

Zeitschrift



Rolf Blaschke has rallied this 1966 1500 since 1972.

March 2008

IN THIS ISSUE:

Deutschland reiße Pt 1
The VW cornerstone
Polo Bluemotion
Hartees hamburgers

All the latest VW news
Driving around Australia Pt 1
The Toy Department
Plus lots more...



Club Veedub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs.



Club Veedub Sydney Committee 2007-08.

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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.

Chairperson:	Steve Crispin	0419 429 453
Member:	Mark Palmer	0416 033 581
Member:	Bruce Walker	0400 119 220
Events:	Martin Budden	0432 939 283
ACT Motor Clubs:	Andrew Wadey	
Registrar:	Ian Schafferius	0434 717 093

*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
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Parramatta NSW 2124
info@clubvw.org.au

Our magazine.

Zeitschrift is published monthly by Club Veedub Sydney. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with a suitable acknowledgment to us. Club VeeDub Sydney, its members and contributors cannot be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format on the Club Veedub website.

Please note that all events listed in the Zeitschrift Club Calendar or on the Club Veedub web page are sanctioned by the Club and its Committee.

We thank our VW Nationals sponsors: 20+ years.

Volkswagen Group Australia
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Stan Pobjoy's Racing Engineering
Vintage VeeDub Supplies
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15 years and over.

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Imported Car Wreckers	WHM Mechanical
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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 DINING & 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

ROOM COSTS FOR SATURDAY NIGHT

HERITAGE ROOMS (SHARED BATHROOM)	\$120 DOUBLE, \$85 SINGLE
ENSUITE ROOMS	\$140 DOUBLE, \$95 SINGLE
SPA ROOMS	\$160 DOUBLE, \$105 SINGLE
CONTINENTAL BREAKFAST IS INCLUDED WITH ALL ROOMS (SATURDAY EVENING MEAL COST TBA)	

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.

VEE DUB PIT STOP CRUISE TO MORPETH SUNDAY 4th MAY 2008

Cruising up to the Historical town of Morpeth and on the way there stopping at my husbands Mechanical workshop at Caltex East Maitland, with the workshop open so that any VW enthusiast can have a look over their car on the hoist and even give there VW a grease.

Free sausage sizzle & soft drinks.

Then cruise over to Morpeth for a coffee.

Meeting about 9.30am and heading off for the workshop around 10.00am

Newcastle VW folks to meet at the park near twin Shells at Wallsend, heading towards the freeway.

Then picking up any others at end of HWY at Beresfield, having BBQ around 11.30—12.30 then heading over to Morpeth about 1.00pm or 2.00pm for coffee or what ever browse shops at your own leisure. Then you can head home when they please. Please note that times may vary depending on number of cars that show up.



Contact for more info: ROSE

Mobile: 0427 55 02 03

Email: avwnut@bigpond.com.au



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



[VOLKSWAGEN.COM.AU](http://volkswagen.com.au)

Von dem Herrn Präsident.

It was great to have Matthew Bowen from Meguiars give us an interesting presentation on their car care products at our last meeting. I think everyone enjoyed their free showbags too. Thank you Matthew, and thank you to Chris Pascoe for organising the night. If you know of any other car-related business who would like to give a similar presentation or talk at our meeting, please let us know.

Leigh Harris and I travelled up to Brisbane the other weekend to attend the 'Dubs by The Pub' show. It's a long way north of Brisbane, nearly at Noosa, on the Sunshine Coast. We arrived early at the Ettamogah Pub car park, where a few traders had set up shop. The weather couldn't make up its mind on the day, however the rain did hold off until near the end. It was good to see different cars and car show standards. As per last year, the venue looks like it's a bit small, with the parking area jammed pack full of Volkswagen attending the show. This year all the traders were on the grassed area and only VWs were allowed to park on the asphalt area. It would be better to have a bit more room to expand and also view the cars easier. Congratulations to the BLBVWC for a great day.

The recent Thirlmere Steam Festival was also a great day, with our club getting a prime position in the display and the parade, and a good promotion over the PA system. Thank you to our members who went along. John Weston will be reporting on the day in next month's magazine.

The Nepean Bug In is to be held at Sydney's Oran Park this Easter Saturday March 22, and we have been invited to attend. As the Nationals are no longer on at Easter, it will be good to have a rest for a change, while watching the proceedings and the racing.

Have a look at Steve Carter's weekend away at Mt Victoria on 19-20 April. It sounds like an interesting event so try to make it if you can.

Once again Volkswagen Group Australia has agreed to support our VW Nationals 2008 event, the level of which is more than generous. They have shown their dedication to the marque with corporate membership as usual. Minor sponsorship is starting to build, with many of our regulars attending the day. Hopefully we can get a good support from the Water-cooled scene this year, as we did last year. We are still looking for people to help out so let me know if you can give a hand. It's our biggest show of the year, and now it's only 11 weeks away, so start shining your cars for our display day. Please call me if you can spend some time on Sunday May 25th.

People have asked how they can get copies of our magazine on PDF. The files are too big to email (6MB each), but now you can get them at our monthly meetings. Bring along your own USB memory stick, and Phil will copy them from his laptop for you. Then you can browse them at home, or print them off in colour, if you wish. We have all monthly issues on PDF going back to Oct 2006.

Précis of Committee and General meetings:- VW Nationals, VW Bug Inn, Public Liability Insurance, VW Nationals jobs, NRMA display Day, Water cooled Cruise, Thirlmere Car day, CMC display Day, Public Liability Insurance, KeeponKruzin

David Birchall



Kanberra Kapitelreport.

G'day, G'day, and Hi from the chaps here in Canberra. By the time this goes to print, we should have had a great turnout for the Shannons Wheels '08 carshow, on the lawns of Old Parliament House. Look out for a report in the next magazine.

Here's a summary of our plans for the rest of the year:

- 13 April** - Run to Murrumbateman
- 18 May** - National Motoring Heritage Day - activity to be discussed
- 25 May** - Nationals (Sydney)
- June** long weekend - overnight run to 'Huskisson' - Canberra to Jervis Bay and back
- 17 July** - Club AGM (Sydney)
- August** - Annual Hot Chocolate Run
- 28 September** - Shannons German Autofest
- October** - Run to Batemans Bay
- November** - Marques In The Park

Keep your eyes open for more details of these events. Spread the word, let's get those Dubs out during winter and sign up some new members. We are also looking into a different venue for our chapter meetings, we'll keep you posted. Don't forget there are some great events in the Sydney area, they're all in the magazine - have a look through and plan towards going to what you are able to.

We were asked to provide some Kombi support to the Corinbank Music Festival (first weekend of March), we didn't get many takers but the volunteers we did get racked up some travelling hours. They were asked to transport musicians between transport depots and the festival, and from all reports it went well. If we are asked to do the same again next year hopefully we can get more cars. If I can get any pictures I'll get them into a future magazine.

Happy Dubbing!

Bruce



Klub Kalender.

March.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

Saturday 22nd:- 'Bug-In' Motorkhana at Oran Park Raceway, organised by Nepean Valley Car Club. Phone Scott on 0419 550 500. See page 3.

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

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 3 at Fairburn, ACT. www.hillclimbsnw.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. **NOTE - this is also the closeoff date for the NATIONALS magazine.**

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 4.

Saturday 26th:- German Rheingau show n shine at Camden Park, from 9am. In celebration of original German wine settlers of 1838. VWs wanted to add to the atmosphere. Contact Julie Watt on 4683 3973.

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.

Saturday 3rd & Sunday 4th: - Relay For Life walk for the Cancer Council at Sylvania Waters Athletics Track. A community event for a good cause. Contact John Weston on 9520 9343 for more info.

Sunday 4th:- Morpeth Pit Stop Cruise. 3rd annual Cruise to the Historical town of Morpeth for more information call Rose 0427 550 203. See page 5.

Sunday 4th:- Blast From The Past 2008 VW Show at Berry Showground (Alexandra St). \$2 entry, plus \$15 display per car. Entry at 9:30am for 10am start. Contact Sue Wright (Shoalhaven VW Club) 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.

Saturday 24th:- 70th Birthday of the VW Beetle Show at Darling Harbour Forecourt. All Beetles, Kombis and KGs (earlier the better but not exclusively so) are invited but you must phone and reserve a place as space is limited. Entry is free. All cars need to be in place by 9am. All vehicles will receive a special commemoration certificate. For info and reservation phone Ray, 0419 200 517. Show organised by Volkswagen Classic and Vintage Club of Australia.

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.

Saturday 7th:- VAG Motorsport Round 3 at Oran Park South. See www.vagms.org for more info.

Sunday 8th:- NSW Hillclimb Championship Round 4 at Grafton. www.hillclimbsnsw.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.

July.

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

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

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

Sunday 20th:- NSW Supersprint Round 5 at Wakefield Park.

Saturday 26th:- VAG Motorsport Round 4 at Wakefield Park. See www.vagms.org for more info.

Monday 28th:- 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 Superbug, wrecking for parts only, complete car except engine, was going to be a restoration project but too much rust was found in the core body, all parts available including doors, bonnet, bootlid, mudguards, gearbox, seats, set of std wheels with good tyres, prices on all parts negotiable, contact Brendan after hours on 0623 1736

For Sale:- 1998 VW Polo, green, low km. Rego until Dec '08. Full log books, CD player, central locking, power windows. 3 lady owners. AGR-37V. \$9500 ONO. Phone 0403 293 980.

For Sale:- Restored 1973 1303S Super Beetle. Reluctantly, selling due to another VW project. This 1303S (1600cc) Beetle was born 14 Sept 1972. Originally sold through dealer in York, UK and has been in family for 33 years. Genuine 62,000 miles. Resprayed in original off-white. New interior, roof-lining, clutch, re-chromed (bumpers) and near new tyres. Shocks and clutch renewed. (only modifications are oil, volts and tacho gauges.) All receipts and papers. Page 1 Zeitschrift photo about May? 2007. Rego Dec 2008. Asking \$7000 ono. Have spent far far more. Photos on request. Jeff 02 99992405 or 0406351415 email: jeff_tinker@hotmail.com

For Sale:- 1994 VW Transporter, white, 2.5 litre, 4-door, manual trans. Cargo barrier and racking. Full service histor, good condition. 200,000km. Rego until Jan '09. \$5900. Phone 0418 293743.

For Sale:- VW Polo, 1999, 8 months rego, auto, air-con, tinted windows, 75,000km, only two owners. Good condition. \$10,500 ono. Phone (02) 9999 0644.



For Sale:- Rare immaculate 1966 Beetle 1300, manufactured in Germany. One owner until 2006. The car is in very original condition with new tie-rods, new ball joints, new steering damper, new door rubber seals, new muffler with tail pipes and new tyres. Interior is immaculate with unmarked original upholstery with undamaged original rubber floor covering. The car is still with original 6 volts. Very seldom you will find an immaculate original condition car such as this. The car comes with 12 months registration. Price \$10,400. Please phone Shiva 0405 385 063.

For Sale:- VW Golf Mk3, 1997, GL 5-door hatch-back, auto trans (4 speeds) green, air conditioning, dual air bags. Well looked after, would like it to go to a VW enthusiast. 63,000 km. Rego until Aug '08. Asking \$8,500 neg. Phone 0419 746 757.

For Sale:- VW 1971 Beetle, Semi Automatic, 1600cc engine, registered till November 2008, very clean, tidy vehicle in good body and mechanical condition, lady owner for 30 years, \$6400 or ONO Phone Andrew at Long Jetty NSW 02-4333-5429 or Mob 0408-975-175

For Sale:- VW Passat W8 4-Motion, very rare. Has every extra, 1 owner, warranty over 100,000 new. \$39,990 ONO. NXE00H. Phone 6629 8332.

For Sale:- Australian built, June 1976 Sedan Beetle. This car has been fully restored and re sprayed in the original acrylic paint colour CLR722 Riverina Orange # 17644. All the rust has been removed professionally and the sound deadening foam has been removed to prevent any further possible rusting. All exposed areas have been fish oil treated while the headliner was out. Mexican engine lid and bonnet seals fitted no ugly seal retainers. The engine and gearbox are stock 1600ccs and run very good achieving some 28 miles to the gallon around town, both have been regularly serviced. Early model engine mount with new rubbers fitted. All new window rubbers, and a new windscreen have been fitted, together with a new headliner, the seats and door trims are tan in colour, padded dash. It's fitted with a late model Volkswagen cassette radio, new radio aerial, the radio has the option of a external CD stacker, the radio has 4 speaker fitted and a rear parcel shelf houses 2 x 6 x 9 speakers. The car is fitted with stock wheels and tyres. The current registration is NSW valid until September 2008
Call Dave
Mob 0415-957-030
Work 02-8304-4109
david@clubvw.org.au

\$6500.00 or ONO

For Sale:- 1974 VW Kombi. Pale blue, chrome accessories. Reconditioned engine, new battery, 7 months' rego. \$11,500 ONO. Phone (02) 4647 6638 or 0416 181 483.

For Sale:- VW Jetta 2.0-litre TDI diesel. Late 2006 luxury model. 6-speed manual transmission, satellite navigation, sunroof. Leather trim. 12 months' rego plus warranty. Must sell at \$34,500. Phone 9716 7755

2nd Month 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

Trades and services directory.

Trades and services directory.

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 Dr. Moshe
 Tel: 9534 1077
 A.H: 9596 1817



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Wanted:



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

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Club Veedub Sydney Membership / Subscription Form.



New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Occupation:

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

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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.

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Dakar Rally 2008 – cancelled.

The organisers of the famous Dakar Rally have taken the decision to cancel the 2008 edition of the rally, which was scheduled from 5th to 20th January between Lisbon, Portugal, and Dakar, Senegal.



Because of the current international political tensions, the murder last December 24th of four French tourists (linked to a branch of Al-Qaeda in Islamic Maghreb), and the direct threats made against the race by terrorist organisations, no other decision but the cancellation of the sporting event could be taken.

The organisers condemn the terrorist menace that has ruined a year of hard work, the engagement and passion for all the participants and those otherwise involved in the world's biggest off-road rally. The organisers are aware of the huge frustrations, especially in Portugal, Morocco, Mauritania and Senegal, as well as the general public disappointment and the huge economic consequences in terms of direct and indirect repercussions for the teams and the countries visited.

The cancellation of the 2008 edition does not endanger the future of the Dakar. To offer a new adventure for the off-road rally passionate in 2009 is a challenge that will be taken on in the months to come.

The Dakar Rally is the most famous annual long-distance endurance off-road race in the world. It's organised by the French media-owned Amaury Sports Organisation, the producers of the famous Tour de France bicycle race. The Dakar Rally is open to both professional and amateur teams, who compete in three divisions – motorbikes, cars and trucks. The 2008 event was to be a 9,000 km journey with over 6,000 km of competitive stages over the toughest of desert conditions in Portugal and Spain in southern Europe, and Morocco, Western Sahara, Mauritania and Senegal in western Africa.

The first event was held in 1979, after motorcycle rider Thierry Sabine got lost in the deserts of Algeria and decided it would be a great location for a proper rally. Originally the race began in Paris, France, and ended in Dakar, Senegal, with an interruption for the ship crossing of the Mediterranean. However local

politics and other factors have ensured that the course layout, distance, and the start and finish, have all varied over the years. Paris was the start each year until 1994, but since then other starts have included Dakar, Granada or Barcelona in Spain, and Arras, Marseilles or Clermont in France. Dakar has been the finishing destination on all but four occasions; in 1992 the Rally ended in Cape Town, South Africa; in 1994 the Rally went from Paris to Dakar and back to Paris. In 2000 it finished in Cairo in Egypt, and in 2003 it finished in Sharm el Sheikh, Egypt.

Since 2006 the event has run from Lisbon, Portugal to Dakar, Senegal, which was the planned arrangement for this year's race. The route itself has varied, and this year they had intended longer competitive stages over a more diverse and sporty layout.



Since 1979, some 13,600 men and women have competed in the Dakar, visiting 21 different countries over the 29 editions of the race. In 2008 the field would have included 245 motorbikes, 20 quads, 205 cars and 100 trucks, spread over a record 570 different teams. 40% of the bike riders and 18% of the car drivers are 'rookies' competing in their first Dakar Rally. There is usually at least one driver or rider killed every year.

The Motorbike (or 'Moto') class has traditionally been dominated by KTM, Yamaha and BMW bikes. The Truck or 'Camions' class is for vehicles of over 3.5 tonnes in weight. Successful brands have included Mercedes-Benz, DAF and Tatra trucks, with Russian Kamaz trucks winning 5 years straight up to 2006. 2007 saw the first 'VW' truck victory when the MAN truck of Dutch driver Hans Stacey won the class.

The Car class is for vehicles under 3.5 tonnes, and includes cross-country specials and production vehicles, buggies and US-style mini-trucks. Among the successful makers have been Citroen and Peugeot, with four wins each, while Porsche has won twice – with a 911 in 1984 and a 959 supercar in 1986. The dominant team, however, has been Mitsubishi with twelve wins with their Pajero since 1985, including seven in a row from 2001-2007. The Pajero teams were confident of another victory in 2008.



Volkswagen has won the Dakar only once, in 1980, when the race VW Iltis of Swede Freddy Kottulinsky and German Gerd Löffelmann was triumphant. In a comprehensive display, another VW Iltis was second overall. Unfortunately, after this 1-2 display, VW retired from competing.

VW returned to the Dakar in 2003 with a team of prototype 2WD Tarek race buggies. These were custom-made vehicles with coil springs and a Kevlar/carbon-fibre body mounted on a US-made steel frame. VW Motorsport fitted them with a 1.9-litre four-cylinder 160 kW turbo-diesel engine and five-speed gearbox. The best result for the Tarek in the 2003 Dakar was sixth overall.



2004 saw the first appearance of the purpose-built 4WD VW Motorsport Race Touareg, which produced 170 kW from a 2.3-litre TDI diesel engine. The Touareg of Bruno Saby and Matthew Stevenson finished sixth overall.

In 2005 the Race Touareg was upgraded to a 191 kW 2.5-litre TDI engine. The Touareg of Jutta Kleinschmidt and Fabrizia Pons finished third overall, the best result by an all-woman driving team.

For 2006 the Race Touareg was redesigned, with a new 202 kW 2.5-litre TDI engine and a new body with a shorter wheelbase. The Race Touareg 2, as it was now called, finished in second place driven by Giniel de Villiers and Tina Thorner. This was the highest-ever finish for a diesel-powered vehicle in the Dakar Rally.

The Race Touareg 2 was boosted to 209 kW for 2007. The two VWs of Carlos Sainz and Gineal de Villiers led last year's Dakar 1-2 for almost the entire length until mechanical troubles sidelined both cars. Another VW Touareg driven by Mark Miller and Ralph Pitchford eventually finished fourth.

VW booked a strong 4-car team and had high hopes of finally defeating the Mitsubishi Pajeros in the 2008 Dakar, but with the cancellation of the event this was not to be. Perhaps we can look forward to a win for Volkswagen in the 2009 Dakar Rally.

New Golf GT Sport in TSI petrol or TDI diesel.

Following the successful Australian launch of the twin-charged Golf GT TSI in May 2007, Volkswagen has released the exquisite Golf GT Sport model as a result of its success. This new model will be a permanent addition to the Golf range, offering new technology, superior road performance and low fuel consumption. Two engine options are available for this dynamic model, with both TSI petrol or TDI diesel technology.

Golf GT Sport TSI - The compact 1.4 litre direct-injection engine develops up to 125 kW and has a maximum torque of 240 Nm in the range from 1,750 to 4,500 rpm, thanks to the combination of an exhaust turbocharger with a mechanically driven supercharger.

The 1.4 litre engine delivers a power output of 90 kW per litre, representing a peak value for a series production four-cylinder engine. Furthermore, the TSI delivers a torque corresponding to a naturally aspirated engine with a swept volume of approximately 2.3 litres and its fuel consumption is around 20 percent lower.



Golf GT Sport 2.0 TDI - Following on with their successful diesel strategy, Volkswagen has introduced their most powerful four-cylinder TDI engine yet, with an output of 125 kW at 4,200 rpm, for the Golf GT Sport. Equipped with advanced piezo-operated direct injection, it offers a torque figure of 350 Nm from 1,750 to 2,500 rpm, and accelerates from 0 to 100 km/h in just 8.2 seconds.

The high injection pressure of the four-valve diesel engine provides superior road performance, low fuel consumption and particularly smooth running. The Golf GT Sport's resemblance to the Golf GTI is no coincidence; sports suspension, exclusive 17 inch alloy wheels "BBS ClassiXs", 225 tyres, 16 inch brakes, distinctive bumper and radiator grille design, twin tailpipes, sports seats, sports steering wheel.

Additional styling features of the Golf GT Sport are: New grille surround in charcoal (formally body colour) and GT Sport badge.

Models and Recommended Pricing:

- * Golf GT Sport TSI six speed manual from \$34,990
- * Golf GT Sport TSI six speed DSG from \$37,290
- * Golf GT Sport TDI six speed manual from \$37,490
- * Golf GT Sport TDI six speed DSG from \$39,790

New Passat R36.

In an Australian premiere, Volkswagen is presenting the new Passat R36 at the 2008 Brisbane Motor Show. A 220 kW 3.6 litre six cylinder direct injection petrol engine will propel the most powerful Passat of all time.

As part of the standard equipment, the power transmission is managed by a direct shift gearbox (DSG) and permanent four-wheel drive (4MOTION). The top speed of the sedan is an electronically regulated 250 km/h. In terms of speed, the Passat R36 outstrips every other Volkswagen in accelerating from 0 to 100 km/h: the Sedan reaches the 100 km/h mark in 5.6 seconds (5.8 seconds for the Wagon).



The new Passat R36 was developed by Volkswagen Individual, the specialist team for very fast and/or special models. Following the Golf R32 and the Touareg R50, the Passat R36 will be the third series version to be debuting in Australia under the 'R' sports label. The 'R32' badge already represents a top-selling model. The first Golf R32 (177 kW) based on the VW Golf 4, introduced in the first quarter of 2004, took off better than expected in every way; 14,000 cars were sold globally. On the foundation of this success the idea arose to develop a whole series of 'R' models in the future. In 2006 the second Golf R32, based on the fifth generation VW Golf, with 184 kW, was introduced. This

was also a terrific seller and continues to sell well today.

Visually, with a whole range of specific features the new Passat R36 shows that it is the most dynamic model of the globally successful series.

A partial overview of the R36 exterior details include Chrome radiator grille highlights; Front and rear bumpers in 'R' sports design; Body side lower sill extensions; Wheel arch extensions; Rear boot lid or roof spoiler; Dual chrome exhaust tailpipes; R36 badges on front and rear; Darkened rear tail light clusters; Bi-xenon headlights; and 18-inch "Omanyt" alloy wheels with 235/40 R18 tyres.

Similar to the Golf R32, Volkswagen Individual designed the interior equipment especially for the Passat R36. The R36 interior details include an 8 channel 250 W amplifier with 10 speakers; Dark brushed aluminium inserts in dashboard and centre console; Aluminium accelerator and brake pedals with 'R' motifs; Aluminium door fill inlays with R36 emblem in the front; Sports leather steering wheel with aluminium inserts and "R36" emblem and gear shift paddles; and San Remo micro fibre/Vienna leather combination upholstery.

Models and Recommended Retail Pricing

- * Passat R36 Sedan 6speed DSG \$64,990
- * Passat R36 Wagon 6speed DSG \$66,990

The new Volkswagen Passat R36 will be available from Australian Volkswagen dealers somewhat later in the year.

New Passat CC Coupe.

Just say CC, and most people think of either a cabrio or a corn chip. Volkswagen has gone against the grain, and called their latest Passat a CC – but while its roof is definitely different, it is also fixed to its body. In VW speak, CC stands for Comfort Coupe. The Passat CC is a coupe-styled four-door saloon with a sleeker shape that seats four people, not five. It will compete with the likes of the Mercedes CLS as a cut-price alternative with all the kit.

As shown at the Detroit Motor Show in January, the CC is based on the Passat platform, but offers a twin-charged TSI petrol engine along with the usual FSI petrol and TDI turbo-diesel powertrains. The familiar Passat front-drive and all-wheel-drive layouts and





manual, auto or DSG transmissions are available, but the CC adds a new, lowered adaptive damper suspension system called 'Dynamic Drive Control', a park assist system, automatic distance cruise control, and a new Lane Assist system.

This last tech highlight is claimed to be a world first. While other lane assist technologies will alert the driver if they drift out of their lane without correction or indication, the CC's system will also automatically steer the car back into its lane.

The Passat CC also gets a self-parking system, which uses sensors to measure a parking spot before the car takes over the steering duties for a perfect reverse park.

There's an Automatic Distance Control system, to help reduce braking distances and avoid a crash, as well as Dynamic Drive Control, which offers three suspension settings (normal, sport and comfort) for different situations.

There's also the availability of Mobility Tyres, claimed to offer greater puncture resistance thanks to a more flexible rubber compound that effectively traps the penetrating object.

As part of the elongated, more elegant design of the CC, it is 31mm longer than the Passat it's based on. The CC is also 36mm wider but sits 50mm lower for a more purposeful stance.

The single arc of the roof gives the Passat CC its coupe-like profile while front and rear treatments distinguish it from the Passat.

While it isn't yet confirmed for sale in Australia, Volkswagen Australia spokesman Jon Dawe says the company is "very hopeful" of getting the Passat CC by the end of 2008 or early 2009.

"It's a vehicle we'd love to get," says Dawe. "I don't think it would have too many (direct) competitors." The price tag would be somewhere above the current Passat's \$60K range.

New Space Up! Blue.

Volkswagen unveiled the third and most advanced iteration yet of the up! family of concept vehicles at the Los Angeles Motor Show. Named Space Up! Blue and taking its visual inspiration and drivetrain layout from the classic 1960s Deluxe Microbus, the

concept vehicle is powered by a pioneering high-temperature fuel cell linked to a series of 12 lithium-ion batteries. The innovative power sources are linked to a rear-mounted electric motor developing 45 kW and 119 Nm of torque. The only by-product of this highly efficient drivetrain is pure water.

Relying solely on the bank of lithium-ion batteries, which have a combined energy capacity of 12 kilowatt-hours, the Space Up! Blue has a range of around 105 km. When drawing energy from the high temperature fuel cell a range of 250 km is possible – bringing the vehicle's maximum theoretical range to 355 km.

The new drivetrain is fully integrated into the Space Up! Blue concept with a bank of solar panels built into the roof of the vehicle to allow the charge in the lithium-ion batteries to be topped up at all times when light falls on them. The high-temperature fuel cell meanwhile produces electric energy from compressed hydrogen, stored in a pair of secure tanks beneath the vehicle.



The innovative high temperature fuel cell developed by Volkswagen has several advantages over a conventional low-temperature fuel cell. The high temperature version is far more efficient as it converts more of the energy in the hydrogen into electrical energy. Furthermore it is less complex and does not require the same cooling systems demanded by a low-temperature variant – which also significantly reduces the packaging and therefore cost requirements of the cell unit.

Running on purely battery power the Space Up! Blue is capable of reaching 100 km/h in 13.7 seconds before reaching a top speed of 121 km/h.

In design, the Space Up! Blue continues the mix of clean surfaces and sharp, cohesive lines that define the look of the Up! family which now comprises the Up!, Space Up! and Space Up! Blue. As well as featuring a recessed solar panel the roof of the Space Up! Blue features a set of glass skylights reminiscent of the classic 1960s 'Samba' Microbus.

Despite being capable of carrying four adults in comfort and a total of 220 litres of luggage capacity the Space Up! Blue's dimensions remain modest, measuring 3680 mm long, 1569 mm high and 1630 mm wide.

The Space Up! Blue's interior, accessed through a pair of wide butterfly doors that hinge from both the A- and C-pillars, features a unique mix of advanced, touchscreen interfaces and innovative materials. Many

of the surfaces are constructed out of recycled materials – the instrument panel and the door mouldings are made out of organic plastics or biopolymers.

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

One millionth VW DSG.

DSG – three letters that stand for supreme shift comfort, economy and sportiness. Together with staff from the Kassel factory and Prof. Werner Neubauer, Volkswagen Components division manager, the management of the Volkswagen factory in Kassel has celebrated the one-millionth VW dual-clutch Direct Shift Gearbox – *DirektSchalteGetriebe* - (DSG).



The idea for the dual-clutch gearbox was perceived in motor racing. It was picked up by Volkswagen and BorgWarner in the 1980s and has since been developed further. When the first Volkswagen DSG went into series production in 2003, it sent shockwaves through professional circles. This innovation provided a previously unknown level of shift comfort. The once clear divide between automatic and manual gearboxes had been bridged, and an extraordinary level of driving dynamics achieved.

Customers were soon enthusing, despite all the reservation compared to conventional gearboxes. Just five years later, the DSG has, for example, a 25 percent installation rate on the VW Touran. This is also a major success for the staff at the Kassel factory, the only Volkswagen factory to produce the DSG.

In 2007 alone, more than 400,000 six-speed DSG gearboxes were installed across the Group – and there is no sign of an end to this success story. “Because of the great demand, we shall shortly be boosting our daily capacity to 1,750 units,” explained General Factory Manager Dr. Hans-Helmut Becker. Prof. Neubauer added, “All around the world, our DSG gearboxes from Kassel are synonymous with sporty

driving pleasure and economical fuel consumption. They successfully combine the best of two gearbox worlds. We are already on the way to the two-millionth DSG, and on the way, this modern technology will sharpen Volkswagen’s global competitive edge in the field of transmission technology even further.”

Jürgen Stumpf, Chairman of the Works Council at the VW factory in Kassel, is also convinced by the DSG. “The competence and expertise of our staff make this cutting edge technology ‘made by Kassel’ possible. The DSG has now become a guarantee for job security at the factory.”

Volkswagen has now shifted up a gear with the new 7-speed dual-clutch gearbox, the second generation of the successful best seller. This gearbox combines two world firsts. Firstly, it is the first 7-speed DSG for front-transverse installation. Secondly, it is the first with clutches that are not immersed in oil, but which run ‘dry’. This enables the latest Volkswagen DSG, available in European Golf, Golf Plus, CrossGolf and Golf Variant to achieve even greater efficiency.

VW Diesel beats Toyota Hybrid.

Which is greener – a hybrid or a diesel?

Hybrids such as the Toyota Prius have won the PR war, with everyone from Hollywood stars to politicians clamouring to be seen driving them. Meanwhile, diesels still suffer from poor PR as dirty, smoky, rattley, noisy oil-burners.

Governments offer hybrids substantial subsidies and concessions overseas, and even in Australia they stay at 2 per cent stamp duty while duty on all other vehicles has as much as doubled. We are told that unless we drive one, we are killing the planet.

Yet the public isn’t all that keen on hybrids, or LPG for that matter.



Hybrid private passenger car sales in Australia are up 16.3% from 1,292 in 2006 to 1,503 in '07, and LPG sales are down 44.5% from 607 to 337.

Meanwhile, diesel private sales are up 62.9% from 10,566 to 17,215.

It seems only government departments and corporations who wish to be seen to be green are

buying hybrids, with non-private hybrid passenger car sales up 60.8% from 1,694 to 2,725.

Yet, while petrol-electric hybrids have been embraced as green icons by politicians and the media, the results speak for themselves.

The Toyota Prius is not the greenest or most fuel efficient car you can buy. That honour belongs to Volkswagen with the Polo BlueMotion, a model not yet available in Australia but is readily available in Europe and the UK.

The Toyota Prius has a 50 kW electric motor and a 1.5-litre 57 kW 115 Nm petrol motor. It does 0-100 km/h in 10.9 seconds and has a maximum speed of 171 km/h. It produces 104 g/km of CO₂ (UK Green Label B) and averages 4.29 L/100 km. Its 45-litre tank gives a potential range of 1,047 km. In the UK the Prius is available from £17,765 (\$A39,630).

The VW Polo BlueMotion has a high-tech 1.4-litre 3-cylinder TDI turbo-diesel engine that produces 59 kW and 195 Nm. It does 0-100 km/h in 12.8 seconds and tops out at 175 km/h. Yet it produces only 99 g/km of CO₂ (the only car in the sub-100g UK Green Label A category), and is factory-rated at an astonishing 3.79 L/100 km in combined cycle driving – 74.3 miles per gallon. Its 45-litre tank gives a potential range of 1,184 km. The Polo BlueMotion is available from £11,995 in the UK (\$A26,760).

The Volkswagen is faster, more powerful, cleaner, more economical and less expensive than the Toyota Prius.



New VW plant in Russia.

The Deputy Prime Minister of the Russian Federation, Sergey Naryshkin, and the Chairman of the Board of Management of Volkswagen AG, Prof. Martin Winterkorn, were joined by the Chairman of the Board of Directors of Skoda Auto, Reinhard Jung, and Prof. Jochem Heizmann, Volkswagen Group Production manager, to inaugurate the new Volkswagen plant in Kaluga, Russia.

“With the start of vehicle assembly at our new plant in Kaluga, the Volkswagen Group has definitively arrived in the emerging Russian market. Local

production of Volkswagen and Skoda brand vehicles in the up-and-coming city of Kaluga now gives us the chance to increasingly profit from rapid growth on Russia’s automotive market,” Winterkorn commented in Kaluga. The foundation stone at the site located south west of Moscow was laid on 28th October, 2006, only thirteen months prior to assembly start-up.



Volkswagen Passat and Skoda Octavia models, the first vehicles to be assembled in Russia, jointly left the assembly line during a ceremony attended by over 600 invited guests from business, industry and politics. It is planned to assemble some 66,000 units of the two brand models in 2008 under the now complete first development stage of the plant. In the second development stage from 2009, the plant with a maximum capacity of 150,000 vehicles will begin production at its own body shop, paint shop and final assembly line.

Prof. Heizmann expressly thanked the Governor of Kaluga oblast, Anatoly Artamonov, and all involved in setting up operations in Russia: “I am delighted that we can start assembling vehicles in Russia today - exactly thirteen months since we laid the foundation stone. I would like to express my appreciation to all our Russian partners and, of course, to our staff who have produced an outstanding performance here in Kaluga. The first plant fitters will begin work in Kaluga during the next few months, and we will then start full production during the first half of 2009.”

Volkswagen’s total investment in Russia will exceed 500 million euros. In the final development stage, the new 400-hectare plant in Kaluga will have its own rail link to supply parts and components for production. Further land has been earmarked for suppliers to give them the opportunity to locate near the production facilities. By the time the plant has been completed, over 6 million cubic metres of earth will have been moved to level the site ready for development. Volkswagen in Kaluga will have a total workforce of some 3,000 by the end of 2009.

Kaluga is located on the Oka River in western Russia, some 190 km south-west of Moscow. Famous as the birthplace of rocket pioneer Konstantin Tsiolkovsky, its population is 335,000 people. Apart from VW, Peugeot, Volvo and Mitsubishi are also setting up car factories in Kaluga.

15 millionth Passat.

The 15 millionth Passat produced throughout the world rolled off the assembly line at Volkswagen's Emden plant in November. Official DKMS ambassador Sybille Beckenbauer accepted the vehicle as a donation from Prof. Jochem Heizmann, Member of the Board of Management of Volkswagen AG.; Pavel Vacek, plant manager at Emden, and Peter Jacobs, Chairman of the Works Council of the Emden plant.



The anniversary vehicle is a Passat Variant BlueMotion 1.9 TDI in arctic blue silver metallic with 77 kW. The Passat is the most popular mid-sized model in Germany, and one of the most successful Volkswagen models throughout the world.

"Fifteen million Passats produced in 34 years are a fantastic achievement which everyone at the Emden plant can take pride in, together with all the other members of the Passat family at plants throughout the world," Prof. Dr. Jochem Heizmann stressed.

Plant manager Pavel Vacek added: "This round figure has a very special significance for our plant. Of the 15 million Passats produced in total, 5.9 million were made in Emden. This indicates the tremendous importance of the model as a symbol for our plant and our region."

Works Council Chairman Peter Jacobs commented: "13 plants around the globe have been involved in the Passat success story since 1973, and the model has provided work, security and income for people throughout the world. The Passat has become a flagship of the Volkswagen brand. At Emden, we are proud of the Passat and we share this success with our colleagues at plants around the world."

On the presentation of the vehicle in Emden, Sybille Beckenbauer said: "I am very pleased that Volkswagen has actively supported the charitable work of the German Bone Marrow Donor Center (DKMS) for many years. By presenting the 15 millionth Passat, Volkswagen has provided the DKMS with even more mobility, flexibility and safety. This is important for the large number of tissue typing campaigns organized by the Center for leukemia sufferers throughout Germany. Potential stem cell donors are included in the world's largest donor database."

The popularity of the Passat with Volkswagen customers throughout the world is underlined by the

accolades received by the leading mid-sized model from specialists, journalists and customers over the past few months. In particular, the Passat BlueMotion has been awarded the coveted "Auto Environment Certificate" by the ÖKO-TREND institute; the Passat is therefore one of the most environmentally compatible automobiles of 2007.

The first Passat model (B1) was CKD-assembled in VW's Australian plant in Melbourne from 1974-76, alongside the Beetle, Golf and Transporter, when it replaced the earlier Type 3 range. Australians saw the diesel Passat in a facelifted range in 1980 but sales ended in 1982. We did not see the B2 or B3 Passats at all, and only a handful of the B4 model arrived here. The Passat was reintroduced by TKM with the B5 in 1996, and the upgraded B5.5 appeared in 2001. The current model is now known as the PQ46 platform, to distinguish from the 'B6' platform used on the Audi A4 (the current Passat does not use an Audi platform). 2007 was the Passat's fourth-best selling year in Australia, behind only 1974-75-76.

The new Caddy Maxi.

The new Caddy Maxi has made its world debut in front of press at the European Road Transport Show in Amsterdam. Measuring 470 mm longer than the conventional Caddy (bringing the overall length to 4,873 mm) the new Maxi lends greater versatility and load carrying capacity to the popular Caddy range.

The new Caddy Maxi is capable of carrying a load weighing up to 800 kg in a cargo bay measuring 4.2 cubic metres. The load floor measures 2,250 mm in length and can be extended to over 3,000 mm in length through the adoption of the Vario partition system and a folding passenger seat. Between wheel housings the new Caddy Maxi measures 1,170 mm in width while the vehicle is capable of towing a trailer load of up to 1,500 kg.



The German market vehicle will be offered with a choice of a single petrol and two diesel engines. The 76 kW petrol engine is joined by 1.9-litre TDI diesel engine developing 78 kW and a range-topping 2.0-litre TDI unit producing 105 kW.

The new Caddy Maxi forms the basis for the Caddy Maxi Life people carrier. Like the existing Caddy



Life it can carry up to seven passengers but in even greater space and comfort. Similarly, the Maxi Life features three rows of seats, the final row of which can be removed to allow for a greater load volume.

The conventional Caddy will continue to be offered in addition to the new Maxi model. The Caddy has proved itself to be a firm favourite with buyers through its mix of versatility, tight packaging and comprehensive standard equipment and load carrying ability.

The Caddy Maxi and Maxi Life is scheduled to join the existing Caddy and Caddy Life on the Australian market later in 2008.

Take That with Volkswagen.

The British pop boy band, Take That, have chosen a Volkswagen Caravelle to use on their current European tour promoting their new album, Beautiful World. The Volkswagen Caravelle is the perfect people carrier to take on tour, not least because the middle row of seats can swivel to face the rear. This creates a sociable lounge area with a multi-functional table for Gary Barlow, Mark Owen, Howard Donald and Jason Orange to relax in before and after each concert.

"The Caravelle is stylish, comfortable and safe," commented Gary Barlow. Many other artists, including the Red Hot Chili Peppers, A-Ha and Chris de Burgh, have also found the Volkswagen Caravelle a popular choice for their recent tours.

Apart from being the chosen vehicle for celebrities, the Volkswagen Caravelle is equally at home as a family vehicle or luxury limousine with seven seats, luxury SE and Executive specifications and the choice of 97 kW or 130 kW TDI diesel engines.



Take That was formed in Manchester in 1990, with Robbie Williams in the original lineup of five. They recorded three smash hit albums and scored four #1 UK chart hits before Robbie Williams left for a solo career in 1995. Their most famous songs include Pray, Everything Changes and Back For Good. They split up in 1996 but reformed in 2005 for a documentary and European tour. They have since had six more UK #1 hits. Their comeback album Beautiful World has sold 1.5 million copies in the UK and another album is planned for 2008.

Take That are one of only seven performers who have had ten or more #1 hits on the UK music charts. Elvis Presley has had 21; the Beatles 17; Cliff Richard 14; Westlife 14; Madonna 12; the Shadows 11; and Take That, 10.

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Deutschland reiße Part 1.

We flew out of Sydney on the 30th January and arrived at Frankfurt in Germany on the 31st after about 22 hours of flying. We booked a rental car from Sixt at the airport, but were going to pick it up a few days later away from the airport (which is cheaper).

Our first morning in Germany and Kira got to see and play in snow for the first time, and Bettina and Kira both made a snow man.



We inadvertently timed our trip to coincide with Karneval, so this coupled with FC Köln playing on the weekend made for a very interesting visit to the city of Köln on the Saturday. On Sunday we went to a small out of town Karneval which lasted a few hours as it swept through the only street in town. After that we went to the after party in the local sports club, where there was literally standing room only!

On the Monday, we went to an all day event in a larger town which Bettina and Kira loved as they both ended up with a shopping bag full of lollies and other items including a bag of Yellow Carrots and some oranges which get thrown from the floats. There was a DJ with a home made boom box mounted on a trolley having his tunes boom out keeping everyone energised between floats.



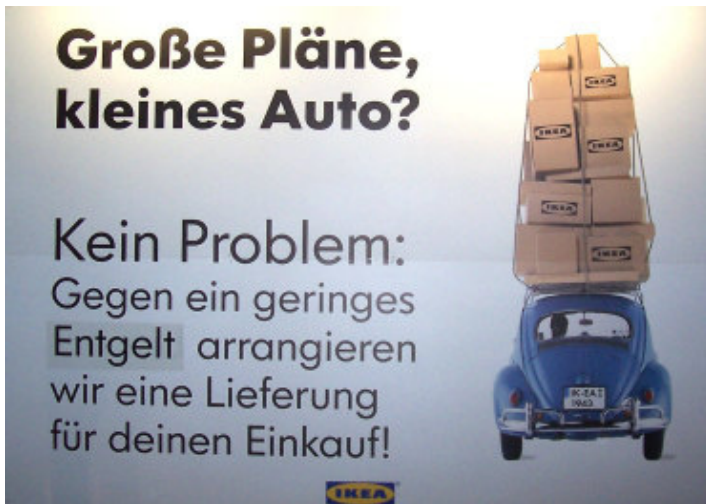
We were hoping to get a VW as a hire car, but ended up with a B-class Mercedes which the hire company assured us would fit all our bags. Needless to say, it didn't, so the car went back on the next day Sixt were open. This was replaced with a 7 seater turbo-diesel Ford Galaxy (which is the sister vehicle of the VW Sharan). A Multivan/Caravelle or Passat would have been nice, but none were available.

One of the first things that we noticed when we arrived is not the number of models that VW have in Germany and not Australia, but rather the variations of the models that we have, such as the station wagon version of the Golf, and the taller Golf Plus.



On Wednesday the 6th we drove to Wolfsburg. While we were driving through Wolfsburg, we realised that at least every 9 out of 10 cars on the road were Volkswagens. Talk about supporting the local industry! For financial reasons we decided to stay in Braunschweig, 40 km and a 30-minute drive out of Wolfsburg, and more so due to everything in Wolfsburg was booked out!

We're staying in the B&B Braunschweig, which is very similar to a Motel Formula 1 in Australia. Basic, but effective. We paid 59 Euro for a family room, and a double will set you back 41 Euro per room, per night. We are sitting in the hotel's eatery at the moment, enjoying the free Net Access and wherever we go we'll



look for a McCafe as there is 1hr Net Access for free, so we'll go there for a coffee, download/upload our mail, go home, write the report and send it the next day :)

It was a balmy 12 deg. today, and I'm only wearing the Club VW Jacket with no other jumper underneath.

Did you know that every day at the VW factory the workers eat 6,000 Curry Sausages that are made on site?! (Yes, there was an article in the June '07 issue of

Zeitschrift - Ed.) I've got a whole swag of information to bring back, including brochures (in German and English), a book on AutoStadt (Milestones) and also a DVD on the VW Golf from design to production, of course also in English. You would have been in heaven in this shop as it has original workshop manuals that were used by VW techs and still have their hand written notes in them - I took a photo of a page for you.

The worst part is that it'll be hard to sift through the 500 or so photos that we've taken over the past 2 days. Thank goodness for digital photos. We would have gone broke if we had to buy celluloid film.

Tomorrow we're off to AutoStadt, and on Friday we'll visit the VW museum. Then we're off to a medieval town called 'Rothenburg ob der Tauber', which is where our family name stems from. We were there in 2000 and it's like stepping back in time. Have you ever seen Chitty Chitty Bang Bang? Well, the Vulgarian town where Benny Hill's toymaker lives is Rothenburg.

Seeing as today is the cut off day for the magazine, you'll have to wait until next month's *Zeitschrift* for part 2 of 'Deutschland reiße'.

See you when we get back!

Raymond, Grace, Bettina and Kira.

Driving around Australia - Part 1.

I've met plenty of people who've done the trip around Australia. They each had just one regret - they all wished that they had more time to do it. Take as much time as you can afford, but don't try to do it in less than 6 weeks (unless you just want to spend your days driving).

At the last club meeting I attended before leaving on my trip, our president, Dave Birchall, came up to me and gave me four bits of advice: park level every night; check your oil every morning; don't push your Kombi too hard; and drive no more than two hours at a time and then have a good break before driving again. Regardless of how obvious that sounded, the advice served me very well.

Be prepared to cover a lot of kilometres. I drove about 17,500 km, and that was without doing Victoria and Queensland. I effectively circumnavigated Australia. To work out how far you'll drive on your trip, you should calculate the distance around Australia from maps, then add 20% to your figure to get the total kilometres. That's a pretty reliable number when you include all the side trips into national parks (Monkey Mia, Ningaloo, etc) and driving around the towns you stay in.

If you're a member of the NRMA you can get all your maps for free. If you take the coast and go through Victoria via the Great Ocean Road, and also add Central Australia (Ayres Rock/Uluru) to your trip, and head up to Cairns, you should probably expect to clock up 20,000 to 25,000 kilometres.



I highly recommend a book called *Camps Australia Wide*. It was invaluable in planning where I'd be staying when I was on the open road. As you'd expect, all the rest areas and camping spots in the book are near the main roads and all are free. I'm sure there are other books of this type, but I was given this one and it was great.

I recommend that you get NRMA membership if you don't already have it. It'll get you free road service in every state of Australia. Be aware, however, that in remote areas the road service technician may also be the local mechanic. He'll probably take several hours to attend to your breakdown. I once allowed a local to charge my battery for \$20 rather than wait the 3-4 hours - this was a waste of money as the problem was a worn generator which needed attention further down the road.



The average fuel price during the trip (mid 2006) was \$1.51 per litre (premium)[add about 30 cents per litre for 2008]. The trip cost me over \$3,300 in petrol. Add to that the cost of a service before the trip and one after, and the cost of an oil change mid-trip, and you get a final tally of over \$4,000.

Most travellers do the around Australia trip in the dry season. I left in late March so I chose to drive across the bottom of Australia to Perth first before heading up to Broome and Darwin. Even then, the main road was blocked near Fitzroy Crossing due to cyclones (3 weeks earlier) dumping lots of rain. Just like all travellers, I went to Kakadu National Park. The problem is that during the dry season there isn't much bird-life to see. If you're really into bird watching, you'll need to see Kakadu around November when the wet season is in full swing.

For the really adventurous, you can try to take the Gibb River Road located in the northern part of Western Australia. It's recommended as a 4WD road; however, I know of two people who've taken conventional 2-wheel-drive cars down that road. I'll add though, I didn't go – the roads were closed to all vehicles, including 4WDs, due to high river levels. If you decide to do Gibb River Road, be prepared for a very very slow trip. My friends drove the rough road at only 40 km/h over the 600 km of the road. Be also prepared to turn around and go back if the road gets just too impassable for your Kombi. There are a number of stunning national parks along the way and several resorts with national park like gorges, notably El Questro. I hear it's worth the effort but it's at your own risk.

I met plenty of travellers who gained work as pickers. They tell me that it's hard work but you meet interesting people and make lots of friends. A few met that way and became travelling buddies. There are websites that have information about where you can get a job picking and at what time of year. You can also phone the local information centres to find out what time of year is best in a particular area and who to call for work.

Preparation

Check that everything works before you head off. I had this crazy plan that I would spend my evenings fixing all those little things that have needed attention

all these years. A few days before departing, I decided to fix the door handle. I found that the tools I needed weren't in the toolbox but were in my toolshed. As I started to fix other 'little' problems I found that each job needed some sort of special tool that I didn't normally take on a trip. Not only were the tools an issue, but also valuable travel time would have been wasted doing repairs that I knew about. Head off on the trip with everything in working order. It's better to leave a day or two late than to be struggling with needless minor problems.

If you want to save on fuel buy two 20-litre jerry cans and carry them on a roof rack. There are a number of roadhouses that solely serve as fuel stops between remote towns. The fuel at these roadhouses is generally 30 cents a litre more than the next town. With the money you save you'll find that the jerry cans pay for themselves. If you don't have a roof rack then you'll need to buy or borrow one. You really need to have your spare fuel on the roof to free up space in the cabin to have some room. I don't have a bull bar and my spare tyre went up onto the roof as well.

To make topping up your oil easier, buy a dozen of those fruit drinks that come in plastic 250 ml bottles. You know the ones – you find them at the supermarket in 6 packs. The beauty of them is that you can add just enough oil to the motor to keep the level near the top. From the bottom of my dip stick to the top takes approximately 500 ml, which means that the 250 ml bottle is 'just right' (as Goldielocks might have said in her red Kombi).



You'll find that space is at a premium. Small rectangular shaped containers are the best for making good use of space (avoid the round shaped ones). Even those Chinese takeaway containers are handy for your bits and pieces. Stock up before you go.

Those green shopping bags that the supermarkets promote are fantastic for extra temporary storage. They're a good shape and stow away well.

Don't forget to take lots and lots of plastic bags. Use them for rubbish bags. You'll be surprised at how much rubbish you generate.

Pack a spare air filter, plugs and points. They may seem like simple things, but you may not be able

to get them when you need them. I drove around Katherine looking for an air filter. I sucked in tons of dust on the Tanami Road when I went to see the Wolf Creek Crater. Anyway, the only place that had an air filter wanted to change me \$68 for something that would normally cost about \$20.

Take a UHF radio. You can get a cheap one from any of the major electronics stores (starting from \$35, Jaycar). They are handy for contacting people in other cars and for finding out information about road works. If you put a sign on your back window with your channel number, people will contact you for a chat during the long desert stretches of road. The truckies and a lot of other travellers use channel 40, although sometimes you'll see some caravans using channel 18. You'd be surprised how many people will give you a call if you have a Kombi.

After being bitten by sand flies up the top end I got to appreciate why they sell a lot of a local ointment called 'Sand Fly Salve'. It's standard equipment for my travels now. I'm sure that you can buy something like it in Sydney, however the stuff they make up north works well – I guess by necessity.

Buy yourself a packet of those resealable plastic bags. They're perfect for keeping the outback dust off your plates, cutlery, and leftovers.

I had light truck tyres fitted to my Kombi in the months before I headed off on my trip. There are plenty available. Most brands of tyre have them. Although they're a bit noisier than car tyres, when you're heading off the bitumen they're more reassuring to drive on. I didn't have them on the back and suffered the consequences (more about that next time).

You'll need extra clothes when driving across the southern states. Even though the desert gets pretty hot during the day, it gets much colder than you'd expect at night. You don't need to have a whole wardrobe of warm clothes, just one good jacket and thermals.

A laptop computer is great for typing emails and storing photos from your camera. If you have one it will save time and money.

Make sure you take a USB drive for your computer. They're useful for taking the emails you typed on your computer to an internet café. They are also good for storing photos to show to people as you travel.

I met a fella in the caravan park in Kal (that's what the locals call Kalgoorlie). He had everything in the back of his ute, even his two tropical fish. Well, he told me I could buy a power inverter so that I could run 240-volt electrical things from my 12-volt Kombi battery. I thought WOW! You can write emails without needing to stay at a caravan park. I imagined how much money I would save in park fees. All the major electronic stores have a basic model starting from \$40 (Dick Smith). Just be warned, they work better for electrical items (kettle, toaster) rather than electronic items (TV, computer). When I plugged my computer in it started squealing and locked up. Eventually I realised that it works best if I start the computer while



the engine is still running. But I must say, it is good for typing emails from the middle of nowhere.

Don't forget to take a windscreen cover / reflector. The sun will turn the Kombi into an oven given half a chance.

Buy those window socks that are popular these days. Get the size for a 4WD. You put them over your front doors and open the windows at night. It keeps the thousands of bugs out while still letting air in. I also bought a few metres of fly screen and fold back clips. When it was really hot up north I'd open the back of the Kombi at night and clip the fly screen around the edges of the body. It really relieved the heat at night.

Don't forget to take Super Glue. Did you know that NASA developed it for first aid in outer-space. It's terrific for gluing shut any cuts, even deep ones. Also, you can do repairs to things that are inside the Kombi (I wouldn't use it to fix anything that mustn't break or anything outside).

Oh, and a final word before you get packing for your big trip, don't watch the movie Wolf Creek. It scared the living daylights out of me and led to several sleepless nights out on the road.

Just some of the things I should have left behind:

Mirror ball, incense and incense burner, kaleidoscope, orgasmatron, all but one stubbie holder, Sydney street directory, Vegemite.

Things I should have brought along:

Someone else to drive so that I can spend more time writing and expressing my creative juices, a can opener, dish detergent and scouring pad, laundry detergent, a calendar, more green shopping bags (they're brilliant for storing everything and anything), disposable plastic bags (I use them for rubbish bags and found that I went through quite a few of them).

Things that I've been surprised at how much I actually use:

Weetbix, sugar, tissues, insect repellent

I hope you found the information helpful. Next month I tackle what to expect on your trip.

Les Caldarevic

The Toy Department.

Many variations to the VW bus range existed in many parts of Europe. One unique model was assembled here in Australia but many were not destined to remain on our shores.

In the last edition of the VWMA, page 17 there is mention of a VW tipper truck (or as called in Germany VW Kipper) variation that was produced on the assembly line at the Clayton factory in Victoria Australia and most left for an overseas market.



The following image is an example of typical real life VW tipper that would have been made at the time. Models in Germany were also made in split window and low light bay models, many of these you can see on your travels around the globe.



This recent bay window tin model is not so detailed but is a rare model indeed. It is friction powered and the back tray lifts with the turn of a handle.



These other 1/43 scale models by Schuco Minichamps and Gama give you a good idea of the typical VW working vehicles of the time, all very detailed and also highly sought after.



Tony Bezzina
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Hartees Family Restaurants.

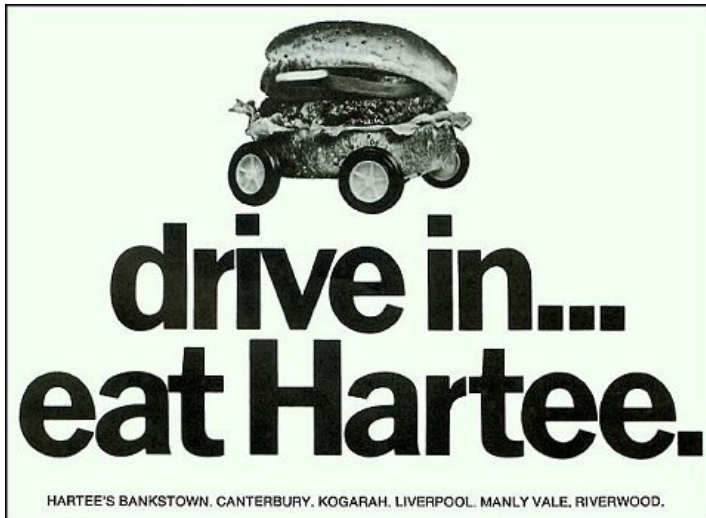
Australians have been very quick to embrace the American fast-food restaurant, even though we didn't see them until quite later. The big American chains all started very early.

The first McDonalds hamburger shop in the USA was opened in San Bernadino, California, in 1940; the first 'Kentuck Fried Chicken' in 1952. Burger King was founded in 1954 and Pizza Hut was started in 1958.

Yet the first of these didn't reach Australia until 1968, when Kentucky Fried Chicken opened their first Australian store in Guildford in Sydney. Pizza Hut followed in 1969 when the first one opened in Belfield. McDonalds was later still; the first Australian Maccas at Yagoona, on the Hume Hwy, didn't open until 1971. It has since closed, being so close to three other Maccas in Bankstown. The oldest existing Maccas is the second one that opened. It's the one at Hurlstone Park, where the Old and New Canterbury Rds meet. Burger King (Hungry Jacks) also began in 1971, but in Perth.

Club Veedub. Aus Liebe zum Automobil Klub.

However the first really successful fast-food burger chain (at least in Sydney) was not one of these American giants. It was an Australian-owned burger chain called Hartees Family Restaurants. The old TV ad slogan was, "Hurry on down to Hartees, where the burgers are barbecued."



Hartees began as a one-shop hamburger operation in Earlwood in 1970. Their shop was at 360 Homer St, right on the corner of Joy Ave, which was a prime location. They opened an temporary 'head office' upstairs in the same building. Today this building still exists, but with a different takeaway food shop.

In 1972 Hartees opened new restaurants in Canterbury, Kogarah, Liverpool and Manly Vale, easily outstripping McDonalds in the number of Sydney outlets. Hartees' burgers were much better too. The beef patties were flame-grill barbecued, with dark grill marks striping across the meat. They had a delectable tangy barbecue sauce that I can still taste now; no modern fast food hamburgers can compare. The sauce on a Hungry Jacks' Whopper is close, but still not as good as the original Hartees hamburger. They also had big thick-cut onion and tomato slices, with wider, flatter and crispier buns that we see now. Yum!

In 1973 Hartees opened an outlet at the Showground, in Bent Street under the old grandstand, to cater for the Royal Easter Show. Another restaurant opened at Riverwood, while the Head Office was moved from Earlwood to Gardeners Rd at Mascot.

In 1974 the Head Office was moved again, to Stephen Rd at Botany. The original Earlwood store was closed, being way too small. Newer outlets were the same size as similar McDonalds and KFC stores, complete with the first drive-through lanes.

One more new store was opened in 1975, at Punchbowl, but in 1976 every single Hartees closed and the company went out of business. Why??

One evening local reporters confirmed that the garbage bins of the Bankstown unit contained many empty tins of dog food - but that wasn't all. There were also chunks of dog food that had been removed from the tins, and sliced into perfect hamburger patties. Apparently the press had been tipped off, probably by unhappy staff. There was no evidence that this went on at any of the other Hartees restaurants, but nonetheless

the news was devastating. Hartees could not recover and they went out of business very quickly.

The Riverwood one on Belmore Rd soon became a Kentucky Fried Chicken. KFC used the original Hartees building until the early 1990s, when it was demolished and the existing two-storey KFC was built on the site.

The Hartees sites at the Showground, Liverpool, Kogarah and Manly Vale no longer exist, having been bulldozed and redeveloped. Liverpool is now the McDonalds on the Hume Hwy, while Kogarah is now a car park for the St George Hospital.

However other original Hartees sites still exist. The Punchbowl one, on the corner of Punchbowl Rd and South Terrace, is now an estate agency, still in the original Hartees building.



The one on Canterbury Rd and Dibbs St at Canterbury is even more original. It's now a tool hire store, but it still has the original building and roof, plus carpark and drive-through lane.



And the Bankstown one is still there too. It was a hot chicken shop, and later a Chinese restaurant, but now it's the bottle shop next to the KFC. The building is original, but the owners are unaware of its history.



VWs not sold here #1: Polo BlueMotion.

At some point in the future all car manufacturers are going to have to meet tough new EU exhaust emission regulations. The latest proposed date when car makers will have to reach an average 125g/km CO₂ for their range of new vehicles is 2015. In the UK, there are added incentives to get to lower emission levels: for example, London's Congestion Charge is likely to be waived for vehicles producing 120g/km or less of CO₂.

Many manufacturers still believe that the most realistic and cost effective way to get to the proposed new CO₂ levels for mass production models is to refine petrol and diesel engines while reducing the weight of vehicles. To this end Volkswagen has introduced a model specification called 'BlueMotion'.

Already launched by VW in the Polo, Golf and Passat models, VW will be expanding the BlueMotion concept across more models in 2008. Each VW model range will soon include a BlueMotion model, selling alongside conventional versions, and VW has already said it has plans for nine BlueMotion models to be on the market by the end of 2008.

VW currently sells around 38,000 Polos in the UK each year, but demand for the new BlueMotion models is higher than expected and estimates are that as many as 5,000 Polos will now be BlueMotion models.

The Polo BlueMotion is available in three and five-door body styles, and in BlueMotion 1 or BlueMotion 2 levels of specification. All share VW's 1.4-litre three-cylinder TDI turbo-diesel engine, which has Electronic Gas Recirculation and a diesel particulate filter. A revised five-speed manual gearbox has 'taller' third, fourth and fifth gear ratios to optimise fuel economy and lower CO₂ emissions.



Other changes for the BlueMotion models include the use of tweaked aerodynamics to smooth the airflow over the car. These take the form of a new grille, an extended lower lip on the front bumper, an integrated wing to the trailing edge of the rear window and the use of narrow low rolling resistance tyres fitted to lightweight alloy wheels. The resulting coefficient of drag is 0.30 (compared with 0.48 for the old Beetle).

BlueMotion 1 Polos do not have energy-consuming air-conditioning, and it is the only car on sale in the UK with a conventional internal combustion engine to sit in road tax Band A. Its 99g/km CO₂ figure means users pay no road tax and can look forward to an official combined cycle fuel consumption of only 3.79 L/100 km.



Thankfully, Polo BlueMotion 2 versions do have semi-automatic climate control air conditioning, as well as automatic 'coming home' lighting, rain sensing wipers, leather trim for the steering wheel, gear knob and handbrake and remote central locking. These 'goodies' do add a touch more weight and push emissions up by 5g/km to the Band B rating, giving these models an annual road tax bill of £35. Not a real hardship, especially when you consider that the fuel economy in the combined cycle is a still highly impressive 3.99 L/100 km.

All Polo BlueMotion models are fitted — as standard — with anti-lock braking, front and side airbags, power steering, electric front windows (rears, too, on five-door models), electrically-heated and adjustable door mirrors, electronic trip-computer, radio/MP3 compatible CD player and front and rear (three) head restraints along with Isofix fittings to accept two rear child seats.

Polo BlueMotion prices are more expensive than the comparable Polo 1.4 TDI SE three- and five-door models — £278 for a BlueMotion 1 three-door and £1,128 more for a BlueMotion 2 three-door (five door BlueMotion models show similar increases in their prices). The cost of 'conventional' petrol and diesel Polo models range from £7,612 up to £15,622 (for the GTi five-door variant) but all 1.4 TDI Polo models are likely to be exempt from the proposed new London Congestion Charges although all 1.4 TDI SE models have a Band B road tax rating even if they are marginally less fuel-efficient than their BlueMotion siblings, whose prices range from £11,995 to £13,445. So, Yes, it does initially cost a bit more to go 'green' (or, in VW's case, 'blue').

I would think most customers 'going blue' will opt for a BlueMotion 2 level of specification simply because the advantage of having air-conditioning far outweighs the negative issues. Cool air in summer and rapid de-mist in damp wet weather are very important

for both comfort and safety, and I am more than willing to pay the £35 road tax bill and a bit more in fuel costs to benefit from that.

My Polo test model was the best-selling BlueMotion 2 version, but in three-door form. I gather five-door models are marginally more in demand, which is normal between three and five-door small hatchbacks. For the record, the price of my test Polo BlueMotion 2 1.4-litre TDI three-door was £12,845 on the road - and a paltry £35 for a year's road tax. Like all mid-range Polos, the interior is nothing to get excited about. It is a tad plain but relatively well equipped. The quality, however, is very good. The overall driving experience is somewhat uninspiring except for the superb fuel economy.

The long gearing in third, fourth and fifth gears really comes into its own on open roads and consequently the driving technique on open roads, compared to a conventional small diesel, has changed. Around town there isn't much difference between a conventional diesel-powered Polo and a BlueMotion Polo. However, on A and B roads I found myself having to hold onto gears longer before changing up - something I would not have expected to help fuel economy. Driving along country roads and lanes in third and fourth gear in a diesel-powered car - instead of top gear - is foreign to me, yet the worst fuel consumption for a short journey with a cold engine was an amazingly good 4.3 L/100 km!

A 350 km journey on busy motorways at the legal limit and into and around London saw an equally impressive 4.1 L/100 km, while the best fuel

consumption for a series of journeys over A and B roads was an even more remarkable 3.9 L/100 km, which bettered the official 4.0 L/100 km without me even trying! No doubt, then, that BlueMotion works. And works exceedingly well indeed.

Once the need to use frequent gear changes has been mastered, the BlueMotion Polo's 195 Nm of torque (available from only 1,800rpm) really makes driving a pleasure. Being a three-cylinder unit, the engine is slightly harsh and noisy but that's a small price to pay for such big-hearted fuel economy. The car is not slow either. It has a 175 km/h top speed, it will cruise easily at 110 km/h and only takes 12.8 seconds to cover the 0-100 km/h sprint. Insurance costs, too, should prove to be pretty reasonable thanks to a group 5 rating.

The fact that it costs more to buy than a conventional Polo 1.4 TDI is not a stumbling block - so do ordinary diesels over their petrol-engined counterparts and automatics over manuals - and millions of motorists happily pay the extra to get the car they want.

And the benefits can hardly be ignored: brilliant fuel economy, low planet-friendly CO₂ emissions, low road tax and no London Congestion charges from 2008 onwards. Another major benefit is that, despite being compact in size, the Polo is more than roomy enough for most drivers. All in all, when it comes to 'green' motoring, it looks as though the future is undoubtedly VW 'blue'.

David Miles



Your fuel has never lasted this long.

New Polo BlueMotion. 31 km with 1 litre.



The VW cornerstone – what happened to it?

After Adolf Hitler kicked off the idea of a German 'people's car' at the 1934 Berlin Motor Show, Ferdinand Porsche was commissioned to start work on the design. By 1938 Porsche had produced a series of prototype 'Volkswagens' – the V1, V2, VW3, VW30 and VW38. At the 1937 Berlin Motor Show, Hitler proudly stated that, "It is now only necessary to make final arrangements before putting the Volkswagen into production."

Hitler created a new government organization to produce the car, called the Volkswagen Development Company – the *Gesellschaft für Vorbereitung des Deutschen Volkswagens*, or 'Gezuvor' for short. It was financed with 150 million Reichmarks from the *Deutsche Arbeitsfront* (German Labour Front), run by Robert Ley, Hitler's minister for Labour. Ley had previously supervised construction of Germany's new Autobahns, and now also served as chief of the *Kraft durch Freude* (Strength Through Joy) movement. This was a Nazi recreational organization that promoted fitness and outdoor activities like hiking and team sports. Hitler decided that the KdF organization would sponsor the Volkswagen project, and organise the saving scheme for German workers to buy it.

Hitler wanted to build up to 1.5 million Volkswagens per year, in what would need to be the largest auto plant in the world. Hitler needed to build such a factory from nothing, so he assigned that task to Dr Bodo Lafferentz, an economics expert. A suitable factory site needed lots of land, about 60 square kilometres; access to power, railways and canals, and be close to raw materials. After considerable surveying by ground and air, Lafferentz's team chose a site near town of Fallersleben, alongside the new Mittelland Canal in the northern German state of Lower Saxony, a little to the north of Hanover.

The flat, forested and partially swampy heath land belonged to Count Werner von Schulenburg, whose family also owned the 14th century Schloss Wolfsburg (Castle) on the grounds. At Hitler's command he was forced to sell his property to the government. A portion of the adjoining estate of Gebhard von der Wense was also confiscated.

Hitler's personal architect, Albert Speer, was put in charge of designing the factory. Speer was famous for his 1934 'city of light' Nuremberg Rally arena and the 1936 Olympic Stadium in Berlin, and he was now also Hitler's Minister for Armament and War Production. By 1938 he was busy with grandiose plans for rebuilding Berlin into a city called Germania, a magnificent new centre of the Nazi empire. He had to delegate the VW project to his staff, and so the design of the new VW factory was assigned to Peter Koller, a young Austrian engineer at the University of Brunswick.

Koller was an enthusiastic designer, and he quickly drew up plans for a mile-long factory, power station and tall administration block along one side of

the Mittelland Canal. The city itself would reach out on the other side. Vast blocks of flats and two-family houses would shelter the 15,000 workers and their families; parks, hotels, markets and broad boulevards would all be present, and at the centre a cultural plaza with theatres, halls, culture centres and council buildings. A detailed scale model of the proposed new factory and town was shown to the public at the 1938 Berlin Motor Show, opened, as usual, by Hitler.

To celebrate the start of construction, a cornerstone-laying ceremony was scheduled for 26 May 1938. Hitler, and Europe, had a busy and stressful week just prior to this. After annexing Austria without a shot a month earlier, Hitler had now turned his attention to Czechoslovakia and he threatened to invade. On 20 May the Czechs mobilized their army and reserves, and the French and British issued warnings against Germany. Hitler was nonetheless pressing ahead with his intention to 'smash Czechoslovakia by military action in the near future,' so now a little ceremony in the interim for a new car factory for the German workers held little interest for him by this stage. He was strangely silent and distracted when that day finally arrived.

Ascension Thursday, 26 May 1938, was gloriously sunny. Hitler arrived by special train from Munich, and was greeted at Fallersleben railway station by Robert Ley, Bodo Lafferentz and Ferdinand Porsche, as well as a party of Nazis including Heinrich Himmler and Hermann Goering. The party left the station in a column of official cars, and drove to the VW factory site along roads decorated with party flags and

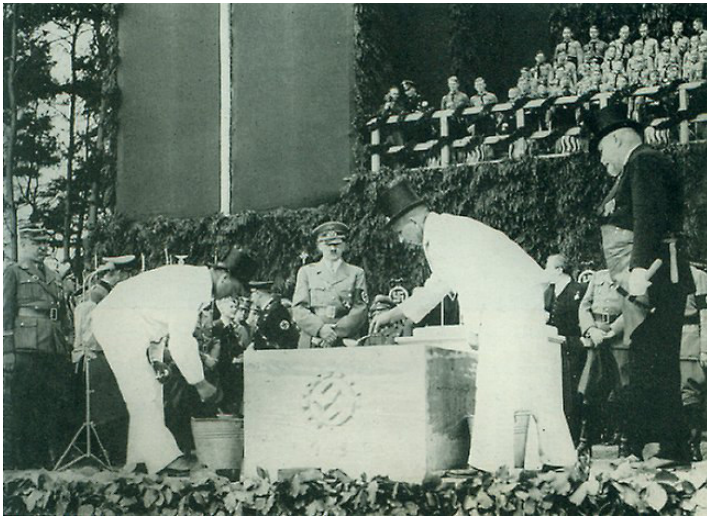


banners. They pulled up at 1pm at the Klieversberg, a slight hill overlooking the future factory site and surrounding countryside.

An elaborate temporary structure with 20-metre swastika banners had been erected, overlooking a brick courtyard. There were 600 guests of honour assembled in waiting, including sections of the SS, the SA (storm troops), NSKK (National Socialist Motorists Corp), Hitler Youth and the Labour Front. Honour guards from army, air force and junior SS school came to attention as the official cars approached, and a hush fell over the crowd of 70,000 bystanders. They had come by train, bus and car from all over Germany; the Porsche Bureau, for example, had chartered two buses to bring their staff up from Stuttgart. Over 150 reporters from around the world were there.

At 1:15pm Adolf Hitler pulled up in his big Mercedes-Benz limousine, and the Hitler Youth band struck up a series of fanfares and rolls of drums as Hitler stepped from his car, reviewed his honour guard and received a bouquet of flowers from a little girl. The scene glittered with uniforms, brass, banners and special costumes. Ferry Porsche and his father felt rather conspicuous in their civilian suits.

Robert Ley opened the ceremonies with a gushing welcome for Hitler, followed by Bodo Lafferentz who directed attention to the surrounding countryside, showing Hitler where the factory and township would soon grow from the bush.



Hitler then took the podium. He watched as masons in white coats and black top hats cemented the large cornerstone in place, then he began his speech. "This car was produced for the broad masses," he said, "for their personal form of transport, to give them joy and happiness. This car can only have one name, and I shall give that name today. The car shall carry the name of the organization which works hardest to provide the broadest masses of our people with joy and, therefore, with strength. It shall be called the 'KdF-Wagen'! I undertake the laying of the cornerstone in the name of the German people! This factory shall arise out of the strength of the entire German people, and it shall serve the happiness of the German people."

And so the VW was named the 'Strength-Through-Joy-Car.' Ferry Porsche said later the name

was a complete surprise to both his father and himself. "We were horrified," he said. "My father commented that we'd never be able to sell the car abroad with such a name." Fellow Porsche engineer Joseph Werner had the same reaction. "What American would buy a car called 'Strength-Through-Joy-Wagen'?" he asked himself. In the fullness of time, of course, no one except the most stubborn Nazis ever called it that. Even though brochures and the new savings-stamp book were labelled 'KdF-Wagen', the general public continued to call it the 'Volkswagen'.



When the ceremonies ended, Hitler seated himself in each of the three 'KdF-Wagens' that Ferry Porsche and two others had driven up from Stuttgart for the ceremony, one of which was a one-off convertible especially built for the occasion, and it particularly impressed Goering (even though he had trouble fitting in it). Hitler had Ferry Porsche drive him back to Fallersleben railway station in the convertible (which was not planned for production), for once leaving his prized Mercedes behind. Two days later Hitler's troops invaded Czechoslovakia, setting the stage for war, and the rest, as they say, is history.

The partially-built VW factory survived the war, and VW production was restarted by the British Army in 1945. The modern Volkswagen company eventually made the Wolfsburg colossus the largest car factory in the world. Over 10 million Beetles were made there before the Golf took over in 1974, and so it continues today, a gigantic modern wonder.

But what happened to the large cornerstone with the prominently carved Nazi swastika, laid by Hitler on that day of celebration in May 1938?

The stone was originally set in position approximately where VW's high-rise administration building is today, at the south-western end of the factory near the canal. The factory buildings were built around the cornerstone prior to the war. The cornerstone was made with an internal compartment to hold an elaborate founding scroll, but this was apparently not ready in May 1938. The stone was broken open by the British Army in 1945, and was found to be empty.



The cornerstone itself, however, remained in situ at the south-west corner of the factory until the mid 1950s, when the modern high-rise administration building was built in that section. During construction of the new building the stone was removed. VW boss Heinz Nordhoff could not stand the carving on the stone, with its Nazi echoes from the past. He had it buried in a ramp leading to a new bridge over the canal in 1959. It is most probably under the pedestrian steps between the guard post gate and the car park, but the exact location was not recorded.

It is still under there, somewhere, today.

And what happened to the other players in this story?

Hitler committed suicide by shooting himself, in his underground bunker in Berlin as the Russian Army approached, on 29 April 1945. The following morning SS troops wrapped his body in a blanket, doused it with petrol and burned it. The unmarked site of his Berlin bunker is now the carpark of an apartment block.

KdF leader Robert Ley remained loyal to Hitler until the end, and was captured in Berlin by US troops in May 1945. He was convicted of war crimes at Nuremberg and sentenced to death by firing squad.

Before this could be done though, he hanged himself in his cell in October 1945, from rags tied to a toilet pipe.

Architect Albert Speer was involved in an attempt to poison Hitler, and when captured by the Allies he was sentenced to 20 years in Spandau



Prison. He was released in 1966 and later wrote several books. He died of a cerebral haemorrhage in London in 1981.

Accountant Boro Lafferentz, who chose the Wolfsburg site, spent the war as an SS officer working in the field of oil slate and wind power. He married Verena Wagner in 1943 – she was the grand-daughter of famous composer Richard Wagner. They had five children, the last one (Verena) in 1952.

Ferdinand Porsche was captured by the French in 1945 and spent two years in prison. He was 72 years of age when finally released and his health had failed. After returning to Austria to recover, he finally visited Germany with his son Ferry and toured the finished Volkswagenwerk in September 1950. The factory was bigger than he ever imagined and the autobahns were filled with Volkswagens. He died on 30 January 1951.

His son Ferry was instrumental in creating the modern Porsche company in 1949. He guided Porsche for 40 years, remaining on the Porsche board until 1990 and he joined the celebrations for the 911's 30th birthday in 1993. He died aged 88 in March 1998, at the Porsche family home in Zell am See, Austria. He was buried at the Schüttgut church, beside his wife Dorothea, his sister Louise and her husband Anton Piëch, his mother Aloisia and his father Ferdinand.

Phil Matthews



My Twilight Zone moment.

People who know me have seen me driving my white '74 Kombi Campmobile now for a number of years. However, before I got my Kombi in 2002, I used to drive a Ruby Red 1964 Beetle.



The Beetle was my first car. I bought it in 1982 when I was a pimply teenager and, over a number of years with a lot of help and instruction from my Dad, took it apart, restored and rebuilt it. It was one of the first 'resto-custom' VWs built in Australia.

I owned this VW for nearly 20 years and loved it very much. This magazine isn't long enough to tell of all the adventures I had in it, and I would probably bore you all to death anyway. But, as they say, all good things come to an end. I was driving home from work one afternoon in November 2001 when an idiot in a Volvo ran smack! hard up my arse on Anzac Bridge. It was towed to Vintage Veedub, but it was a write-off. The tail and nose were wrecked and every panel was bent.



Eventually I got a good insurance payout, plus the wreck, which I stripped to sell the good parts. I will never forget the crunch noise that the claw at Simsmetal made on the bodyshell! The funds went towards buying and restoring the Kombi, which is another tale altogether. Yes, I still miss the old Beetle, even though I wouldn't buy another one now. I'm very happy with the Kombi, and my daughter Lily loves it too (she was too young to know the Beetle). And



anyway, I have a VW Polo or Golf on my shopping list for my next car.

Fast forward to the present day. I was driving through Cronulla in the work vehicle last week, on the way to a job, cruising along as you do, when suddenly I spotted a green VW in the railway parking lot. I did a huge double take and spilled my drink.

Why?? Take a look. This little green VW, obviously the same vintage as my old red one, had my old number plates, DUB-064!



How bizarre! I don't know who the owner is, but I wonder if they saw my old VW once and lusted after my now defunct plates? Well, hello whoever you are, and I hope you get as much enjoyment from them as I did!

Phil Matthews



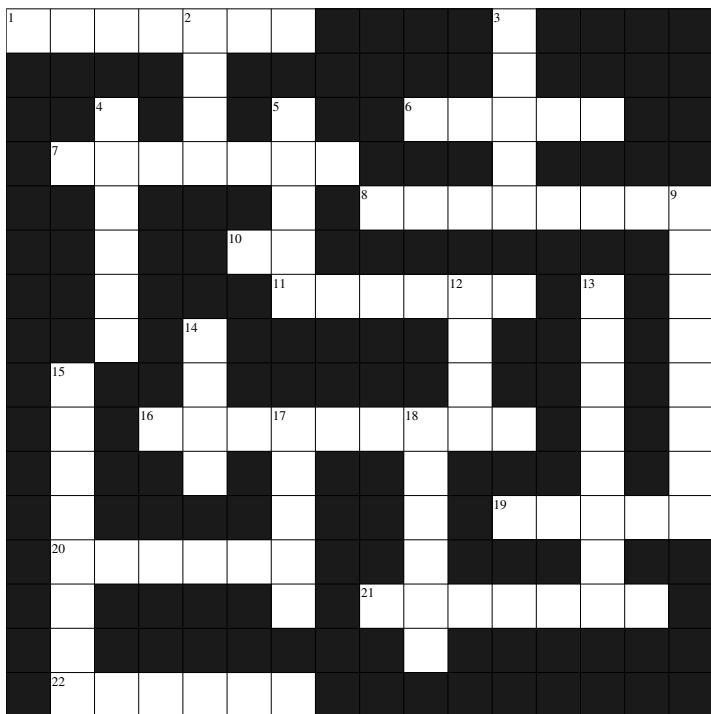
Club Veedub crossword.

Across:

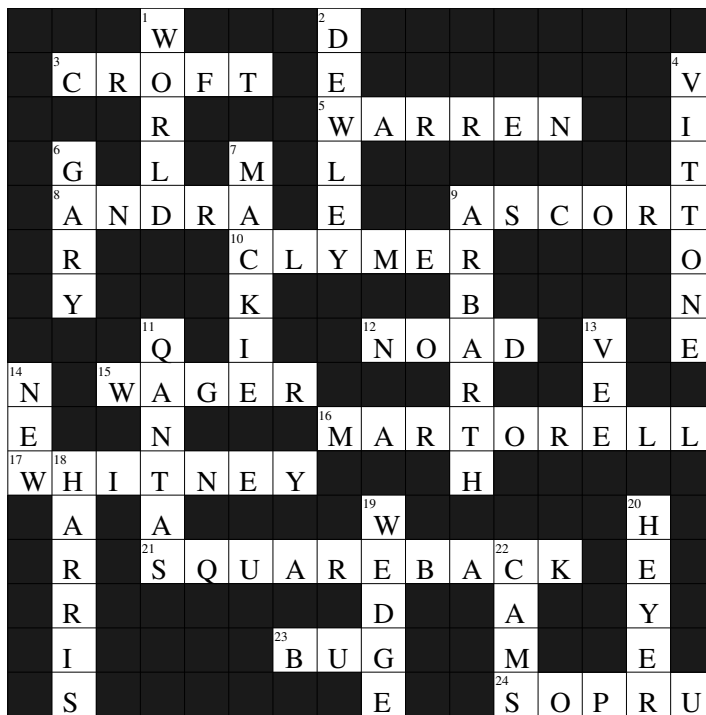
1. The old VW dealer on Canterbury Rd Bankstown
6. This luxury marque became part of Auto Union in 1931
7. Belinda is not going to have this surname much longer
8. US maker of VW off-road buggy tube chassis
10. A VW racer with an Oval Beetle is ...?? Hansen
11. Former race track at Annangrove, now only houses
16. Our original meetings at the Town Hall in 1985
19. Mr Orazem is the VW guru at Vintage Beedub Supplies
20. The 1980s VW 4WD system with viscous coupling
21. Owner of Powertune at Gladesville is Adrian ...?
22. Henry is an old VW racer and gearbox extra

Down:

2. The most successful VW ever
3. He seems to win Phil's trivia quizzes more than anyone
4. The European country where VW Caddys are made
5. The original name for the booted version of the Golf
9. German club at Luddenham, host of the Oktoberfest
12. A VW Beetle made between 1954 and 1957
13. Another name for Moshe's former VW King business
14. A German brand of spark plug for VWs
15. The 1970s VW dealer at Taren Point was ...? Motors
17. A slippery Australian oil additive containing PTFE particles
18. The old VW dealer at North Parramatta and Blacktown in the 1970s



Last month's crossword.



These eyes saw every angle of the world. →

In the beginning was the idea of a commercial utility vehicle for everyone. Millions of Transporters have rolled since then from diligent industry into all the world. The Transporter quickly became the symbol for democratic construction and the economic miracle. Later it was the model for the large-room saloon car, leisure time vehicles and the Multivan. The vehicles changed, but the idea did not.

The end of compromises.

Translated by IBM 5790 computer



Diese Augen haben jeden Winkel der Welt gesehen.



Am Anfang war die Idee von einem Nutzfahrzeug für alle. Millionen Transporter sind seitdem von den Fließbändern in alle Welt gerollt. Schnell wurde der Transporter zum Symbol für demokratischen Aufbau und das Wirtschaftswunder, später zum Vorbild für die Großraumlimousinen, Freizeitfahrzeuge und den Multivan. Die Fahrzeuge haben sich geändert, die Idee nicht.

Das Ende der Kompromisse.



Nutzfahrzeuge

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