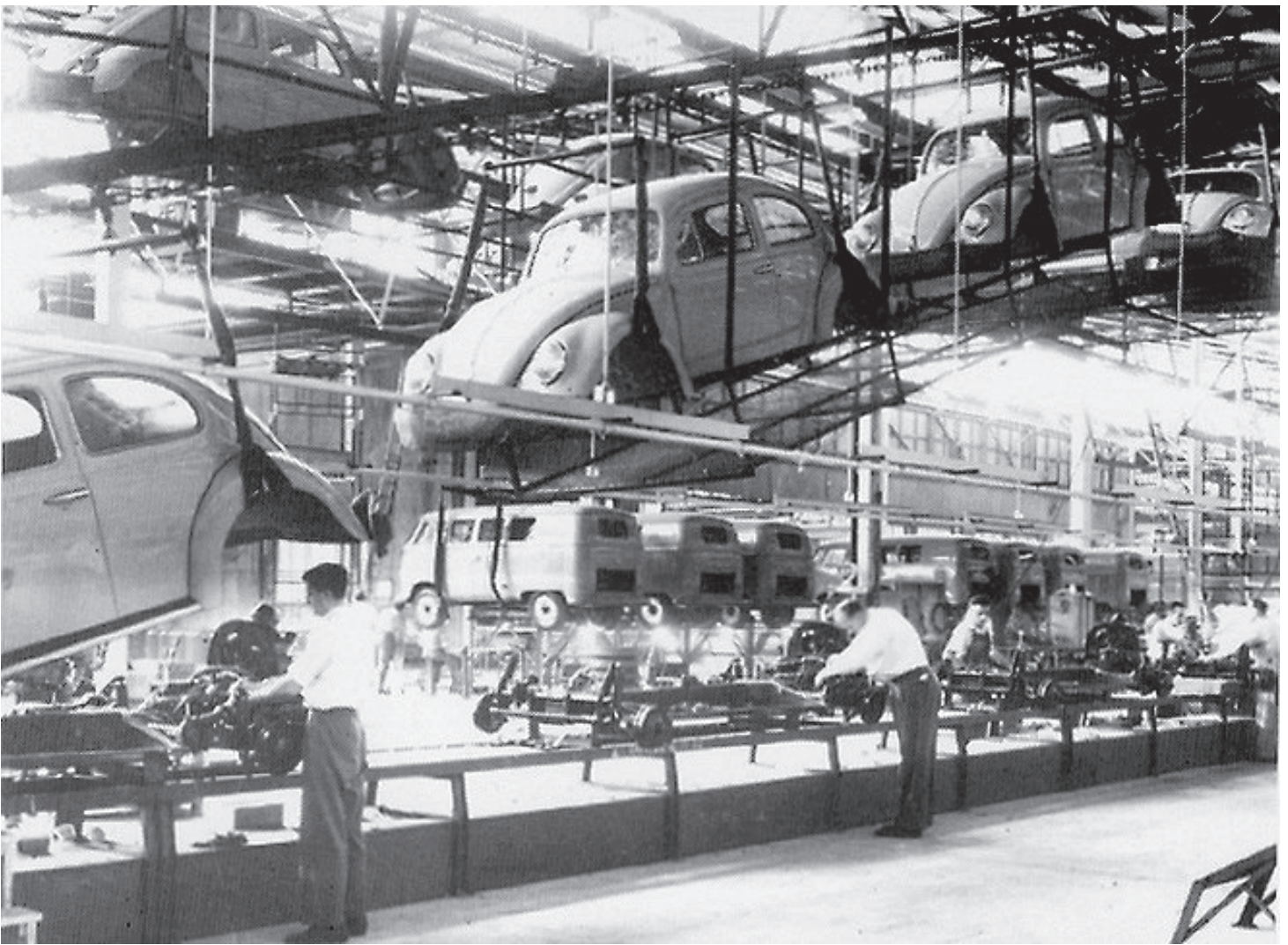
Without trying to make this sound like a hate VW session, there were however several unsafe factors as explained by our VW mechanic. One was that they would often catch fire with a front impact, because of the front mounted fuel tank. The steering column design was often dangerous to the driver in a serious head on accident as it was mounted at the front of the car (unlike most models, where the steering box is mounted behind the front cross member) and would force the column onto the driver.

David’s comment, *“True but the VW was no more dangerous than any other car of its time in respect of the steering column (eg Morris Minor, Mini, etc). Collapsible safety steering columns were fitted to VW Beetles as standard from 1968.”*

Many people didn’t realise the top gear was really an overdrive and would struggle to overtake vehicles finding themselves in dangerous situation with no reserve power.

David’s comment, *“VWs had the finest synchromesh gearbox on the market, superior in feel and action to even many of today’s cars. A quick and easy down shift to third gear provided all the overtaking ability the average motorist required.”*





Also of note was the controversial handling. Like the rear drive Corvair, the early Beetle could prove a handful to the uninitiated, particularly at speed on loose gravel. It was quite easy to 'lose' as the rear broke away. Seasoned owners could drive out of the problem, but many new to the car could lose control and crash.

David's comment, *"Not many at all. The large number of surviving VWs on the road today puts a dent in that argument. It would be fairer to say someone new to the car, driving far too fast for the conditions, might lose it and possibly crash."*

The battery under the rear seat was neglected or forgotten by most owners and corrosion vapours caused rust outs, including the hold down straps in a roll over. The battery flying around the passenger compartment was quite lethal. With heavy passengers pressing down on the battery, or the battery not held down, allowed it to move about on rough tracks setting fire to the padding under the seat.

David's comment, *"The standard battery strap if left off by owners or mechanics would have caused the battery to come loose and possibly cause fires, etc, however if the battery was maintained correctly and the cover and strap fitted correctly then no problems would occur. Same for any vehicle, not just VWs. The cover and strap would not rust through easily as they were 1.6mm thick and 20mm wide metal."*

The fact that the VW Beetle was so well made, many of these problems were overlooked. We all know it was difficult to close the doors with windows wound up, due to air compression as the sealing was too good. The Beetle was economical, brakes were good on good tyres and body assembly superb. The suspension was reliable even though it was technically wrong. The problems came in the mid life period and was solved with the later Beetles as VW attempted to meet their competition.

David's comment, *"The VW suspension was not technically wrong. Compare the number of 1960s VWs on the road with every other 1960s model and see which one has lasted."*

The VW Beetle has always been a love/hate car, more so than any other popular make. Today it has a cult car following and status all over the world. This has brought about its revival in a new front drive car with the familiar VW Beetle shape.

This article is a reprint from Restored Cars Australia, #154 Sept-Oct 2002. If you would like to express your opinions and/or arguments on this article, write to their Editor, Eddie L Ford, c/- 29 Lyons St Newstead VIC 3462 (and send us a copy too!)

I consider this writer to be misinformed and biased against VWs. Not naming the 'retired VW mechanic' makes his arguments mere heresy - and invalid - PM.

Rally Beetles from Salzburg.

From Rallye Racing magazine, 1973

Translated by IBM 5790 computer



Silver Beetles with extreme development have belonged to the Austrian rally scene for five years now, and are already dominating in places. Ninth in the overall placings in the 1972 European Rally Championship characterize the strength of the Salzburg Volkswagen Team, which is a remarkable achievement considering they didn't get one Pfennig from Wolfsburg.

At the end of 1971 the Salzburg Team Manager, Gerhard Strasser, went before the Volkswagen boss, Rudolf Leiding, in order to refer to successes and to obtain funding and assistance for the future. Strasser reported, "Mr. Leiding was very interested and gave us half an hour." Promising, because Wolfsburg sport assistance is not limited to German Formula Vee. The hope, that the Salzburg sport department of the Austrian Volkswagen importer could become such a thing as the assigned (official or unofficial) Volkswagen factory team, unfortunately did not fulfil itself.

Thus the Austrians continued alone. In 1972 the importer provided a budget of 2.5 million Schilling (approximately 340,000 Marks) for the rally operation, and a further 150,000 Marks from sponsorship (from Shell, Bosch, Pirelli and Bilstein) were received. That is sufficient to be competitive in Austria and to structure a sporty image for VW, but too little to show the Volkswagen flag abroad.

The largest assets of the Salzbergers are five years experience in the building of hot Beetles. In 1969 and 1970, when Gerhard Strasser's department became the official Porsche Importer, and Messrs Siffert, Elford, Hulme and Herrmann drove under Austrian colours, the rally cars were on the sidelines. Since 1971 it has been

the only object for Team Manager Gerhard Strasser, foremen Paul Schwarz, seven mechanics, an apprentice and a secretary.

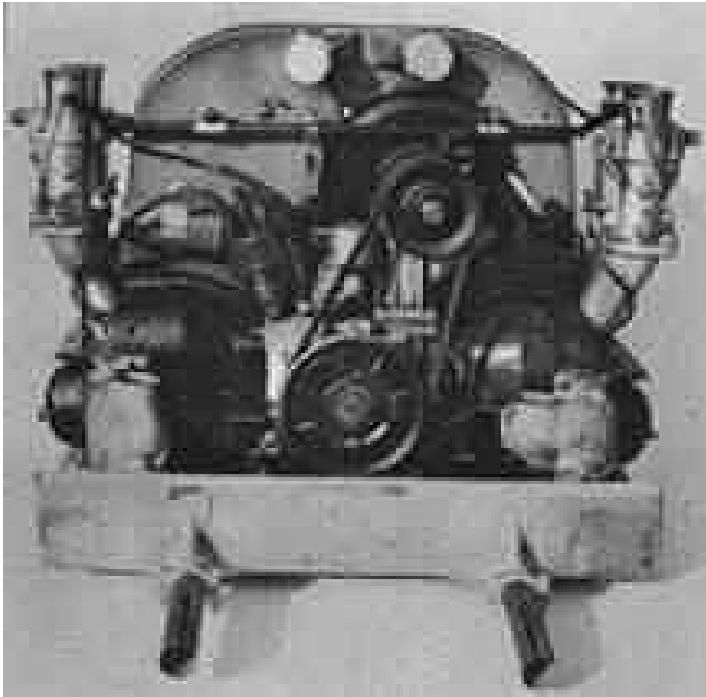
The pluses and minuses of the Volkswagen in the rally sport can be characterized quite simply: Simple technology makes it a continuous runner, and good-natured handling enables an extreme driving technique. On the other hand, a Beetle will never be able to get into the weight per horsepower realms of an Escort, a BMW or an Opel.

For the possibilities that are offered to the driver, specialists are brought on in Austria. In sport, a VW usually oversteers on any type of road. However, drivers must never count on this, because of the danger the front could occasionally break out instead of the tail. The technique of awkward placing of the car can thereby be operated with less compromise than with any other vehicle. One lets the Beetle whip backwards, brakes in awkward places, and aims for the curve apex. Sideways movement helps themselves in any way with awkward positions. An extreme driving fashion is a must, in order to adjust for the lack of power; at least for people who want to lead.

Guenther Janger, 30, is the ideal figure for this car. In many painful rides he pushed the limits again and again, and today he is happy to drive, "where others never go." Accordingly he lowered his mishaps almost to zero, and with a front seat passenger (Harald Gottlieb) who is durable enough to stop budding nervous breakdowns, they even became a safe finisher. Dr. Gernot Fischer, 36, is the long-distance type of the team, newcomer George Fischer, 24, is something like a reserve Janger; he is becoming ever faster. For the remaining cars (up to six per rally) there are several candidates, whereby Gruensteidl and Bisek are in the foreground, also the services of Safari winner Edgar is gladly accepted. Large amounts of cash are paid to none of them, but otherwise the care is as at a factory team, thanks to the strictly professional preparation of the cars and complex service. Team manager Gerhard Strasser, 35, is of the opinion, "that we are the equal of any of those in rally sport now." Strasser formerly raced motorcycles, and still today enjoys the possession of three 750cc Nortons, which he alternates riding.



Technical head of the department is Paul Schwarz, 44, former Apfelbeck co-worker, ex-KTM Works Leader and developer. He alone is responsible for engineering the chassis and engine.



Engine: A prerequisite for a successful power increase was a dry sump lubrication system. Beside the standard mechanical pump (attached to the oil tank), a feed pump is built into the cycle. For this second pump, which sends the oil from the crankcase back into the oil tank, three normal Volkswagen production cogwheels are used. It is at the same time simple and reliable. The oil cooler comes from the Mercedes 250 SE and is found under the front bumper behind the grill (the US specification apron). A loan of the Porsche 911S oil thermostat controls the cycle.

By over-boring the barrels to 85.9 mm, the capacity boundary of the class was almost achieved: 1599 cc (1584cc in the standard car). The exterior characteristic of a Paul Schwarz engine is the double carburettor system (two Weber 46 IDA 2/3). The adjustment resulted in considerable problems, which were only solved with a trip to the Weber factory in Modena. The newest adjustments work well with the ignition timing and enable high elasticity. Starting from 1600 rpm, the engine can be accelerated at full throttle without jerking.

The intake manifolds (light alloy) come from Sauer and Sohn, which lead to BLW-manufactured intake valves increased to 40 mm. The exhaust valves remain standard. Additional head work consists of shortening the valve guides, shaping of the ports and discreet work on the combustion chambers. This makes a compression ratio of 9.1:1, which in relation to standard is clearly increased, but still quite tame. Tuner Schwarzen's dearest child is the camshaft, for which the master declines to reveal the specifications.

Forged Mahle pistons and chromium-plated Goetze piston rings are after-market parts, but the remainder are Volkswagen series which, according to

Strasser, the individual parts are not even particularly scrutinized.

The result of this work is 94 kW (126-bhp) at the crankshaft (at 6000 rpm), with a maximum torque of 139 Nm at 5200 revs, but the curve runs rather flat. The revolutions can be held at 6000rpm on these modified Beetles for extended periods, with the safe maximum set at 6500rpm.

Transmission: The Homologation of the VW-Porsche 914 five-speed gearbox was, for the Salzburger, a crucial step forward. Up to then they had helped themselves with a close-ratio four-speed box. The current ratios (3.091, 2.189, 1.684, 1.318 and 1.04) together with the 1:4.429 differential, result in the following km/h figures in each gear (6500rpm, 165HR-15 tyres) of 58, 82, 107, 137 and 174, about the same as a close four-speed gearbox plus another gear. Except for the differential with 80-per cent-locks, all further sections of the power transmission are standard.



Chassis: Amazingly small changes to the standard car are made to the chassis. Bilstein shock absorbers, front shock struts (a Bilstein development), an adjustment of the front wheels to a negative camber of 0.5 degrees and experiments with a stabilizer on the rear axle, which one does not always use, and that is all. Steering components, rear wheel suspension and even ground clearance remain unchanged. The dry weight of the rally-ready car amounts to 890 kg. The gasoline tank holds 80 litres. The 5½-inch rims are produced in-house. Normal Volkswagen rims are cut apart, and welded together wider. These steel wheels are only insignificantly heavier than light alloy wheels, and brought the best results in hard operation. Because of the contract with Pirelli, mostly 165HR15-Tyres of the type M535 (normal or coarse profile) are drawn up. A choice exists also between Racing and winter mixture.

The weakest point of the Salzburger Beetles is the brake assembly. The modification is limited to the rear, with an over two-millimetre increase on the wheel cylinders, harder shoes and brake fluid with a higher boiling point. For the style of driving of Janger and co that is somewhat too little - the last part of a special section is often driven without brakes. One experiments at improvements however.



In practice a chassis is used for a full season and is re-designated the following year to be the training car. Also the engines are held at least one year in operation.

Salzburger Beetles are also available to private buyers; however only for customers who have already achieved appropriate successes. The price for a new Rally Beetle (inclusive of engine), which would be completely identical to a team car, amounts to 180,000 Schillings (approximately 25,000 Marks). Used cars, which ran all season to the year-end, depending upon the status of the engine, are around 9000 to 14500 Marks apiece.

The Salzburger running department build and offers a tamer-tuned version of the 1600cc motors as a by-product, a 'GT engine' to the everyday driver. This machine is fully suited to everyday-life, and might have almost the same life expectancy as a standard engine. Performance lifted to 65-bhp, which will help a Beetle to a genuine 145 km/h. The price for the exchange of a 1303-engine fresh from the factory, against a GT machine, amounts to 8100 Schilling (1100 Marks) without assembly, which can be achieved by skilled amateur mechanics themselves. In 1972, in Austria, 210 GT machines were sold.

Future: The management of Volkswagen Porsche Austria might not give the official green light to the Racing



department for 1974, for approximately the same budget to be granted again. Strasser would gladly modify the proposal, and would deny only half a dozen renowned rallies abroad. Whether the importer will accept this request is another matter, above all because Wolfsburg is still uninterested. Except the Homologation of the dry sump lubrication and the five-speed gearbox, so far no relief from Wolfsburg was proven to the Salzburger sportsmen.

A further shadow for Gerhard Strasser: Its star Guenther Janger is on the capture list of Toyota. The star already received an invitation to join the rally team of the Japanese, which is to be run from Brussels.

Note – the Austrian Salzburg Rally Beetles were campaigned in 1974, after which they were replaced by rally VW Golfs.

End of the road for my Kombi.

This week I farewelled a stalwart, battle-weary old friend. In doing so, I also farewelled a community, a kinship of a kind.

By closing the door on the beloved VW Kombi van I have driven for the past 12 years, and in upgrading to a newer, more reliable friend, I had not quite prepared myself for the keen sense of loss I have felt only days into life without it.



Days after acquiring the new car, I pulled up at a set of traffic lights next to another Kombi, the owner hanging half out the window as they do, looking funky. I gave him a little wave, and then felt stupid. For no longer was I a comrade in arms. To him, I was just another non-Kombi driver. Mute wasn't the word; I felt like my voice had been stripped from me.

You can get away with murder in Kombis. There is so much goodwill on the roads for them. They rarely have accidents (a personal observation), and the turning circle is so good you can do a three-point turn in one-point.

Club Veedub. Aus Liebe zum Automobil Klub.

Fellow Kombi-drivers wave, toot and yell at one another in passing, with a completely justified sense that they are kings of the road. I once followed a Kombi with the exact same colour scheme an extra suburb out of my way so I could give him the 'goodwill wave'.

I had learned to drive in my family Kombi, paraded my political leanings on it (political stickers just look dumb on Taragos, let's face it) and once successfully crammed (illegally) 13 people in the back. Now I am stuck with a vehicle so perfect that I miss the character of the old Sherman tank.



My little-miss-sunshine (it was the exact same shade of yellow and white) had suffered the same mishaps as in the movie over the years – the horn had become embarrassingly stuck on freeways, and the sliding door has been pulled completely off the hinges (don't ask). We have not quite kept a dead body in the back, but a crazy coterie of family has certainly sat there rather dysfunctionally on occasion.

On reflection, I see now how I learnt to write these mishaps off as endearing.

Less so was the foot-pumping on the gas pedal required to get the engine to spark (particularly bad after rain). Tellingly, I had become so used to the roof leaking above the accelerator in the Kombi I was surprised to

see my right foot perfectly dry at a journey's end in my new car.

The dashboard no longer needs a swift smack to get the radio going. My (power) windows open with ease. Hell, they open. The perished rubber in the Kombi's window panes had meant that driving with them shut had become de rigueur – I could not handle the rattle. Now I can open the window for pleasure rather than as a source of air-conditioning.

The Kombi has not been decommissioned and will stay in the family. It still keeps watch over the street, alongside a loyal familiar fleet of other VWs. It is still a neighbourhood eyesore – some things do not change. But I had to.

So I salute you, my friend, and all my ex-fellow Kombi drivers. Goodbye and good luck. You never let me down once.

Yvette Poshoglian
Sydney Morning Herald



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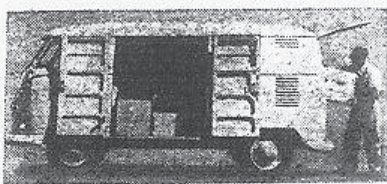
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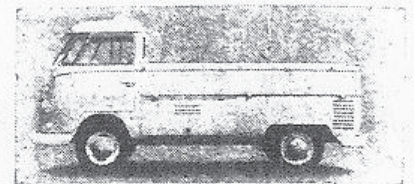
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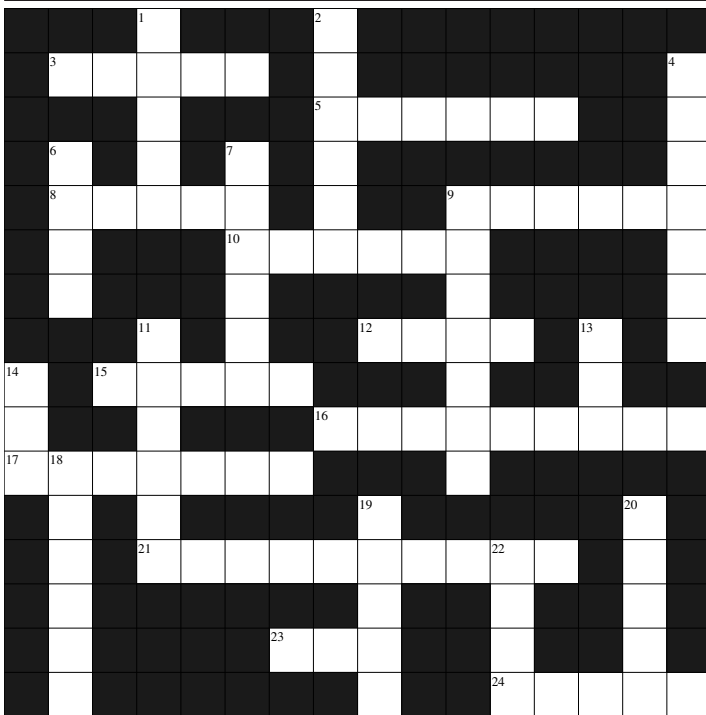


VW PANEL VAN



VW PICK-UP

RING NOW 70-1311 FOR TRADE-IN VALUATION OR TEST DRIVE



Club Veedub crossword.

Across:

3. Ron has the most show-winning yellow VW Golf in the club
5. The 1960s VW dealer at Liverpool was Peter ...?
8. The Australian organisers of Drag Racing
9. An early Australian VW body conversion by Mirek Craney
10. Floyd published many VW owner/workshop manuals in the 1960s
12. A famous British VW motorsport writer is Peter ...?
15. Robin was the Editor of Safer / VW Motoring in the 1980s and 1990s
16. The town in Spain where VWs and SEATS are made
17. 1970s Chicago-based general/VW parts supplier is J.C. ...?
21. The station wagon version of the Type 3
23. The US nickname for the VW Type 1
24. The Factory-appointed Australian Campmobile converter

Down:

1. VW America's in-house magazine is called Small ...?
2. The old VW dealer on South Terrace, Bankstown, was Robert ...?
4. Darryl was the owner and driver of the Inch Pincher
6. Gene's son who races the Berg drag car
7. 1970s driver of the Powertune race VW was Greg ...?
9. Italian-style quality VW exhaust system of the 1960s
11. Australian airline where many Club Veedub members work

13. Once the world's most popular open-wheel race formula
14. The Volkswagen Australia magazine of the 1960s was called ... Horizons
18. Leigh is a Sydney Water-based VW EFI and turbo guru
19. A strange British nickname for the T3 Kombi
20. 1970s driver of the VW Golf GTI at Bathurst was Chris ...?
22. The bureaucrats who run motorsport in Australia

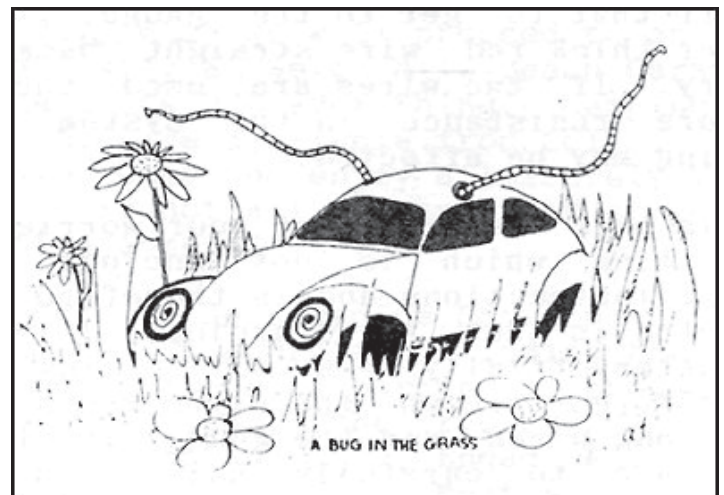
Last month's crossword.



Fun is not a straight line. →

Straight-ahead driving is boring. Show curves where it long goes. Curves which require the BF Goodrich tyre. Because BF Goodrich tyres offer spectacular grip in curves, direct guidance feedback and faultless brake behaviour. More on the subject of driving fun at 0180/50 80 33.

Translated by IBM 5790 computer





Fun is not a straight line.

BFGoodrich
Tires

Geradeausfahren ist langweilig. Kurven zeigen,
wo es lang geht. Kurven, die nach BFGoodrich® Reifen verlangen.

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Mehr zum Thema Fahrspaß: 0180/50 80 333.



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