

# Zeitschrift



Club Veedub's Webmaster in the bush recently.

**April 2008**

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**Plus lots more...**



**Club Veedub Sydney.**  
**[www.clubvw.org.au](http://www.clubvw.org.au)**

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



# Club Veedub Sydney Committee 2007-08.

<b>President:</b>	David Birchall david@clubvw.org.au	(02) 9534 4825
<b>Vice President:</b>	Bill Daws bill.daws@iinet.net.au	0419 431 531
<b>Secretary and: Public Officer:</b>	Bob Hickman hicko@iinet.net.au	(02) 4655 5566
<b>Treasurer:</b>	Martin Fox martin@clubvw.org.au	0411 331 121
<b>Editor:</b>	Phil Matthews philjmatthews@optusnet.com.au	(02) 9773 3970
<b>Webmaster:</b>	Steve Carter info@clubvw.org.au	0439 133 354
<b>Trivia Pro:</b>	John Weston	(02) 9520 9343
<b>Book Librarian:</b>	Simon Matthews	(02) 9898 3665
<b>Video Librarian:</b>	Joe Buttigieg	(02) 9863 4536
<b>Tool Librarian:</b>	Bob Hickman	(02) 4655 5566
<b>Merchandising:</b>	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	Leigh Harris leigh@clubvw.org.au	(02) 9533 3192
<b>VW Nationals Committee:</b>	David Birchall Bob Hickman Chris Pascoe Matthew White	(02) 9534 4825 (02) 4655 5566 (02) 9836 0464 0423 051 737

## General Committee:

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

## Canberra Committee.

<b>Chairperson:</b>	Steve Crispin	0419 429 453
<b>Member:</b>	Mark Palmer	0416 033 581
<b>Member:</b>	Bruce Walker	0400 119 220
<b>Events:</b>	Martin Budden	0432 939 283
<b>ACT Motor Clubs:</b>	Andrew Wadey	0402 590 564
<b>Registrar:</b>	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  
PO Box 1135  
Parramatta NSW 2124  
[info@clubvw.org.au](mailto: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  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
C & S Automotive  
H&M Ferman  
Klaack Motors  
Stan Pobjoy's Racing Engineering  
Vintage VeeDub Supplies  
Volksbahn Autos Pty Ltd

## 15 years and over.

Aust VW Performance Ctr North Rocky Imports  
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Indian Automotive

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Cupid Wedding Cars TCCA Motorsport  
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Imported Car Wreckers WHM Mechanical  
Karmann Promotions Wurth Fasteners

**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**

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

**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.



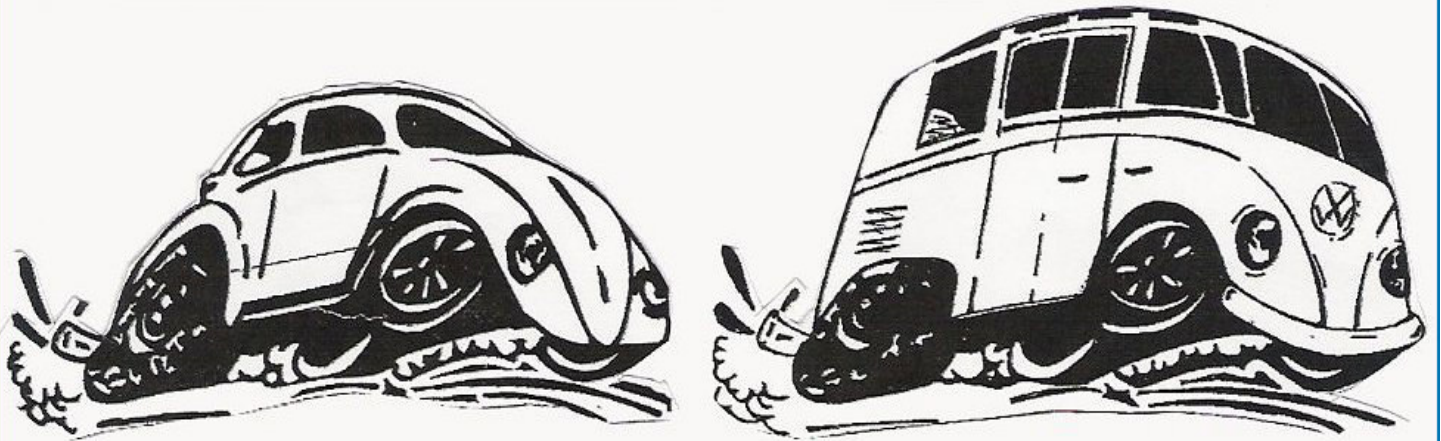
Contact for more info: ROSE

Mobile: 0427 55 02 03

Email: [avwnut@bigpond.com.au](mailto:avwnut@bigpond.com.au)

# **SHOALHAVEN VOLKSWAGEN CLUB**

**Presents the annual**



## **“BLAST FROM THE PAST”**

**A display of classic VWs**

**This year's venue is the Berry Showground, Alexandra St, Berry  
on Sunday 4<sup>th</sup> May 2008 in conjunction with the Berry Fair**

**All funds raised will be donated to the Shoalhaven  
Patient Transport Service a division of the Cancer Council of Australia**

**\$15 car entry, People's Choice Award and lot of raffle prizes**

**10am start, cars to arrive by 9.30am**

**For more details contact Sue on 0401 663 911 or**

**Email - [coolangattanursery@hotmail.com](mailto:coolangattanursery@hotmail.com)**



# 70th Birthday of the Beetle!

## 1938-2008

Darling Harbour  
Forecourt  
Saturday May 24  
9am – 5pm



An invitation to  
Beetles, Kombis &  
Karmann Ghias to  
display but you must  
– phone Ray –  
~ 0419 200 517 ~  
to nominate your  
car as space is  
strictly limited.

**Volkswagen Classic and  
Vintage Club of Australia**

Special certificates for participants



21<sup>st</sup>

Birthday  
Celebration



# VOLKSWAGEN NATIONALS '08

PROUDLY SPONSORED BY VOLKSWAGEN AUSTRALIA

SUNDAY 25<sup>TH</sup> 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.

Not much to mention this month, except that I will be on holidays for a few weeks, and missing out on both the committee and general meetings in April. We will be travelling up to Vietnam and Cambodia. Sue and I will be doing the tourist thing and enjoying the food, sites and sounds, while I keep one eye peeled for all things Volkswagen, of course.

Don't forget that the VW Nationals 2008 is only a few weeks away, so start shining up your VWs for the big day. If you haven't already done so, please mark down Sunday 25th May to attend the VW Nationals 2008. As always we will be requiring helpers on the day, so please call me if you can spend some time on Sunday May 25th.

Once again our major sponsor, Volkswagen Group Australia, has agreed to support our event and we extend our thanks. We also have a further 70 minor supporters, with around 30 of them setting up a trade display on Sunday 25th at Fairfield. Thank you to all for making the VW Nationals possible.

As the VW Nationals is no longer held over Easter, we are looking forward to welcoming lots of new VW fans from interstate this year. There is lots to see and do! There is even an event on Saturday 24th-see page 6 and give Ray Black a call.

At our last months meeting, we amended our Club's constitution to allow our being affiliated with the Confederation of Australian Motor Sport (CAMS). Our updated constitution can be viewed on our website. Once we have elected a Motorsport Committee, this will then allow our members to hold a CAMS licence and to participate in motor racing, if they wish.

Approximately 18 months ago we were approached by the CAMS-affiliated Volkswagen Club of NSW, asking if we would like to merge and become one club again. This merger has been carried out. Secretary Bob Hickman will expand further on this next month with a full report.

Précis of Committee and General meetings:- VW Nationals, VW Bug Inn, Public Liability Insurance, VW Nationals jobs, CMC Display Day, VW Spectacular

KeeponKruzin

David Birchall



## Kanberra Kapitelreport.

G'day and Hi from Canberra, where the temperature is starting to dip. I've had to write this column a bit earlier than I wanted to but as of now we've already had 2 mornings of 3 degrees, so winter is knocking on the door. Very loudly....

During March we had Shannons Wheels '08, a great little carshow in a scenic spot. Have a look for a

report (and pictures) elsewhere in the magazine, thanks to those people who helped with the event.

Next event will be a run to Murrumbateman on Sunday 13 April, as I am writing a bit early I don't have details, but members should consult the local forum for details of the day. Forum is located at [www.smonson.com/vwclub/forum/](http://www.smonson.com/vwclub/forum/). Without pre-empting any info, I can picture the event being a late-morning start from Canberra, casual drive to Murrumbateman, and a picnic in the park (bring your own lunch, etc - saves a lot of hassle). But, confirmed details will appear on the 'coming events' section on the forum.

We will also be arranging an event for National Motoring Heritage Day (18 May), if anyone has a request or idea please let us know via the forum or otherwise. Of course, the Club VeeDub Nationals are on 25 May in Sydney, huge show, let's organise some local attendees.

In June we are arranging an overnight run to 'Huskisson' (Jervis Bay), and the possibility has been raised of some Sydneysiders coming as well. Again, more to come on this one.

The club is all about getting Dubbers together, if you have ideas about events or things you want to do, let us know. We would like to get a larger involvement in the activities but often get minimal attendance. Tell us what you want!

Happy Dubbing,

Bruce



## Klub Kalender.

### April.

**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 May (VW NATIONALS) issue of our 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 3.**

**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 4.

**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.**

**Sat 24th:** 7:00pm - Help us set up the show area.  
9:00pm - VW movies, beer, pizza.

**Sun 25th:** 7:30am - Stand and swappers set up  
8:30am - Entry  
11:00am - Car show judging ends  
2:30pm - Engine blow  
3:00pm - Trophy presentation, raffle draw

**THE BIGGEST VW EVENT OF THE YEAR!**

**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](http://www.vagms.org) for more info.

**Sunday 8th:- NSW Hillclimb Championship Round 4** at Grafton. [www.hillclimbnsw.org.au](http://www.hillclimbnsw.org.au)

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

**Saturday 14th & Sunday 15th:- VW Clubfest 2008** at Parklands Showground, Gold Coast, QLD. Trade stands, swapmeet, club display, craft fair. Campsites available. Contact 042 1765600 for more info.

**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](http://www.vagms.org) for more info.

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

## August.

**Saturday 2nd & Sunday 3rd:- VW Spectacular 2008** at Valla Park, just north of Nambucca Heads. Street parade, car show, circuit racing. A great weekend away! Contact Donna on 042 7695203 for info and bookings.

**Sunday 3rd:- NSW Hillclimb Championship Round 5** at Raymond Tee. [www.hillclimbnsw.org.au](http://www.hillclimbnsw.org.au)

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

**Sunday 10th:- NSW Supersprint Round 6** at Eastern Creek.

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

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Sunday 24th:- Shannons Eastern Creek Classic**, at Eastern Creek Raceway. Organised by CMC. Club VW has 15 car spaces booked this year.

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

## Marktplatz.

[info@clubvw.org.au](mailto: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](http://www.clubvw.org.au) Photos can be included on the website but not in Zeitschrift. All classifieds will appear in Zeitschrift first in order that our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

## New Ads.

**For Sale:- Australian built, January 1976 Beetle.** This car has been fully restored and re sprayed in the original acrylic paint colour Martini Olive. 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. 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 by Andrew Dodd. 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, new padded dash. New battery, brakes etc. 105,000km. \$7500 ONO. Phone Fred on (02) 9885 2211.

**For Sale:- 1968 VW Beetle convertible,** professional conversion, dark green. 1600cc engine. Excellent condition. Rego until March 2009. \$6,500 ONO. Phone (02) 9525 4425.

**For Sale:- 1998 VW T4 Transporter,** cheap!! Needs minor repairs. \$2,500 ONO. Phone (02) 9971 1755

**For Sale:- 1997 VW Polo,** Navy blue, 5-door hatch, 5-speed manual, 108,000km. Rego til '09. The car is located at Collaroy Plateau, Sydney. \$7,800 ONO. Phone (02) 9944 0030.

**For Sale:- VW Beetle 1961,** 1200cc, rebuilt motor, 6-volt. Turquoise. Body restored, original turquoise interior. Rego APV-66K. Excellent condition. \$6900. Phone Ivan, (02) 4332 5014.

**For Sale:- VW Golf Mk4,** 2001. 4th-generation GLE hatch, 5-door, 2.0-litre auto, dual airbags, front and rear power windows, ABS, 8-speaker stereo/CD player, 62,000km. \$14,990 ONO. Ph 9975 1791 or 0422-526155.

**For Sale:- VW Golf GTI 2000,** sunroof, 88,600km, AJD-22K, rego 09/08, \$15,500. Phone 0414 286042.





**For Sale:- VW Caravelle TDI wagon**, 2002 model, 5-speed manual, 78,950km, as new condition, AOC-50N, Rego 04/09, \$28,950 ONO. Phone 0408 508156.

**For Sale:- VW Passat V6 SE**, 2004 sedan. Metallic silver with black leather. 6 months' rego, only 32,000km. One owner, always garaged, and full service history. Tiptronic, power sunroof, seat, windows, mirrors, steering. ABS, dual airbags, multi-CD, climate control, trip computer, alloys. Mint condition. ARY-16F. Rego 10/08, \$31,990 ONO. Phone 0411 765676.

**For Sale:- NSW Rego Plates, VW32RR.** \$1900 ONO. Only \$90 per year! Phone 0412 990 044.

**Wanted:-** Photocopies of original **VW Dealership booklets** that came with your car's owners manual. I am looking for anything before 1962; plus 1963, '65, '67, '71, '72, '79, '80, '81. If your VW is one of these year models, do you have the dealership booklet? Please phone me if you can help! Phil, 0412 786339.

## 2nd Month 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. \$9000 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](mailto: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-



# We put safety first.

At the front end of every Volkswagen Transporter is a great safety feature.

A rigid passenger safety cell which, under controlled conditions, has proven it can withstand a 50km head-on collision into a brick wall.

However, we didn't stop there.

The Transporter has rack and pinion steering, as well as all round independent suspension.

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This gives the van virtually the same handling whether it is loaded or empty.

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You could say our first safety feature is building a safe vehicle.



## Trades and services directory.




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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

## Trades and services directory.



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## VW's record 2007.

Last year the Volkswagen Group delivered over 6 million vehicles to customers, for the first time ever. The Group sold 6.189 million vehicles worldwide, increasing deliveries by 7.9% from 2006.

"Vehicle sales in excess of 6 million represent an important milestone for us. I am convinced our great cars, attractive prices and further models will help us to beat the record yet again this year," Martin Winterkorn, Volkswagen AG Chairman of the Board, commented. Winterkorn thanked customers all over the world for their confidence in vehicles built by the VW Group's eight brands.

The VW Group recorded a one-third increase in vehicle deliveries to each of the high-volume markets in Brazil and China compared with the previous year. 581,300 vehicles were sold in Brazil (+32.0%), and deliveries in China and Hong Kong rose 28.0% to 910,500 passenger cars. Very high growth was also recorded in Central and Eastern Europe with 496,400 vehicles delivered, representing a rise of 20.9%. Australia also showed good growth, with Audi setting another all-time record and Volkswagen growing 27% to 27,400 sales, VW's best year since 1964 and third-best ever.

In Germany, the VW Group sold 1.06 million vehicles, a slight drop of -4.8% in a very difficult economic market, but nonetheless expanded its market share slightly from 32.6 to 32.7%. Volkswagen continues to sell more vehicles in Germany than are sold yearly in the entire Australian market.

"In what has been a difficult year for all automakers we have again sold over one million vehicles in Germany. The expected effects of the rise in VAT were compounded by a general increase in the cost of living and, regrettably, also by uncertainty and a reluctance to buy on the part of many customers triggered by climate policy," Winterkorn added.

All eight VW Group brands increased deliveries worldwide compared with the previous year, and thus contributed to the Group's new delivery record. Group brands also recorded several all-time records last year.

The Volkswagen Passenger Cars brand set a new worldwide deliveries record of 3.66 million vehicles and a strong plus of 7.8%. The brand reported very high percentage growth in Brazil, Central and Eastern Europe, and China. Deliveries in Brazil rose by one third (32.4%) to 493,700 vehicles. Brand deliveries in Central and Eastern Europe rose 29.7% year-on-year to 151,800 vehicles. 777,500 passenger cars were delivered in China and Hong Kong, representing a rise of 24.5% and maintaining the brand's pole position in this passenger car market. 519,200 vehicles were delivered in the brand's home market of Germany, representing a decrease of 9.1% and in line with overall market developments (-9.2%).



The biggest selling VW was the Golf family, comprising the Golf hatchback, Golf Variant, Golf Plus and Jetta. 1.16 million vehicles were sold to customers all over the world in 2007, representing a year-on-year rise of 8.2%. The classic hatchback version of the Golf remained the Volkswagen brand's best-selling model with 586,100 units delivered to customers, a rise of 5.5%.

There was a very sharp rise of 45.8% in deliveries to the USA, the largest overseas market, with sales of the Golf hatchback version totalling 41,800 units. High rises were also achieved in Canada (+ 66.3% to 15,800 units) and Brazil (+55.6% to 13,400 units). Respectable growth was also reported in the large European markets of France (+ 11.8% to 32,700 units), United Kingdom (+ 7.7% to 67,100 units) and Italy (+ 7.5% to 48,500 units).

Despite very difficult economic conditions, Germany remained the undisputed top market for the Golf, where the hatchback version braved the general trend in vehicle deliveries on the German market (-9.1%) with sales totalling some 123,200 units (-5.9%). In Europe, Volkswagen delivered 420,000 units to customers, 2.8% up on the previous year. This was in part attributable to high growth on Central and East European markets such as Romania (+67.4% to 5,400 vehicles), Russia (+76.5% to 4,500 units) and Poland (+45.1% to 4,500 vehicles).

Developments at the Volkswagen Commercial Vehicles brand last year were also very pleasing: the brand delivered 488,700 vehicles, a marked rise of 10.7% and representing yet another all-time best.

In 2007, Audi recorded its twelfth successive delivery record, with deliveries totalling 964,200 vehicles, representing an increase of 6.5%. Skoda also reported a new record of 630,000 deliveries, a rise of 14.6%. Seat delivered 431,000 vehicles to customers worldwide (+0.4%).

Bentley once again beat all records, delivering 10,014 vehicles, which represented an increase of 6.7% and topped the 10,000 mark for the first time. Lamborghini also put on a convincing performance in 2007 with 2,400 vehicles delivered and a rise of 14.8%. The Bugatti brand delivered 81 vehicles to customers, almost double the prior-year figure and representing an increase of 80.0%.

## VW's Up! family.

**Up!** – A two-door city specialist vehicle offering more space and fun for four. **Space Up!** – A larger, innovative rear-engined family car. **Space Up! Blue** – Zero emissions thanks to electric engine and fuel cells.



Around the world in 14 weeks: before their group appearance at the 2007 Bologna Motor Show, Volkswagen sent their New Small Family on a whistle-stop tour around the world. Then, for a showdown in Italy it was three Up! concept vehicles revealed side by side for the first time as ambassadors of a new range and as a family.

“For both my team and for me, it was a dream to design these concept vehicles” confirmed Walter de Silva, Chief Designer of Volkswagen Group, at the start of the press conference, “because these cars embody the emergence of a new era. Anyone looking at the New Small Family will immediately see how friendly and neat these Volkswagens are. Cars of this sort are fun. No explanation is needed - they speak for themselves.” Debuts for VW's potential new range started at the IAA International Motor Show in Frankfurt in September with the two-door, rear-engined Up!. Just six weeks later, the larger Space Up! microvan made its debut in Tokyo, and showed how every millimetre of space can be exploited using intelligent packaging while at the same time providing an emotional design. Twenty days later and 9,000 air km further eastwards, Los Angeles was presented with the third variant of the New Small Family - the zero-emission Space Up! Blue van.

The response was extremely positive all around the globe. “Every Up! also demonstrates commitment to protecting our environment,” according to Dr. Ulrich Hackenberg, VW Technical Development manager. “After all, extremely clean petrol and diesel engines and electric motors will be working in the backs of these cars.”



## Gvnr Schwarzenegger visits VW at LA show.

Touring the LA motor show, California Governor Arnold Schwarzenegger had the opportunity to sit behind the wheel of the recently unveiled Volkswagen Space Up! Blue concept car. Stefan Jacoby, President and CEO of Volkswagen of America, Inc. shared the Space Up! Blue concept car with Governor Schwarzenegger.

As revealed last month, this VW concept car is powered by both electric propulsion and a high temperature hydrogen fuel cell. At a length of only 3.66 metres, it has a surprisingly large amount of room for four passengers and offers a realistic look into the future of zero emission car travel in the future.

The Space Up! Blue concept design was inspired by the classic VW Deluxe Microbus of the 1950s and '60s, and is the third member of the so-called new VW small family. Volkswagen has previously revealed a two-door Up! concept car in Frankfurt and a four-door Space Up! was shown in Tokyo.



Arnold Schwarzenegger, famous as an actor and a politician, also showed great interest in alternative fuel vehicles on display such as clean diesel power. Volkswagen of America, Inc. will be the first to bring clean diesel TDI technology to all 50 states. The initial models equipped with the all-new clean diesel engine will be the Jetta Sedan and Jetta SportWagon. Volkswagen's clean diesel TDI technology meets the world's most stringent emission regulations, enabling 50-state availability.

## New Beetle turns 10.

The Volkswagen New Beetle has turned 10. The ceremony in Mexico, celebrating the tenth birthday of the New Beetle, was opened by Prof. Dr. Martin Winterkorn, Volkswagen AG Chairman, in the presence of the President of Mexico, Felipe Calderón Hinojosa, and guests from politics and industry.

Otto Lindner, Volkswagen de México Chairman, welcomed the guests. He underlined that the New Beetle was the first vehicle to be manufactured in Mexico for export worldwide. “Thanks to the success of the New Beetle, all models produced in Puebla today are exported from Mexico to over 100 countries.”





In his speech at the ceremony, Prof. Dr. Winterkorn underscored his confidence in the Mexican location. He confirmed that Volkswagen would be investing approximately one billion US dollars in Mexico over the next three years for Jetta production and capacity optimisation at the Puebla plant. "As our only production location in North America at present, Puebla plays a key role in our growth strategy for North America. Volkswagen de México and the Mexican supplier industry are certain to benefit from this."

Prof. Dr. Winterkorn was delighted with the celebrations in Puebla. "The New Beetle has done a good job. Ten years and one million cars after production start-up it is still an important member of the Volkswagen family. We will be continuing this success story with the next generation of the New Beetle."

Felipe Calderón emphasised the significance of the Volkswagen plant in Puebla for the Mexican economy and paid tribute to the company's achievements in providing jobs.

## New Beetle 10<sup>th</sup> Anniversary Edition.

It has been visible on Australian streets since 2000: the Volkswagen New Beetle. Now in 2008, the retro-Volkswagen has been further enhanced in the form of the New Beetle Anniversary Edition. New alloy wheels, sports suspension, a fresh colour and a special interior. With the Anniversary Edition, Volkswagen Group Australia celebrates the anniversary of the international introduction (1998) of this modern interpretation of the original Beetle's iconic design in an eye catching limited edition, packed full of value.

Based upon the affordable New Beetle Miami, the New Beetle Anniversary Edition offers a visually enhanced package, from the exclusive body colour and stripe treatment, to the 17" Versus alloy wheels and front fog lights. The feature-rich interior is dominated by the striking leatherette upholstery in a unique black and white theme and also includes front sports seats and cruise control. This exclusive version has a particular visual appearance with an exclusive Campanella white body colour contrasted by a black

roof and door mirror housings. The look is completed with the distinguishing exterior stripe package.

There are plenty of storage areas, such as the lockable glovebox, front door storage nets and a sunglass compartment in the headlining. Also in the centre console are the up-to-date cup holders. Additionally, there are two 12-volt outlets in the front and back.

The interior comes across as very friendly with its likeable, black and white leatherette with white stitching and '10' logo's in the head restraints. Besides that, the New Beetle has a spacious feeling that seems unlimited in width and height in the front seats and also offers some space in the rear of this four-seater.



The central door locking system with programmable automatic locking of the doors after the car starts, is like a bodyguard in the big-city jungle. Electric outside mirrors and active carbon filters for the interior air are further important details that come standard. Right in the driver's door is a remote release for the 55-litre fuel tank cover as well as the boot space area. In its standard configuration, it holds 209 litres and expands to 527 litres when the seatback is collapsed.

The self-supporting body, made out of zinc-plated sheet steel, has a twelve-year guarantee against corrosion. The steel body of the New Beetle and the synthetic guards and bumpers are painted in a specially developed process so that the colouring is identical. As in the past, guards and bumpers are screwed on, which enables low-cost repairs.

Part of the extensive standard equipment of the New Beetle are, amongst other things, driver and front seat passenger airbags, Head-Thorax airbag, ABS and EDS, dark-tinted side and rear window glass as well as hook-ups for the child seats in the rear.

The New Beetle Anniversary Edition is powered by a 1.6-litre petrol engine delivering 75 kW. The engine transmits its power through a five-speed manual transmission, and a six speed automatic transmission is available as an option. The manual transmission

model returns a combined fuel consumption of 7.7 L/100 km, and the automatic 8.1 L/100 km.

**Models and Recommended Retail Pricing (RRP)**

\* 1.6 Litre 5 Speed Manual \$27,990

\* 1.6 Litre 6 Speed Automatic \$30,290

## **New VW Routan for USA market.**

Volkswagen and Chrysler have collaborated to produce the new VW Routan people mover, exclusively for the US market.

Debuting at the 2008 Chicago Auto Show, the new VW Routan will be built in Canada by Chrysler, and is based on the Chrysler Town and Country / Dodge Caravan minivan. Oddly, Volkswagen opened up its presentation by showing pics and videos of its classic vehicles, such as the old Beetle and the old-style rear-engined Bus. What's odd is that those classics share absolutely no heritage with the new Chrysler minivan-based Routan. Everything between the A- and D-pillar is a dead ringer for the Chrysler/Dodge on which it's built. The new 'VW family' nose is attractive enough, with swooping headlamps, well-proportioned air dams and a chrome grille fitted with the VW logo, while the rear benefits from a similar tail lamp design as seen on the Touareg and Golf.



Power comes courtesy of a 3.6-litre Chrysler V6, with 147 kW and 312 Nm of torque routed through a six-speed automatic transmission. Buyers can upgrade to a 4.0-litre V6 producing 187 kW and 351 Nm. Traction control and ESP is standard, along with dual power sliding doors, power windows and thirteen (13!) cupholders. Some of the options include a touch screen nav with a 20-gig hard-drive, power lift gate and a rear seat entertainment system with two nine-inch screens.

The interior is nicer than its Chrysler/Dodge counterparts, but that isn't saying much. Volkswagen believes that it has struck a better ride and handling compromise on the Routan than Chrysler was able to achieve with either of its vans, and is confident that any potential minivan customer will consider it. What it will cost is unknown, but VW said the Routan will

start around \$25,000. It is questionable whether this is the best that Volkswagen could do with such a great history of vans to draw upon. At least this vehicle gives US VW dealers a vehicle to sell to large families.



VW's T5-based Multivan and Caravelle could not be considered for the US, as its higher import tax bracket would make it too pricey. Volkswagen already produces the Golf-based Touran small people-mover in Europe, but VW needs something larger for the USA. VW's other MPV is the much larger Sharan, made in Portugal in another cooperation with Ford (whose version is the Galaxy). The Sharan is similar in size to the Routan, but uses much smaller Golf and Passat engines. It is also due for a major redesign soon, and so was not considered for the USA market. VW chose to cooperate with the newly-divorced Chrysler instead.

Volkswagen plans to price the base Routan below the \$US25,000 mark, and sales are expected to begin later this year.

## **VW's future investments.**

Prof. Jochem Heizmann, Volkswagen AG board member, has announced some of VW's future investment strategies.

"Over the next three years the Volkswagen Passenger Cars brand will be investing 9.5 billion Euros," he said. "6.5 billion Euros will be invested in new products. Some 1.7 billion are earmarked for new production structures, such as new plants in Russia and India, together with a third assembly line and the press shop in Wolfsburg, and the paintshop in Pamplona.

"A total of 479 million Euros will be invested in the Wolfsburg plant, with 120 million designated for Golf production. 158 million Euros will be invested in the plant structure and press shop restructuring. Investment at the Brunswick plant will total 229 million, of which 108 million is earmarked for component deliveries to Audi and for capacity increases.

"540 million Euros will be invested at the Kassel plant, with 121 million of this figure earmarked for



gearbox production capacity expansion. Investments at the Emden plant will total 372 million Euros, of which 236 million will be spent on products. 304 million Euros will go to the Salzgitter plant, including investments in TDI common rail engines. It is planned to invest 100 million Euros in Auto 5000.

“A total of 456 million Euros has been earmarked for Volkswagen Sachsen. Some 86 million will be invested in paintshop modernization and structural adjustments.

“Investment at Volkswagen Slovakia is scheduled to total 298 million Euros, of which 184 million will be invested in vehicles. Volkswagen Navarra will be investing a total of 284 million Euros, including 48 million for the new paintshop in Pamplona.

“Investment at Autoeuropa will amount to 541 million Euros, with a particular focus on new vehicles.”

Bernd Wehlauer, Deputy Chairman of the Group Works Council of Volkswagen AG, added: “These investments in our plants safeguard employment at a high level. The volume of investment at the Volkswagen plants in western Germany in particular results from the 2006 collective bargaining agreement, under which the company gave specific product and capacity commitments to the workforce in return for an increase in working hours without more pay.”

## Tiguan R-Line.

The new Volkswagen Tiguan compact 4x4 has gone on sale in the UK, powered by a choice of advanced new TSI petrol and common rail diesel engines. Just ahead of its arrival in the UK, Volkswagen Individual unveiled the Tiguan R-Line design study at the Essen Motor Show – a subtly aggressive styling exercise demonstrating the potential for a range-topping Tiguan.



Established in 2003 and based in Wolfsburg, Individual is an engineering department wholly owned by Volkswagen and is responsible for special projects, including the Golf R32 and the BlueMotion range of vehicles.

Individual's influence on the Tiguan R-Line extends to a set of 19-inch multi-spoke wheels, a unique set of front and rear bumpers, subtle wheel arch extensions and colour-coded sills. The grille section is also new and features a pair of split chrome bars.

Inside the R-Line adds to the Tiguan's already extensive list of standard equipment. Unique sports seats and a flat-bottomed multifunction steering wheel distinguish the R-Line from the conventional vehicle.

The standard Tiguan went on sale in the UK in February, powered initially by a choice of 112 kW TSI petrol and 105 kW common rail TDI diesel engines. In mid-2008 these will be joined by a new 127 kW TDI engine, and a range-topping 149 kW TSI variant. All Tiguans feature the advanced Haldex 4MOTION all-wheel drive system.

The R-Line model is likely to be sold in the UK as the new range-topping trim level similar to the popular Altitude line-up currently applied to the Touareg model. Prices for the standard Tiguan start at £19,370 RRP on the road for the entry-level 1.4-litre TSI before rising to £23,750 for the 2.0-litre TDI model equipped with a six-speed Tiptronic gearbox.

## VW-Porsche latest.

The so-called 'VW law' was struck down by the European Court last October. Previous to that, the state of Lower Saxony was able to veto any Volkswagen shareholder action it didn't like. When the law was struck down it looked like the Lower Saxony had no choice but to watch Porsche, which had been circling shark-like around Volkswagen for a bit, decide on the day it chose to take majority control of the much larger company.



PORSCHE



But Lower Saxony had a much bigger shark on its side in the form of the government in Berlin. Politicos in the German capital have been drafting a law that would "replace" the "Volkswagen law" and put Lower Saxony, with its 20.1-percent holding in VW, back in effective control of the company. The law still has hurdles to overcome, such as approval by the German parliament and then approval by the EU.

Frankly, we don't see how the EU could approve the law if it artificially inflates the state's position over that of a shareholder. Porsche wants to go to 50%+ ownership of Volkswagen and is going to wait for the law, and elections in Lower Saxony, to run their courses before proceeding with its efforts to take a majority stake in VW. *Der Saga* continues.

## 18-carat VW Beetle.

This isn't exactly what the recording industry had in mind when The Beatles went gold for the first time. But then, who would have predicted back then that the Iron Curtain would fall and that Eastern Europe would grow into one of the world's largest markets for tasteless luxury items.



This 1968 Volkswagen Beetle, unveiled at this year's Luxury Show in Bucharest, Romania, is covered in tiles made of glass and 18-carat gold. We'd say if you have to ask, you can't afford it, but it strikes us that the whole point of building or buying something this perversely ostentatious is to flaunt to the world just how much it's worth. In this case, the figure is actually just \$88,000.

If you're thinking that eighty-eight grand will buy you a well-equipped Porsche 911, we're not far behind you. But then, whoever would even consider buying something this ridiculous probably has a couple of "ordinary" Porsches lying around the grounds already.

## Porsche-powered T4 Transporter.

This Berlin-based customised VW Transporter could be the coolest VW bus ever.

This T4 Transporter now sports a rear-mounted 340 kW 3.6-litre 6-cylinder boxer motor transplanted from a Porsche 911 Turbo, and the results are very impressive. It rockets from 0-100 km/h in 5.1 seconds, and it tops out at more than 265 km/h.



It also received a big Brembo brake upgrade, lightweight alloy wheels, hand-stitched leather interior and a host of options, including a backup camera hidden behind the rear emblem. When reverse is selected, the emblem swings up and the camera peeps out. Pretty trick!

Want one? The man who built this knockout will custom build one just for you for the low, low price of 145,000 Euro—plus the cost of the van. He has already sold six copies of this beastly van since last year's Frankfurt Motor Show.

## VW Touareg Military Edition.

Volkswagens have a long history of being adapted to the armed forces, going back to the Kubelwagen and Schwimmwagen of WW2, and more recently the Type 181, Transporter and the Iltis for German and NATO forces.



Now the VW Touareg has been adapted for the German armed forces. Features include matt-green paint, blacked out fascia, machine gun, armour plating, satellite radios, and external power connections. The





good news is that this ultra-cool military edition of the Volkswagen Touareg actually exists. The bad news is that it won't be available any time soon at your local VW dealership. The light utility vehicle is exclusively for the military.

## VW pickup truck caught.

After a recently published story from the US about Volkswagen executives checking out the 2009 Ford F-150 during the 2008 Detroit Auto Show, look what was caught doing some arctic night driving in northern Scandinavia.



The truck in this picture might look like a Toyota Hilux Double Cab, but its German registration numbers indicate that it's registered in Brunswick, Germany, near Volkswagen's headquarters in Wolfsburg. It's where most VW test vehicles are licensed. Volkswagen could be preparing to badge-engineer the Hilux and sell it as the new Volkswagen Taro. It wouldn't be the first time VW has sold rebadged Toyota Hiluxes. Toyota and VW had an agreement in the 1980s and 1990s, where VW built Hilux-based Taro pickups in its factory in Sarajevo, Yugoslavia. These trucks were only produced from 1989 to 1994.

But considering Volkswagen AG Chairman Martin Winterkorn's comments last year that VW plans to build and sell its own small trucks, plus his pledge that VW will outsell Toyota worldwide by 2018, an alternative story is a possibility.

The truck could actually be an all new VW pickup disguised as a Toyota Hilux, and if so the new truck would be launched by the end of 2009. It will initially be sold in Europe and South America.

It is speculated that VW is considering exporting the new Taro to the United States - which could better explain the VW product planner interest in domestic trucks, like the F-150, last month in Detroit. VW would have to have a good business case for importing a new truck, though. Pickups built overseas are subject to a 25% tariff (i.e. chicken tax).

## Beijing Olympics New Beetles.

Volkswagen will be playing an automotive role during this year's Beijing Olympics. VW is the exclusive automotive sponsor of the upcoming 'smoggy games', and New Beetles will be the official shuttle for all manner of Olympic officials and government staff.



These are several of the winning submissions from Volkswagen's Olympic art car design campaign. Adding these snazzy paint jobs to the Mexican-made New Beetle will make them a bit more visible to the spectators and cameras alike. This presents a unique marketing opportunity for Volkswagen, as Beijing will be the most watched Olympics ever.





# Thirlmere Festival of Steam Sunday 2 March.

Well, we returned to Thirlmere for another great day at the Festival of Steam. Weather was undecided, cloudy with occasional showers.



Our group of members and cars was about the same number, but with new visitors to Thirlmere. I arrived too late for the train ride down to Buxton and back with the group, so I wandered around viewing all the stands and listened to the entertainment on the stage.



We had to select two vehicles to go in the parade. As no one wanted to be in it, Danny and myself volunteered. Our club got an excellent announcement on the PA system.

The Festival was a joint initiative of the Thirlmere business community and the NSW Rail Transport Museum. It's built a strong reputation locally as a great day of fun. In recent years the festival has grown from a small community event to being the largest festival (by audience) in the Wollondilly Shire, bringing thousands of visitors from the Greater Sydney region and surrounding districts.

Apart from all the steam trains and the street parade, there were marching bands, floats and



entertainers; steam machinery; veteran and vintage cars; a full program of musical entertainment; a huge variety of market stalls; model trains; children's rides and amusements of all kinds; food and drink; and more.



After the parade we socialized and by this time it was around 3.00pm so we all headed for home. I followed the rail line for a while and noted all the trains spotters with their cameras set up to photograph the 3642 steam train returning to Central.

All in all we had an enjoyable day. Let's hope we can get more interest next year.

By John Weston





## E. Sopru in Sydney.

From 1969 to 1979, Volkswagen Australia Pty Ltd sold a choice of brand-new 'official' factory Kombi Campmobiles through their VW dealership network. Unlike aftermarket camper conversions, these retained the full VW warranty and service backup and had their own line of official VW parts and accessories.

In 1968 Sydney's LNC Industries took over VW Australia. Seeing the market for a campervan, they contracted E. Sopru Pty Ltd of Adelaide to design and build Australian VW campervans for the first time. Initially all Sopru campers were made in Adelaide.

Sales were initially slow, due to high costs and the logistics of transporting new bare Kombis from Melbourne to Adelaide. In 1970 LNC Industries took out 50% ownership of E. Sopru Pty Ltd., and opened a second workshop in Melbourne. Sales began to grow, and in 1973 LNC completely took over Sopru, merging them with several smaller firms to create an LNC division called Motorised Campers Pty Ltd.

In 1973 LNC opened Sopru's new workshop and headquarters, in Sydney. Complementing VW's Australian head office at North Ryde, the Sopru head office was located at 126 Beaconsfield Street in Auburn.



Sales were booming. 1973, '74, '75 and '76 were VW's best selling years for Kombis in Australia; VW sold 31,300 Kombis over those four years alone. The Kombi was Australia's best-selling one-tonne van and the Campmobile was the best-selling camper. However in 1976 VW sold their Melbourne factory to Nissan, local assembly of VWs ceased and all models became fully



imported. New Kombi sales quickly dropped. LNC realised that such a large workshop was no longer needed, so in 1978 Sopru was moved to a smaller workshop at 17 Antoine St in Rydalmere. Conversions and sales of new VW Campmobiles ended in 1979.

However there was still a huge market for aftermarket conversions, and Sopru diversified into converting Hiaces, Transits, Urvans and Bedfords as well as existing Kombis. In 1980 they moved across the road to a much larger workshop at 6 Antoine Rd.



There they stayed, concentrating more on other makes and moving further away from VW conversions as the years passed.

In 1987 LNC Industries sold the Australian Volkswagen franchise and its many other business groups. Motorised Campers, which included E. Sopru,

was sold to the competing camper conversion company Trakka. The following year, 1988, the Sopru Rydalmere facility was closed down and, sadly, the Sopru name then ceased to exist.

Phil Matthews

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# Deutschland reiße Part 2.

As we entered Wolfsburg, it looked like any other typical German town. The one thing that was glaringly obvious though to even a non-VW person is that the majority of the cars on the road are VW. The closer you looked though, the more you realised that VW plays a large influence on the place. As a small example, 3 of the Holiday Inn's conference rooms are called "Polo", "Golf" and "Coupe 1900"



We based ourselves in the B&B Braunschweig just off the A391 Autobahn, very friendly people, clean and efficient rooms. If you've ever been into a Motel Formula 1, then you'll get the idea. I made email contact with Autostadt before we left Australia and the response recommended between 4 and 6 hours, so we planned on 6 hours.

Autostadt is on the other side of Wolfsburg that we were on, the day we arrived. We've all seen the photos of the factory, but you just can't grasp the sheer size of the place until you see it for yourself. Beside the industrial look of the factory lies an oasis which is Autostadt. As we follow the signs to Autostadt we passed the landmark VW building and Kraftwerk (power station) which both carry a huge VW logo. We passed the train station (which is only a 10 minute walk from Autostadt), passed the Volkswagen Arena, home



of VfL Wolfsburg soccer team, and followed the signs to the "Besucher" (visitor) parking.

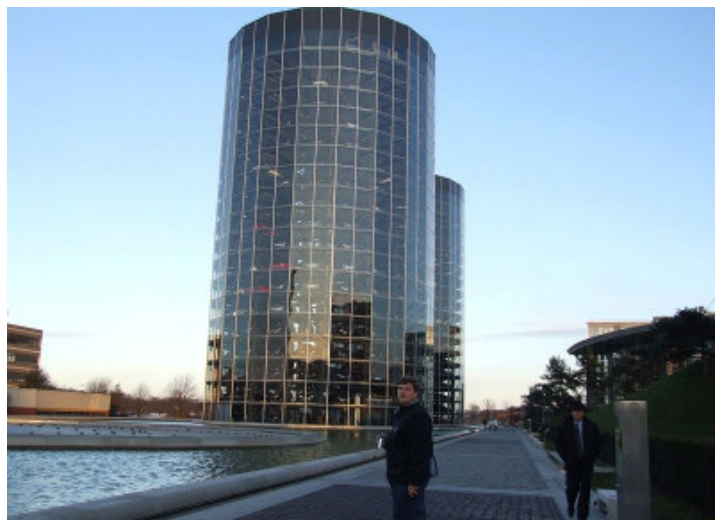
You can also follow the campervan symbol and you'll end up next to the AutoTürme. (Twin car towers) This will cost you 3 Euro for the day, while the other parking lot near the main entrance will cost you one Euro per hour.

From the publication 'The Autostadt. People, cars and what moves them':

"Welcome to Autostadt! We extend a very warm welcome to all our visitors. We invite you to explore and experience the adventure that is the theme park of the Volkswagen Group. On your journey you will encounter issues appertaining to the automobile as well as facets of mobility which may be new to you. We will show you current developments in technology and design, and invite you to participate in Volkswagen's global vision.

"At the Autostadt you will be guided through a new world of mobility which is structured to appeal both to adults and children. Allow yourself to be surprised, and your imagination inspired by the many new impressions and adventures we have in store for you.

"The Autostadt was built to embody automobility. The Brand pavilions, set in a landscape of water and green hills, are flanked by the five main buildings - the Konzernforum, the ZeitHaus, The Ritz-Carlton, Wolfsburg, the KundenCenter and the AutoTürme."



The main entrance of Autostadt faces the city of Wolfsburg, which is just across the Main Canal that runs through the centre of Germany.

There is a bridge crossing the main canal leading to the test track, where you can take a Toureg or Tiguan for a drive over the purpose-built cross country terrain. Further past the track is the train station and Wolfsburg itself. Entrance to Autostadt costs 15 Euro for an adult, 6 Euro for a child, or 38 Euro for a family ticket. If you're going to stay more than 2 days then buy an annual pass, as after your second visit you'll be in front.

Once you pass through the massive glass and steel structure that is the front door of Autostadt, you



## Club Veedub. Aus Liebe zum Automobil Klub.



get the feeling that you've entered another world. In short, we felt that it was a cross between a theme park and a car show. Lots of undulating hills, running water and if you're game, there is even the Ritz-Carlton within Autostadt itself. Each of VW's marques - Volkswagen, Audi, Skoda, SEAT, Bentley, Bugatti and Lamborghini - has its own unique pavilion showing their history and pedigree. The pavilions are surrounded by manicured landscaped gardens with rolling hills and running water.

You can join a tour of Autostadt and the factory. There are even tours specifically for children aged 5 to 10. We spent the longest time in the ZeitHaus. Not only because it was the largest pavilion, but because it had something for everyone. From a slot car racing track, education centre for all ages to the selection of vehicles that set milestones. On the ground floor is a book shop that carries a large range of books, DVD's, original workshop manuals complete with hand written notes in them, memorabilia, souvenirs, clothing and collectable toys. Opposite the shop is a restaurant and the slot car racing track. You take the escalator to the top floor and work your way back down through the displays of vehicles that set milestones. One level is an education level where children of all ages can learn about what motivates things such as solar power, water power, electromagnetics and the benefits of air bags. One of the exhibits (which was closed for renovation), houses one of the worlds oldest surviving VW van in the world.

If you're after education, it can be found at Autostadt. You can take a Touareg or Tiguan on the VW



off road course, take Defensive driver Training, Economical driver Training and a driver training package for the youngsters between April and October; including theory, practical with the issuing of a licence upon completion.

To see how a VW feels when it is stored in one of the towers the Turmfahrt is highly recommended. Turmfahrt is 8 Euro for an Adult and 4 Euro for a child (min 100cm tall). You sit in a simulated car, strap yourself in and get taken up 48m to the top floor of Tower 2. As you get taken up, you get told some facts and figures on VW and Wolfsburg. When you get to the top you have a chance to get out and stretch your legs and take in the views.



We filled in a feedback form and left it in the feedback box. About a week later we received a phone call from Frau Vogel of Autostadt. She invited us to return to Autostadt to go on the factory tour, but we were already 800km away, so she sent us a thank you letter and DVD. All the staff that we came in contact with were extremely friendly, especially the woman in the 'koda pavilion.

If you want to go on the Turmfahrt or the factory tour, BOOK before you go! We definitely will the next time we go as we missed out on the factory tour even though it was off season. We were also told that the Volkswagen museum is only open on the weekends now, so we spent the second day exploring Wolfsburg instead.

There is so much to see and do at Autostadt that we didn't see it all. If you're unable to get there or want to do some research beforehand, here are some contact details for you:

Web: [www.autostadt.de](http://www.autostadt.de)

Email: [gaesteservice@autostadt.de](mailto:gaesteservice@autostadt.de)

Phone: (05361) 40-16 47

Fax: (05361) 40-16 99

Shortly there will be a book titled "Milestones in the ZeitHaus" and a DVD "Der Golf" also available from the Club Library when we return.

Raymond, Grace, Bettina and Kira.

## Driving around Australia - Part 2.

When you finally hit the road the real adventure begins. Part of the enjoyment of travelling is dealing with all those unexpected things you don't read about in the brochures and books. Here are some of my tips and observations once I got going on my trip.

Don't forget to check your oil every morning before starting the motor. When I was up the top end of Australia, I found it hard to see the oil level after driving for a few hours – it was just too hard to tell where the oil was (and for you smarties, yes, I did wipe the dip stick before checking the level).

Make sure you take a few Australian VW magazines with you. They'll be invaluable if you need to ship parts from a supplier in the city to Woop Woop [and, of course, the magazines are also good reading].

I found that when driving at dawn or dusk it was better to wear a hat instead of sunglasses. By tilting the brim of the hat down to block the sun, it makes it much easier to see the road ahead and to spot kangaroos hopping about. Sunnies just darken the glare but the hat acts like a window visor. Oh, and speaking of visors, Boris, you know how I bought that passenger side visor clip – you wouldn't have the driver's side one hanging around would you?!

Don't bother collecting fuel vouchers because they're not much good on your trip. There aren't enough places that accept them once you hit the open road. It seems like they're a gimmick for city slickers – country people are pretty loyal to a particular servo.

Don't forget to wash your front and rear windows every time you fuel up – even if you don't need to. You'd be surprised at how much dust and road grime builds up in the space of two full tanks of driving. It's especially difficult when the sun hits the windscreen at dawn and dusk. You've been warned!



As you'll find, there's just not enough space in the Kombi for everything you need. I don't normally put things on the dashboard, but I found that by putting a towel on the dashboard I had a great spot for all the small things that I needed throughout the day. It's also handy to have the current map folded to the correct location sitting on the dash.

I reckon that my 2-litre Kombi absolutely purrs at about 85 km/h. According to the manual, the engine's maximum torque is at 2800 rpm, which translates exactly to 85 km/h in top gear. Sometimes I wanted to stretch the Kombi a little bit and pushed it to 100 km/h, but generally, I found the most comfortable speed and best fuel economy came from 85 km/h. That speed also helped to stop any possible overheating in the hot northern parts of Australia. To entertain myself and to inform other motorists I made two signs for my back window: "2 litre power & reliability", and "I Luv 85" (as in cruising speed, not the year, or the age of my women!)



I don't know why everyone does it, but all the cars wave at each other as they pass on the open road. I first noticed it at Ceduna in South Australia and it only stopped when I reached Bourke in NSW – 8 weeks later! Even though you think that you won't do this silly thing, you soon feel disrespectful if you don't wave back. Also, for me waving seemed to help pass the time when there wasn't much to see.

Down the bottom part of Western Australia I met a couple who'd been living in a Kombi for two years with their two daughters. They lived that sort of nomadic lifestyle and sold stuff at markets. Their Kombi was well kitted out for living in but they told me that one girl sleeps up in the pop-top and the other on the floor because they fight. Kids are the same whether in a house or in a Kombi.

A quick lesson in pronunciation. In Western Australia, Albany is not pronounced *Allbany*, but rather, like *Albert*. Exmouth is X-mouth (as in the thing you eat with). I had to be corrected plenty of times before I learnt.

If you use a digital camera make sure you download your pictures every week or two to avoid losing them. About midway through my trip I had a low battery and it corrupted my camera's memory card. A camera shop restored my images but when I got back home I found that most of the restored images were still wrecked. I highly recommend that you put your images onto a CD either by using your own computer, or by getting an internet café or a photo shop to do it for you. If you make more than one copy that's probably the best idea, especially in the hot and humid northern parts of Australia.



My mobile phone's text message feature was brilliant for keeping in touch with friends when I was away from the major cities. Before heading off, remember to tell your friends to keep you up to date on hometown gossip using SMS. Text messages get stored by the phone companies until you turn your phone on or until you get signal. At the most astonishing times, I would hear a *beep beep* and an SMS would come through from friends.

Now for the basics of pooing in the bush. I've done a lot of bushwalking over the years (although you probably wouldn't guess from my current physique) and I've tried all the various ways of relieving myself. The best way is to get your shorts/trousers/jeans off and simply squat. You can try sitting on a log, holding on to a tree, or squatting with your pants around your ankles, but they all have their drawbacks – not the least of which is you run the risk of leaving a mess on your clothes. Trust me on this one – gear off and squat. Don't forget to shovel a bit of dirt when you're finished.

A few comments on tyre pressure. When you're on a long trip you'll be able to see pretty quickly if the tyres are wearing unevenly. As you probably know, if there is more wear on the sides of the tread then your tyre pressure is too low (and this is the most common problem because a lot of people don't check their tyre pressure often enough). If there is more wear in the middle of the tread then your tyre pressure is too high. Also remember that you will likely use a different tyre pressure at the front to the rear. You'll need to learn what the best tyre pressure is for your Kombi. I have light truck tyres and inflate them to 35 psi in the front and 40 psi in the rear. Also, don't forget that you'll want to run a lower tyre pressure on gravel roads. The lower pressure helps you avoid a flat tyre because your tyres bend over stones and rocks. A good tyre gauge will assist you in knocking out 10 psi for those rough rocky roads. Car accessory shops sell 12 volt pumps that are great for inflating tyres in the outback. The best type of electric pump to buy is a 'piston' type which is, of course, the more expensive pump.

The roads of each state are all quite different. Surprisingly, the best roads were in Western Australia (with the exception of the dirt roads of course). Northern Territory and Queensland make their roads without verges. It's not much good if you have a breakdown or are drowsy and need to sleep. Queensland has the worst roads by far. On top of the lack of verges, it also has the bumpiest road surfaces –



even the newer roads are simply laid on the ground without too much grading. If only the government would spend their money on the roads instead of giving fuel rebates.

Interestingly, there's an additional time zone in Australia called "Border Time". It goes from the SA-WA border to a point not too far from Kalgoorlie. You find it only in the southern part of Western Australia. Basically it's 45 minutes behind Central time (SA, NT) and 45 minutes in front of Western time (WA).

I found that on a number of occasions I was desperate for overnight parking. One time I parked behind a wheat silo which blocked all the noise of trucks driving past at night. I highly recommend that as an option. I also found that a discreet spot on a golf course or the golf course car park can be pretty good. One night I parked at a cemetery car park which was very quiet but it freaked me out a bit. Lookouts and beaches are a nice spot to spend the night but you run the risk of hoons coming past late at night or the cops asking you to move on. Anyway, there you have a few suggestions if you need somewhere to stay when you're in a pickle.

On one occasion I parked in a car park near a beach in a national park. Throughout the night I heard lots of noise coming from outside and under the Kombi. Eventually I realised that a plague of native mice were looking for ways to get inside the Kombi to eat the goodies that they knew I had. Every time I moved I thought that I could hear something in the Kombi hurry off and hide. Eventually I had to lock up all my fresh food and my Weetbix in the fridge to stop them from being eaten and to stop the mice from trying to come back in for food. I still can't work out how they were getting in. Ah the pleasures of travelling.

Finally, if the local tourist information centre is closed and you aren't sure what there is to see in a town, go to the local newsagent or anywhere else that sells postcards. Look through the postcards, buy the ones that have lots of little pictures of the town and then find out what the photos are of. You can be sure that the best tourist attractions are on the cards. It's almost as good as going to a tourist information centre.

In the next part of this article (the final part) we tackle what else to expect. Until then, happy travellin'.

Les Caldarevic



## Nepean Bug-In Saturday 22 March.

I have never been to a Bug-In before, as it has always clashed with the Nationals and is usually interstate. I thought that this one may have passed me by too, as the week leading up to Easter had been very busy for me. But come Good Friday I had completed all that I had to do and I decided that I would take in some of the Bug-In events.



The Show and Shine was to be held on Saturday at Oran Park, which is not far from my place. I had not prepared my car for the event but it rained on the way to the venue so I wiped the car down with a chamois when I got there. I did not touch the underside but luckily it still looked pretty good and every one else had driven on wet roads to get to the venue, so we were all in the same boat.

Ray Pleydon was there, though not with his show cars. Bob and Bill brought their Things. Boris and Steve Carter were there for a while and Joe turned up with his Camper and Brian with his Golf. By about 10.00 am there was quite a nice collection of cars on display, about 40 in all. There was quite a reasonable turn out of swappers, all under cover luckily.



Show and Shine categories included top 10 cars plus car of the day. Judging was completed by 2.00pm, and as I was advised that my car had been awarded two trophies Wendy and I decided we had



better attend the presentation dinner on Sunday at Panthers.

The dinner itself was wonderful. Wendy and I sat with Russell Sarten and his partner Debbie whose super oval was featured on the cover of the latest issue of VWM. Unfortunately Russell and Debbie had trouble with their car on the way to the Show and Shine and did not make it.

At the conclusion of the dinner the trophy presentation took place. After a short speech the presenter announced the winners. Wendy and I received the trophy for 'First In Show' for our 1972 Super Beetle. I was astonished. There were no individual categories in the Show and Shine. All 40 cars, standard, modified, kombis and hot rods all competed together, a situation where standard original cars usually fare rather poorly. However the judges were an innovative bunch and the cars were assessed subjectively, our car scoring points for originality. Our car also picked up the trophy for best interior, again originality being scored heavily.



So a last minute decision to participate in the Bug-In had been well rewarded. Next Easter the Bug-In will be held at Bendigo in Victoria, and will be a feature event of the town's Easter celebrations. See you there.

Ken Davis



## The Toy Department.

Hello all! The Volkswagen 181 'Kurierwagen', popularly known in the US as the Thing, in Mexico as the Safari and in the UK as the Trekker, was a small military vehicle produced by Volkswagen from 1969 to 1983, although civilian sales stopped in 1980.

It was based in part on the Volkswagen Type 1, with the wider Karmann-Ghia chassis. It was a modern interpretation of the WW2 Kubwelwagen. The name literally means "courier wagon"

Club member Simon Bender recently sent in this image of his 1/24 scale 181 Jada model which is identical and same colour (except for US slam) to his real life 182 VW that was featured on the cover of our club magazine in the May 2007 issue.



Interesting to note that not only Jada have produced these in 1/64 and 1/25 scale but also Matchbox have released a '75 model identified as issue number 76.



There were also some plastic varieties made in the late 70's early 80's



Also keep an eye out for the release and return in Australia of the Matchbox bay window camper in orange which is issue number 79 in the series.



Note the detailed comparisons between the 1970 Matchbox Lesley version to that of today, one has also been to the paint shop to give it a two tone colour theme – it's a must have!

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



## VWs not sold here #2: Fox Urban 1.2.

Volkswagen's latest budget-priced competitor in the City Car sector of the UK's new car market is the all-new Fox. Replacing the Lupo in the VW range, it brings stiff competition to this price-sensitive sector. The likes of the Peugeot 107, Toyota Aygo, Ford Ka, Citroen C1 and Fiat Panda, plus others from Japan, Korea and Malaysia, all compete for sales in this market slot. But the new Fox has them all beaten.



So what exactly is it that the VW Fox brings to the market? Well, for a start, virtually all other City Cars are really too small in real-life use. They may be well equipped to accommodate downsizing customers and they may be easier to park; but it's all at the expense of practical seating, versatility for load carrying and overall performance.

I find once a City Car is out of its town environment it's more often than not unstable on the open roads — in particular on motorways, where it struggles for cruising performance. Faster moving lorries pick them up in their slipstream and make for a less than pleasant and not very safe ride.

The Volkswagen Fox, being both bigger and more substantial, resists this: yet it only costs the same price, or less, than the mainstream competition.

In fact, the Fox comes at bargain prices — from £6,590 (\$A14,640). Being 3.83 metres long it has loads of space, is longer than the old Lupo but a bit shorter than the Polo; it has a practical three-door layout, feels strong and well made, is cheap to run and, what's more, it carries the assuredly desirable VW badge on its nose.

The Fox also has one major point of difference over its fellow VW stablemates. It is built in Brazil, not Germany, which means it can be priced aggressively due to the lower production costs. In addition to being substantially larger and considerably cheaper than the Lupo it replaces, the entry level Fox also has a more powerful engine: a three-cylinder 1.2-litre petrol unit. There is also a 1.4-litre 4-cylinder engine in the higher-spec model. There are two levels of specification for both engine sizes: Fox and Urban Fox. All models have a five-speed manual transmission.

The anticipated best-selling model will be the VW Fox 1.2 Urban, priced at just £7,190. The larger engine

choice will add £805 to that but even so the top of the range version at £7,995 (\$A17,760) is still a bargain.

My test car was the 1.2 Urban Fox model, to which the only option I might add would be air conditioning. Unfortunately that would cost an extra £945, so unless I could negotiate with the dealer I might forgo that pleasure. The Fox may be cheap, but the wide range of desirable options can make it expensive. So buy wisely.

However, that's not to say the Urban Fox's standard specification is lacking because it is really very good. It has anti-lock braking, remote central locking with immobiliser, driver and front passenger airbags, a height adjustable driver's seat, a height and reach adjustable steering wheel, rear head restraints, four three-point seat belts, two rear Isofix child seat points, front electric windows, a radio/CD player with six speakers, a sliding rear bench seat with a 50/50 split rear backrest and body-coloured bumpers. Optional equipment available includes alloy wheels, Climatic semi-automatic air conditioning, ESP, fog lights, an electric tilt/slide sunroof and side airbags and even an iPod cradle.

First time buyers in particular will be attracted to the Fox's low cost of ownership. Service intervals are 12 months or 16,000 km; the warranty cover is 3-years/100,000 km; and the insurance group rating is a low 1E. Better still, CO<sub>2</sub> emissions are 146 g/km so it's only £100 for the road fund licence. Plus fuel economy is likewise good. You should expect around 6.2 L/100 km (46mpg), which is exactly what my test car returned over a full week's motoring.

Clearly, the VW Fox is a serious contender for sales on size, strength, quality and value.

The practical and highly-useful sliding 50:50 split rear bench seat, standard in the Urban Fox, provides two good-sized individual rear seats separated by a centre storage compartment with two cup-holders. It can be moved lengthways through almost 150 mm to liberate a class-leading 260 litres of extra luggage space. Double fold the rear seat forward and luggage space leaps to a substantial 1,016 litres with a virtually flat load space.

Being tall and employing some clever interior space solutions and the largest wheelbase in its class, the Fox is, in spite of its outer city car dimensions, very roomy inside. Getting in and out from either the front or the back is easy, thanks to wide doors that reach into the high roofline like those of a small MPV.

Front or rear, two tall people can sit next to each other without feeling cramped or banging elbows. In fact, four normal-sized adults can sit and travel comfortably. Head, shoulder, elbow, knee and foot room are all that good. Another benefit of the Fox's height is that everybody sits higher than in most small cars and consequently a better view is enjoyed.

The only letdown for the interior is the hard and relatively cheap looking plastic dashboard. Overall, roominess is the major plus point, and the wide tailgate opening makes loading the car really easy. Within its height of 1.54 metres it can accommodate four quite



large adults — or two, with one cubic metre of luggage with the rear seats folded.

The three-cylinder 1.2-litre petrol engine is a willing worker and because it has a balancer shaft it is relatively smooth. The 41 kW power output and 108 Nm of torque makes the car feel better than the paper performance figures might suggest. But then customers buying a Fox are not expecting a tyre-shredding hot-hatch. For the record, top speed is 148 km/h and the 0-100 km/h dash takes 17.5 seconds. In practice it feels quicker and I honestly had no trouble overtaking traffic on A-roads or cruising at the legal maximum speed on motorways, unlike many of the other City Cars I've tried this year.



On the move its rigid body structure endows the Fox with a feeling of quality, free from the noises and vibrations usually associated with small cars in this price category. Refinement on all roads is good, as is the ride and handling. We were a little brutal with our test cars but both models felt nicely manageable. Such would you expect from Volkswagen. Steering is well weighted and nicely in sync with the Fox's predictable handling. Motorway cruising was relaxing, with a smooth ride and no intrusive wind or road noise, and both the 1.2 and the 1.4 engines were happy 'running with the pack' on a busy stretch of the M3.

We rather liked the distinctive all-in-one instrumentation that groups all the important information directly in front of the driver's eyes. Upholstered in smart-looking striped cloth, the seats are supportive — and feel as though they'll stay that way over time. There are a number of useful storage areas including a drawer under the driver's

seat suitable for stowing valuables.

The driver's seat is adjustable for height and reach, while the reach and rake adjustable steering wheel ensures all drivers can quickly find their best driving position. Pedals are light and operate precisely and the four-spoke steering wheel is pleasant to hold. The ABS brakes are progressive and provide all the stopping power you'll need in an emergency. Even the handbrake is nice to use, with a pleasing engineered action to it. The gearshift action is slick and accurate, making changing gear a simple procedure.

Visually it is no masterpiece and one has to say that there are prettier cars in this sector. However, wearing the VW badge does give it brand appeal. The handling is good, and safe enough, and the suspension irons out the bumps much better than most City Cars. You also have the benefit of above average headroom.

The height of the Fox's bodyshell does produce some roll during cornering but the handling is definitely safe, although the car does suffer from some understeer. Wider tyres would probably provide more cornering grip.

All-in-all this Fox is a really impressive package and one I have already recommended to potential customers. It comes at an excellent price, is well built, roomy and practical. It drives like a bigger and more expensive car but has low running costs.

And it is easily affordable too, thanks to Volkswagen's accompanying 'easy to buy' Solutions package that comes with free servicing included for three years or 30,000 miles. To give you an example of the Solutions package, with a deposit of £1,561 you would pay £89 per month for 35 months; or you could choose to make a £135 deposit followed by £135 per month for 35 months. I'm usually sceptical about dealer or manufacturer finance plans, but in this case I reckon it's a smart way to get a very nice new car.

David Miles







We had a number of Beetles, a few Kombis, and some other models (Golf, Karmann Ghia, Passat, Thing) in attendance - all in all a great day.

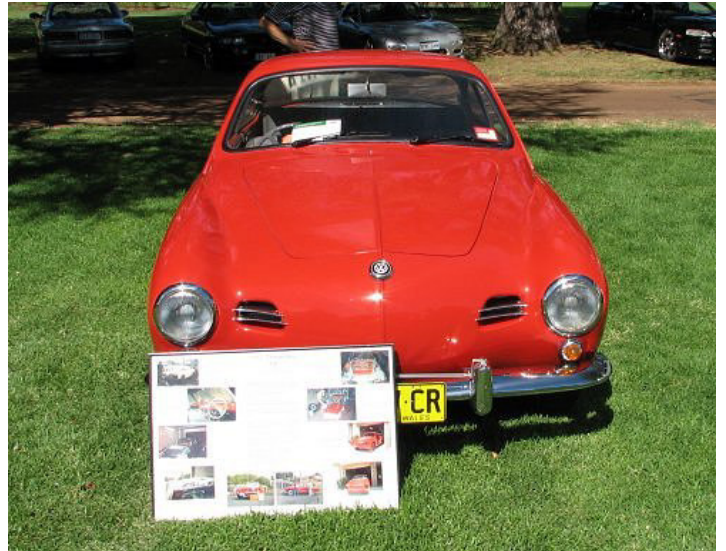
The day was organised by the Council of ACT Motor Clubs, and Shannons' Car Insurance. Thanks to everyone who helped with the event.

Bruce

## **Shannons Wheels 2008 Sunday 16 March.**

Sunday 16 March was the annual Shannons Wheels carshow here in sunny Canberra, where all makes and models are on show on the lawns of Old Parliament House. A number of members of the club displayed their cars there, as well as some newcomers, and a great day was had by all.

I had to leave early (work commitments) and can't comment on anything that happened later, however as I was leaving we had a member turn up with a restored WWII Kubelwagen on a trailer! This was a huge talking point, but unfortunately I couldn't spend any time getting details of the owner, or looking at the car, but I hope to find out more in the coming months. The car looked great!







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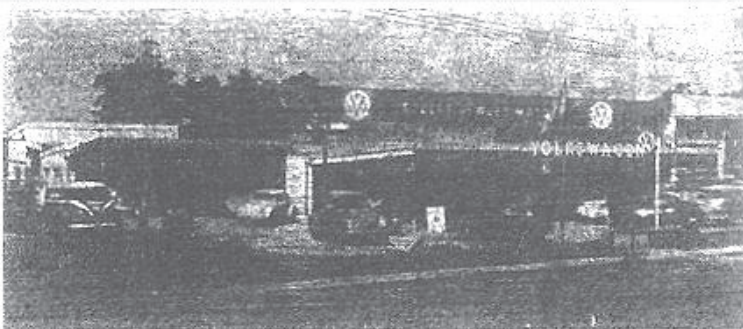


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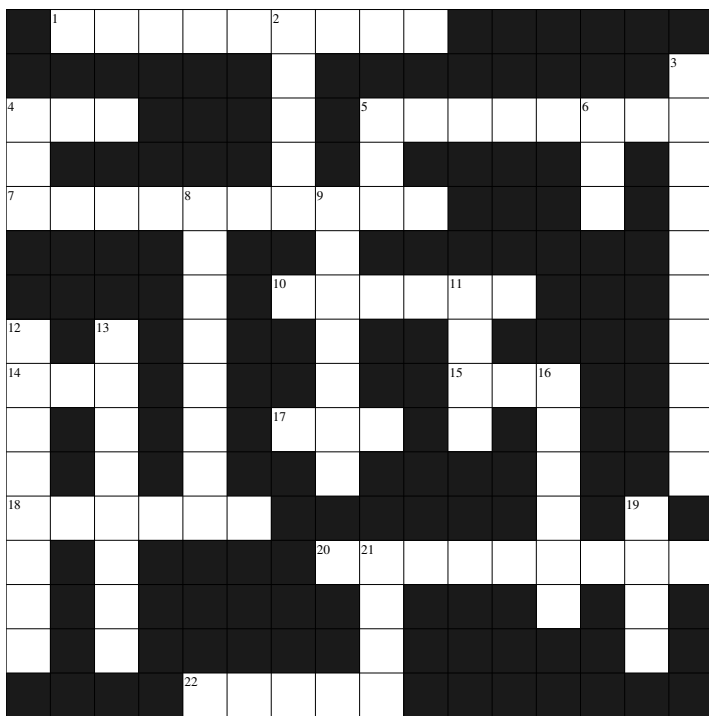




# Club Veedub crossword.

**Across:**

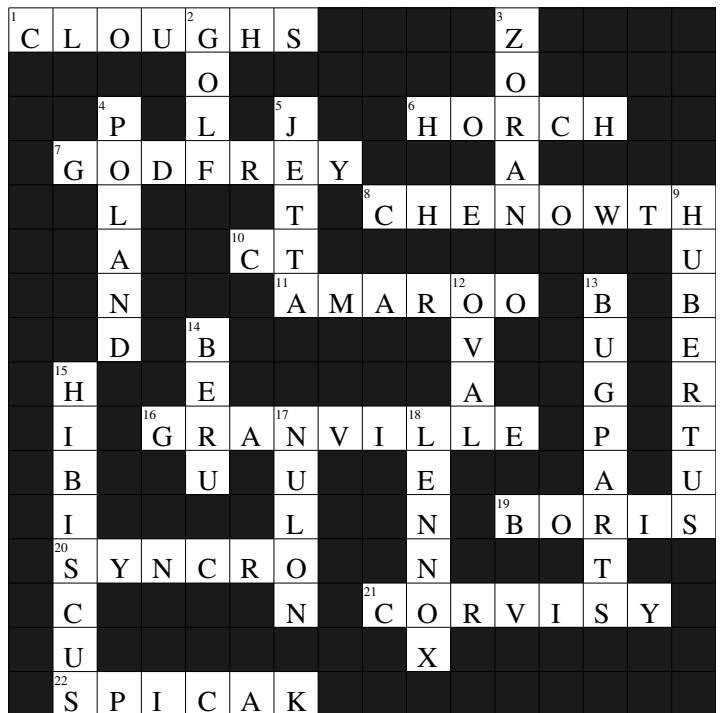
1. This old VW dealer was once at Rockdale and St Peters
4. You'll always find these gauges on Volkswagens
5. Munich-based tyre maker, often installed on old VWs
7. What the VW Golf is named after
10. Sydney company that converts T4 & T5 Transporters into camper vans
14. German makers of brake pads and brake disks
15. VW parts that are New Old Stock
17. Aaronson, Fleming and Thurber's VW tuning shop
18. VW's Spanish-made large People Mover, not sold in Australia
20. Since 1988, the biggest VW show in Australia
22. A mountain peak in Colorado that hosts the Race to the Clouds



**Down:**

2. An Italian carburettor, found in pairs on VWs
3. The 1970s VW dealer at Manly was ...? Motors
4. The 1980s name for the Volkswagen Audi Group
5. VW's on-board Multi-Function Computer
6. Original supplier of VW clutches
8. The country where VW Touaregs are made
9. US name for the T4 Transporter
11. Fantastic, high-quality adjustable shock absorbers
12. Keith's alter egos include Rodney Dangerfield and Paul Bonjourno
13. The German name for the German Army of WW2
16. The German state that owns 21% of the Volkswagen company
19. Belinda's nickname for her red 1303
21. Audi aluminium show car named after a banked Berlin racetrack

# Last month's crossword.



## Overdue library books.

Would the following members please return their overdue Club library books to the Librarian, Simon Matthews, at the May monthly meeting:

**Brendan Searle** - borrowed four books (VW Story, Keep VW Alive, VW Bus & VW Bus/Camper) on 20 December 2007 (5 months ago).

**Paul Thistleton** - borrowed one book (VW in Australia) on 20 December 2007.

## Victory for Reliability. →

The German Rally Championship for 1981 was won by a Golf.

Alfons Stock and his co-pilot Paul Schmuck made true what experts considered to be unlikely. Against the stronger horsepower competition, this is an important victory for Volkswagen. In 10 events over 8,582 km, the reliability that distinguishes the Golf finally became generally accepted. The decision fell not until the last run, where in a dramatic battle, three point equal Rally teams gave their best.

For Volkswagen, the profit of the German Rally Championship is one confirmation of the superiority of the Golf concept. Also the third place in the Championship, achieved by the Golf team Kissel/Berg, supports this fact.

The reliability is in the detail. We work on that.

## Volkswagen - More than cars.

*Translated by IBM 5790 computer*





## Sieg der Zuverlässigkeit.

Die Deutsche Rallye-Meisterschaft 1981 wurde auf einem Golf gewonnen.

Alfons Stock und sein Co-Pilot Paul Schmuck machten wahr, was Experten für unwahrscheinlich hielten. Gegen die PS-stärkere Konkurrenz ist dies ein bedeutender Sieg für Volkswagen.

In 10 Läufen, auf insgesamt 8.582 km, hat sich schließlich die Zuverlässigkeit durchgesetzt, die den Golf auszeichnet. Die Entscheidung fiel erst im letzten Lauf, wo in dramatischem Kampf drei punktgleiche Rallye-Teams ihr Bestes gaben.

Für Volkswagen ist der Gewinn der Deutschen Rallye-Meisterschaft eine Bestätigung für

die Überlegenheit des Golf-Konzeptes. Auch der dritte Platz in der Meisterschaft, errungen von dem Golf-Team Kissel/Berg, untermauert diese Tatsache.

Die Zuverlässigkeit steckt im Detail. Wir arbeiten daran.

Für die Unterstützung der Rallye-Teams danken wir den Firmen Rheila, Pirelli, Castrol, Pierburg, Bosch, Recaro, Sigla, Hella, Schmidt Motorsport, Bilstein.



**Mehr als Autos.**



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