

# Zeitschrift



If Beetles can do it, Golfs can do it too.

**June 2008**

**IN THIS ISSUE:**

**Nationals Trophy winners  
Canberra Gunderoo Run  
Berry Blast From The Past  
The Transporter Code**

**Porsche buys VW  
Morpeth Pit Stop Cruise  
Australian Hebmullers  
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
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<b>Video Librarian:</b>	Joe Buttigieg	0449 291 642
<b>Tool Librarian:</b>	Bob Hickman	(02) 4655 5566
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<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) 9773 1637 0423 051 737
<b>VW Motorsport Committee:</b>	Herb Gutmann Rudy Frank	(02) 9428 4099 (02) 9639 1002
<b>General Committee:</b>	Zoran Milvica Ken Davis Belinda Godfrey Ray Pleydon Mike Said	Ron Kirby Grace Rosch Shirley Pleydon Brian Van Der Killey Danny McFadden
<b>Canberra Committee.</b>	<b>Chairman:</b> Mark Palmer <b>Vice Chair:</b> Peter Bone <b>Secretary:</b> Bruce Walker <b>Registrar:</b> Ian Schafferius <b>Asst Registrar:</b> Ian Bugden <b>Webmaster:</b> Martin Budden <b>Events Members:</b> Martin Budden, Mandy Conway, Tim Popham	0416 033 581 0423 129 744 0400 119 220 0434 717 093 0432 939 283

*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 at the monthlymeeting.

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: 21 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 & Import Parts  
Dr Mosha the VW King Shannons Car Insurance  
Korsche VW Performance SKH Motors  
Mick Motors Wolfsburg Motors

## 10 years and over.

Indian Automotive Karmann Promotions  
Harding Performance Reliable Automotive Services

## 5 years and over.

All Metal Bumpers NRMA Insurance  
BWA Auto Stokers Siding Garage  
Canberra VW Centre TCCA Motorsport  
Classic Vee Dub Unicap Pty Ltd  
Cupid Wedding Cars Vollkomen Art  
Defender Safety Volkshaven  
Mobile Model Cars



# FISH & CHIPS Observation Run.

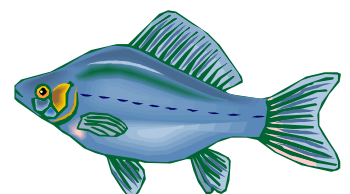
Sunday  
22 June



- Free to take part! Meet at **Uncle Leo's 24-fuel Roadhouse**, on Campbelltown Rd at the Crossroads, Liverpool, from 8:30am.
- Bring a street directory - just in case.
- Navigation sheets will be handed out at 9:00am.
- Depart at leisure, or in convoy any time after 9:00am. Last departures at 9:30am.
- Morning tea at Menangle (the only en-route stop). Time stopped is at your discretion. Depart at leisure.
- Then cruise to our Fish n Chips lunch destination at Bundeena RSL Club. Lunch from 12:30 onwards.
- \$14 Beer-battered flathead, chips, salad. \$7 kids.
- Trophies awarded to the best navigation teams. Kids welcome in Bundeena RSL bistro.

This event is for ALL Volkswagens - Air and Water-cooled!

Contact Phil: 0412 786339



# Christmas in July 2008



**Friday 11th - Sunday 13th July  
At Potters Hotel & Brewery, Nulkaba, Hunter Valley**

The cost of two nights' accommodation is:

Twin Room:	\$340	Queen Villa	\$380
Queen Room	\$340	King Villa	\$380

Prices are based on a maximum of 2 persons per room. Breakfast not included.

**For reservations, phone (02) 4991 7922 and book under the name 'STEVE CARTER'**

Saturday we will be doing a winery tour with Cheers Tours. The cost is \$55.00 per person. Includes 5 boutique wineries, lunch break back at Potters Brewery (at your cost), then in the afternoon a tour of the cheese factory. The tour leaves at 9:45 am sharp. **You must let me know you're coming so that I can give Cheers Tours definite numbers a week prior.**

Dinner Saturday night is: 2-Course \$45.00, 3-Course \$55.00.

On Sunday we visit the historic town of Morpeth.

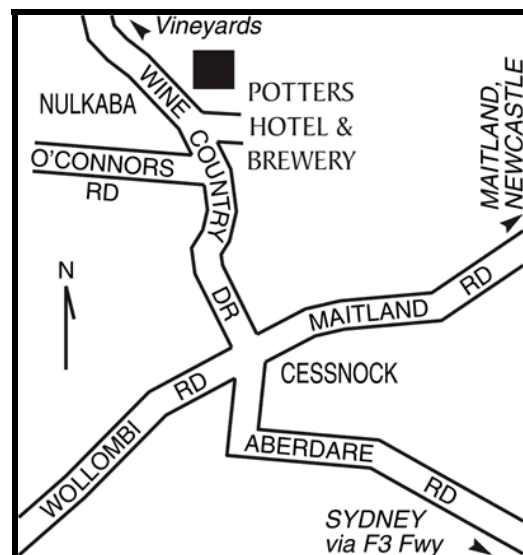
**Contact Steve Carter (0439 133 354) for more information.**



## POTTERS HOTEL AND BREWERY

- The home of the Hunter's first microbrewery
- Hunter Kolsch, Lager, Bock, Pale Ale, Witbier
- Best local, Australian and German hops
- The Brickworks Beer Brasserie, where beer and food go together
- Quiet location, 5 minutes from the vineyards
- Modern, comfortable rooms
- See [www.pottersbrewery.com.au](http://www.pottersbrewery.com.au)

Take the Kurri Kurri / Cessnock exit from the F3. Go through Cessnock, all the way to Wine Country Drive at Nulkaba. Look out for the historic Beehive kilns, then turn right and you arrive at Potters.



# Club Veedub Bowling Challenge.



The VW club 10-pin Bowling Challenge is back!

Club Veedub Sydney v Flat 4

\$11.50 per adult per game (10 frames)

Kids welcome too (\$10.50 per game)

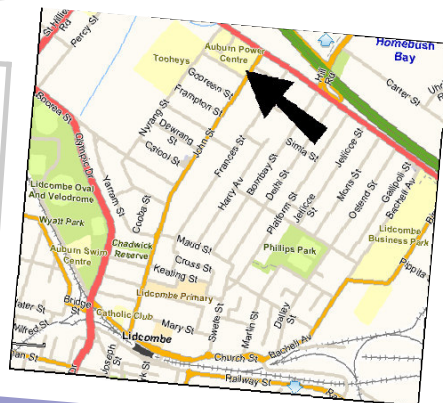
Best six bowlers' total score wins the Club Trophy!

Come along and play for your VW club!

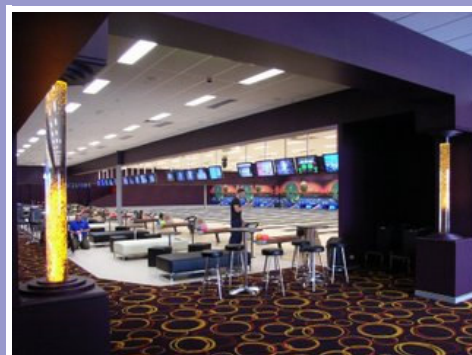


## Saturday 19 July from 6:00 pm.

**Tenpin City Bowling,  
top level,  
cnr John & Hastings Sts,  
LIDCOMBE**



- Brand-new 10-pin bowling centre !
- Secure guarded roof-top parking
- State-of-the-art light and sound
- Giant 4-metre screens
- Computer-aided tracking and scoring
- Pizzeria with traditional pizza oven
- Licenced bar
- 'Strikingly' different!





31st July- 4th August  
2008

[www.volkswagenspectacular.com](http://www.volkswagenspectacular.com)

Donna 042 7695203

Volkswagen Spectacular  
P O Box 427,  
Nambucca Heads. NSW 2448





AUCTIONS · EVENTS · INSURANCE



# 2008 SHANNONS EASTERN CREEK CLASSIC 23 and 24 AUGUST 2008 EASTERN CREEK INTERNATIONAL RACEWAY

**THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.**

- SATURDAY:** FREE ENTRY & PARKING.  
TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY  
CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM
- SUNDAY:** 1,700 MEMBERS VEHICLES ON DISPLAY AND ON PARADE  
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK  
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT  
MILITARY & COMMERCIAL VEHICLES ON DISPLAY  
HISTORIC RACING CAR DISPLAY  
TRADE DISPLAYS IN PIT GARAGES ALL DAY  
BOOKS AND MODELS ON SALE - ideal for Father's day

**Special Displays for :-**

- \*100 years for GENERAL MOTORS
- \*100 years for the MODEL T FORD
- \*80 years for the MODEL A FORD
- \*70 years for the VOLKSWAGEN
- \*60 years for the 48-215 HOLDEN
- \*60 years for the MORRIS MINOR
- \*60 years for the LAND ROVER
- \*60 years for the PORSCHE 356
- \*50 years for the Morgan owners club
- \*50 years for the FC HOLDEN
- \*50 years for the GOGGOMOBILE
- \*40 years for the TRIUMPH TR6

**IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,  
THIS IS THE SHOW FOR YOU AND ALL THE FAMILY.**



**PUBLIC ENTRY \$15 (incl. GST)  
KIDS FREE - 12 years & under  
PARKING FREE  
BUS RIDES - DONATIONS welcome**



Club Veedub Sydney has 15 display spaces booked – these will go quickly.  
Phone David Birchall on 0415 957030 to book your VW in the display.

# It's on again!

# Boris' VW Picnic Day & Swap Meet 2008

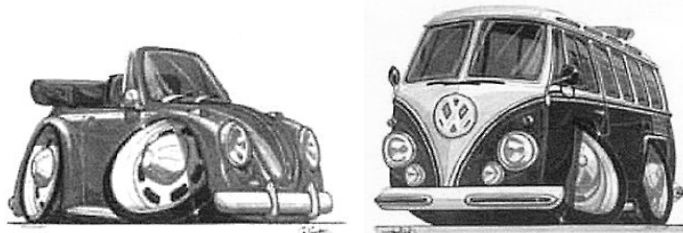
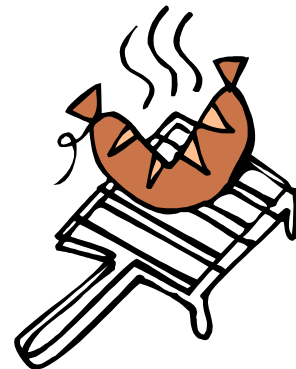
**\*\*\* SAME GREAT VENUE THIS YEAR \*\*\***

**When: From 9:00am Sunday 21st September 2008**

**Where: Cook Park at Dolls Point, right beside Botany Bay.**

**Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.**

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Polish your VW for the start of spring and have a fantastic day!**



Presented by Club Veedub Sydney

Sponsored by Vintage Vee-Dub Supplies  
(02) 9789 1777



## Von dem Herrn Präsident.

Our twenty first Volkswagen Nationals show, over the weekend of May 24th and 25th, went off relatively smoothly once again. It looks like moving away from the traditional date of Easter didn't detract from people enjoying the show. In fact, we had a record number of Car Show entries on the day, together with spectators poring through the gate. I know of many interstate visitors, and traders who attended on the day.

Thank you to the club members who turned up on Saturday night to help set up, and worked tirelessly throughout the day and followed up by cleaning up and leaving late on Sunday afternoon. They really are the backbone of our club, and the committee really appreciate the effort that it took to have the most successful Nationals to date. This is as testified by the positive comments and emails that have been received after the Nationals. Job Well done!! Couldn't have done it without them.

We did have a small shower early in the morning, but it passed very quickly, and didn't interrupt much at all. The new vehicle entry worked well with a few small disruptions at the entry gate. Thanks to our Judges for a great effort. The final count was 167 Car Show entries, with the split approximately half air and water-cooled Volkswagens.

Don't forget to support our show sponsors this year. They're all listed on the back page of each month's magazine. These people help us out, so if you're looking for something for your car go along and see them. Thanks to all our sponsors on the day, without whom there would be no show.

Once again Volkswagen Group Australia supported our show. We had several brand-new loan vehicles for the show day display, including a Golf GT and an Eos. Marcus Hoffman from VGA helped us with the presentation of the trophies for the car show.

The food was once again excellent this year, with the people from Parramatta Rotary Club doing a great job of pushing the meals through. I did notice that we had a queue during the busy lunch period. The Rotary Club has raised some \$4000.00 for charitable organisations, and this will be going towards Shelter boxes for emergency aid, the Millennium foundation.

Our June meeting (Thurs 19th) will be used to get feedback and ideas from our members for next year's Nationals. We would love to hear your suggestions, and maybe get some new faces to help out next year. If you'd like to tell us what you think, please come along.

Précis of Committee and General meetings:- VW Nats, Raffle prize for Nats, VW Nats jobs, Xmas in July, Boris Picnic Day, Valla, Fish n Chips run.

KeeponKruzin,

David Birchall



## Kanberra Kapitelreport.

We've had a big month in Canberra, time to detail some of it for you. Firstly, we held our AGM on Sunday 18 May and we have some new faces on the committee to help our team. A big thanks to three of our locals who have left the committee due to other commitments - Steve Crispin (ex-Chairperson), Dimitris Tsifakis (ex-webmaster / events member), and Andrew Wadey (ex-ACT Council Member). Thank you all very much for your time and expertise on the committee. We'll miss your faces around the table each month!

Welcome to the new members of our committee. We hope you enjoy helping us arrange the local events and meeting new Dubbers.

This month we cruised to Gundaroo (18 May - had the AGM out there), and enjoyed an awesome country meal in the local pub. There's a story in this month's magazine - see page 26. It was a great day and we had some new starters come along for the trip.

We also had a handful of locals cruise to the Nationals in convoy, where we enjoyed all that comes from such a great day. Our numbers for attendance at the Nationals are slowly building and this is great to see. This day saw us debut our new Chapter banner, T-shirts and stickers, we believe it has been a big success.

Upcoming events include our 'Pub Meet and Greet' on 20 July, the Sydney AGM, and our Third Annual Hot Chocolate Run on 31 August. We'll be camping as a chapter on 13-14 September (start looking for your camping gear...), and on 28 September we have our largest activity for the year - German Autofest. Book the dates on your calendar and join us for a great time.



Mark and Bruce

## Klub Kalender.

### June.

**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.**

**Sunday 22nd:- Fish and Chips Run 2008 to Bundeena. Meet at Uncle Leo's 24-hr fuel on Campbelltown Rd, the Crossroads, at 8:30am. Observation cruise to Menangle for morning tea, then on to Bundeena for Fish n Chips lunch. Trophies awarded to the best teams. See page 3.**

**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).

**Friday 11th, Saturday 12th, Sunday 13th:- Christmas in July 2008** at Potters Hotel & Brewery, Nulkaba, Hunter Valley. Winery and cheese tour, Xmas dinner, Morpeth on Sunday. Contact Steve Carter on 0439 133354 for info and bookings. See page 4.

**Thursday 17th:- CLUB VW MONTHLY MEETING and AGM 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. This month is the AGM. All committee positions become vacant, and will be re-nominted and voted on as required. All members are invited to attend and nominate for a position. We need your help to run our club!

**Saturday 19th:- 10-Pin Bowling Challenge** at Tenpin City Bowling, top level, Auburn Power Centre, John St Lidcombe, from 6:00pm. Come along and beat Flat 4! Best six bowlers' score counts towards trophy. \$11.50 adults, \$10.50 kids. Pizzeria, licenced bar.

**Sunday 20th:- Canberra Chapter Pub Meet and Greet.** Meet at Russell carpark at 10:30 for an 11:00am departure. For more info contact Peter on 0423 129744.

**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. See page 6.

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

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

**Friday 15th:- VAG Motorsport Round 5** at Eastern Creek. See [www.vagms.org](http://www.vagms.org) for more info.

**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 Veedub Sydney has 15 car spaces booked this year. Contact Dave Birchall on 0415 957030 to book your VW in the Club veedub display. Be quick - they will fill up quickly. See page 7.

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

**Sunday 31st:- Canberra Hot Chocolate Run** to Braidwood. Contact Bruce on 0400 119220 for more info.

## **September.**

**Thursday 4th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**From 6th: NSW Classic Grand Tour 2008.** Contact Edith on (02) 6642 4569 for more info.

**Monday 8th:- VAG Motorsport Round 6** at Oran Park. See [www.vagms.org](http://www.vagms.org) for more info.

**Thursday 11th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Sunday 14th:- Orange Blossom Festival Classic Car Display and Swapmeet**, at Bull and Bush Hotel carpark, Seven Hills Rd and Windsor Rd, Balkham Hills, from 8:30am. Medallions and trophies to entrants. Contact Wayne Merton MP on (02) 9686 3110 for entry form and more info.

**Thursday 18th:- 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 21st:- Boris' Picnic Day 2008** at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, sausage sizzle. Shine up your VW for spring! All VWs welcome, old and new. \$5 entry, \$10 for swappers. Phone Boris on (02) 9789 1777 for more info. See page 8.

**Saturday 27th and Sunday 28th: Canberra Autofest.** Saturday will be our Canberra VW Cruise and catch-up. Sunday is Shannons' German Autofest

beside Lake Burley Griffin. The biggest VW event in the ACT! Contact Bruce (0400 119 220) for more info.

**Monday 29th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## October.

**Thursday 2nd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Saturday 4th & Sunday 5th:- Warwick 2008 VW Drag weekend** at Warwick Dragway, Queensland.

**Thursday 9th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 16th:- 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 27th:- 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](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:- Custom grey/black interior** to suit Beetle. Has Honda Civic low back seats with headrests on Beetle runners, rear seat, and matching door trims (4). Retrimsed in black vinyl with grey cloth inserts. Reasonable condition, but could do with a clean and tidy up. Cheap interior on a budget...\$120 ONO. Call Andrew on 4733 2848 or email [kyland@tpg.com.au](mailto:kyland@tpg.com.au)

**Wanted:- VW Mechanic.** Klaack Motors in Fairfield Sydney is in search of a 3rd or 4th year Mechanic. Must

be able to work unsupervised, and also work well as part of a team. The right applicant should have a love for VWs and a be willing to work on all VWs, from daily drivers both watercooled and air-cooled, to show cars and vintage models.

Hans is ideally looking for a person to pass his wealth of knowledge on to. All work is done in house from engine rebuild to gearbox overhauls. The work is varied, but the standard is high.

Please contact Hans Klaack on (02) 9724-5901 to arrange an interview.

**For Sale:- 1995 VW Passat**, dark red. Very good condition, no rust or other damage. This is a reliable car, which is comfortable and drives extremely well. It starts every time and is very clean inside. I had to remove the interior roof lining as the Australian sun seemed to mess with the European glue, and it became unstuck. I have the original lining, but am prepared to drop the price so that the new owner can have the lining replaced. It is a good car and I feel very safe in the Passat. I had the timing belt replaced when I bought it, had it serviced regularly by my car man. The low kms are accurate as far as I know. It starts every time and is very clean inside. Very good on fuel. Driver and passenger airbags, fuel injection, blah blah. 110,300 km, registered until November 2008. Asking price \$5,500. Phone Jo-Ann on 0401 388860.

**Wanted:- Photocopies** of original VW Dealership booklets that came with your VW'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.





## Club Veedub Sydney. Das Auto Klub.

**For Sale:- Classic 1967 Ruby Red Beetle.** Recent paint job re-sprayed in original ruby red colour, Original white interior, only adjustments made were recent and included - a new 1500 motor, a new muffler, new brakes and a new clutch. Runs like a dream, only up for sale in exchange for overseas adventure. Registered until December, \$6, 900. Phone Meg 0401-211-732 or 9476-3920

**For Sale:- VW Golf Mk3 Convertible,** 1996. Navy blue paintwork, 4-speed auto transmission, leather seats. Good mechanical condition. Roof is electrically operated. Long rego, YJS683. \$10,000 ONO. Phone (02) 9744 9639.

**For Sale:- 1969 1500 Beetle** ex Canberra car, last registered June 2007. Only rust rear parcel shelf, otherwise rust free and straight. Comes as complete rolling vehicle without motor. Good gearbox with quick shift kit. Good base for restoration , delivery can be arranged. Will take any offer as has to go. Contact : Uch on 0418269834.

**For Sale:- VW Campervan,** 1998 model (T4). Trakka high roof conversion, 2.5-litre engine, auto trans. Just re-registered, new tyres. Bull bar, tow bar, dual air, just serviced. Seats 5. Very rare, great vehicle. Rego is CPX-658. \$15,700 ONO. Phone 8206 2485, or 0405 183918.

**For Sale:- 1968 Beetle.** Reconditioned 1600 engine; new alternator, clutch; L-bug gearbox. Brakes and steering very good. No rust; replaced passenger floorpan. Marina Blue w/black trim. Beige/black interior in good condition. All new window rubbers and weatherseals. New tyres, mag wheels. Rego until June 2009. Photos emailed on request. \$5400. Call Annie or Chris in Lithgow NSW on (02) 6351 4161 or 0421 836 370.

**For Sale:- 1957 split window Kombi,** original condition, has not been used for 40 years, no motor or front seats, needs restoration has lower body rust. \$4950 negotiable. Call Paul 9637 3658

**For Sale:- VW Golf GL,** 1995 model, manual. Air conditioning, power steering, alloy wheels, fully optioned, fully serviced, mechanically A1. Very nice car, reluctant sale. Rego ADW14X. Car is in the Bondi area. \$4,990 ONO. Phone 0433 361 911.



"SERVICE ABOVE SELF"  
**ROTARY CLUB OF PARRAMATTA INC.**  
DISTRICT 9690 – CHARTERED 14<sup>TH</sup> APRIL, 1926

POST OFFICE BOX 172,  
PARRAMATTA – NSW – 2124 – AUSTRALIA

President: Ian Edenborough 8839 3000

Secretary: Ian Wood 9883 1233  
Treasurer: Ryk Eksteen 9891 6100

To David Birchall,  
Club VW Sydney

### Volkswagen Car Club Show - Sunday 25<sup>th</sup> May 2008

The Rotary Club of Parramatta would like to thank all of your members and visitors, who purchased food yesterday at the VW Nationals Day.

The day was a great success. We provided approx 1700 meals, 800 drinks, 300 coffees/teas and made a profit of just over \$4000.00.

This profit will go towards the purchase of Shelter boxes for emergency aid, the Millennium Foundation (Research arm of Westmead Hospital) and any person/s needing our help in the Parramatta Area,

Rotary is a non profit organisation raising funds for community groups and helping out wherever possible.

All funds raised go to Charity nothing goes to administration. Administration costs are met by our member's fees.

To see what a shelter box is go to  
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Brian Gowen  
BBQ Organizer  
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Continued on page 15

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**Wanted:- 23-window Samba Bus**. Needs to be in as-new or very good condition as I am unable to do restorations. Willing to pay up to \$1,500 for a good one. Phone Marc on 0433 491 984.



"Oh oh! I'm afraid it's not going to turn out to be as old a civilisation as we thought."

# Porsche takes over Volkswagen.

Ferdinand Piech, the godfather of Europe's motor industry, says he has learned a lot from reading books about family dynasties. There is a common theme: The first generation creates the business, the second consolidates it, and the third destroys it. Piech - a member of the third generation Porsche clan - is about to prove if this is true.

In March family-owned Porsche, the iconic maker of sports cars, took control of Volkswagen, Europe's largest automotive manufacturer. Piech has historic, emotional and financial ties to both companies. Bringing them together was a dream; the 70-year-old's crowning glory. 'Ferdinand The Second: King of Cars' said a headline in the normally sober German business daily Handelsblatt.

That week, just as Porsche was taking its Volkswagen stake above 50 per cent, VW was itself putting the finishing touches to a takeover of Sweden's Scania. The result is a global industrial giant that includes two producers of heavy trucks, and carmakers Audi, Bentley, Lamborghini, Seat and Skoda. The combined group now has 11 marques - one less than the number of Piech children.



But despite 12 offspring, by four women, Piech-watchers say that car companies are his real family. And there are no other brands closer to his heart than Porsche and Volkswagen. Piech chairs Volkswagen's board, and until last week sat on Porsche's supervisory council, a position now occupied by his brother Hans Michel. Bringing the companies together has been a controversial and Herculean task. But Piech's struggle is not over. Not all investors and insiders at the companies are happy.

Their worry is that this takeover by Porsche has been driven not by financial and industrial logic, but by passion. The billionaire Piech, a brilliant engineer in his day, has petrol in his veins and a burning desire to put the Porsche family name up there with Ford.

Piech's grandfather, Ferdinand Porsche, was behind Hitler's People's Car, eventually to become the



VW Beetle. Post-Second World War investigations into links between the Nazi regime and Ferdinand Porsche, his son Ferry, and son-in-law Anton Piech, created an uneasy tension within the family.

The Porsches and the Piechs settled in Austria, hand-building sports cars and creating a distribution network for VW cars. After his schooling in Switzerland, Ferdinand Piech joined Porsche as an engineer, and in the 1960s designed the company's ground-breaking 917 racing car. Later, when heading VW-owned Audi, he was responsible for designing the original Audi quattro.

Aggressive, brooding, but above all strong-willed, Piech rose to become an influential figure in Europe's motor industry, and few people were surprised when in 1993 he became chief executive of Volkswagen AG. But his management style was not to everyone's taste. German newspapers called him 'Lord of the Manor'. A General Motors executive called him 'quasi-psychotic'.

In Germany, where an estimated one in seven jobs is dependent upon the motor industry, Piech wielded immense political and industrial clout. Strategic links between Porsche and Volkswagen were broadened and deepened. For example, VW produces the Porsche Cayenne. Porsche distributes VW cars in Eastern Europe.

But Piech is not infallible. He failed to tackle over-manning at Volkswagen's factories, and his fascination with highly engineered cars created some expensive mistakes, most notably VW's Phaeton luxury saloon and the Bugatti Veyron.

Piech stepped aside in 2002, to be replaced by former BMW chief Bernd Pischetsrieder. Two years later VW was engulfed in allegations that executives (not Piech) and trade union leaders had been involved in bribery and corruption. There was plenty of meat for the tabloids, with claims that Volkswagen even footed the bill for Viagra handed out at meetings with prostitutes.

Last month, Piech was a witness in a German court case and faced questions about a VW slush fund. He denied any knowledge. The matter, at least as far as Piech's alleged involvement is concerned, is closed. It is not the first time that Piech's position has been considered vulnerable, but this force of nature continues to prosper and get his way.



In September 2005, when news first broke that Porsche was stake-building in Volkswagen, an internal VW report into corporate governance conflicts recommended Piech resign. He fought, and won, seeing off attacks from Christian Wulff, leader of the State of Lower Saxony, which owns 18 per cent of Volkswagen, and Pischetsrieder, who eventually fell on his sword. Within 12 months Porsche had built a stake of 27.4 per cent in Volkswagen.



One problem: Germany's so-called 'VW Law' limited any shareholder to only 20 per cent of the voting rights, regardless of the size of the stake. Last year, the European Union's Supreme Court ruled the law was anti-competitive. Germany has resisted demands to scrap it, but Porsche's decision to take its Volkswagen stake to 51 per cent signifies that the sports car maker anticipates Berlin will have to capitulate.

Tim Urquhart, analyst at Global Insight, believes the next big battle facing Porsche and Piech will be with the VW unions. Bernd Osterloh, head of VW's works council, described Porsche's takeover as 'hostile'. Urquhart said: "Osterloh is fighting to retain the workers' veto on strategic corporate decisions, something that Porsche's chief executive Wendelin Wiedeking has already said should be abolished."

Urquhart also thinks there could be opposition to Porsche from VW's chief executive Martin Winterkorn, for years an ally of Piech and who was recruited from Audi when Pischetsrieder was deposed. A restructuring of VW looks inevitable, and there will be question marks over the survival of the Audi R8, a competitor to Porsche's high-performance cars. Some at Porsche - though not, perhaps, Piech - may want to sell Lamborghini.

Piech is hoping that the end result will be a company capable of taking on the might of Toyota, whose growth over the last decade has been the biggest competitive challenge facing car companies in Europe and America. A combined Porsche-VW will be the largest automotive company in the world. In Germany, where carmakers are an industrial virility symbol, that could be important for the economic mood. But for Piech it will be the realisation of a dream.

## VW Lavidas - from China.

Shanghai Volkswagen in China have developed the new Volkswagen Lavidas for the Chinese market. Now it has made its big debut before the home-market audience in Beijing.

As a testament to VW's commitment to China, they haven't skimped on the car. It gets the PQ34 platform that sits under other VW Group products like the Golf / Jetta and Audi A4. Planned as a luxury car, the car is 100 mm longer than the Bora and has been called "a mini Phaeton" by the Chinese motoring press.



Power comes from 4-cylinder engines displacing 1.6 or 2.0-litres, with a six-speed Tiptronic available to handle shifting duties.

The interior is a blend of familiar VW parts-bin stuff with elements that just seem a little odd-looking in a Volkswagen, like the silver audio head unit and the silver HVAC knobs set against a healthy dose of wood-grain trim.

Stylistically, the made-in-China design looks oddly dated, quite frankly. If you look at the grille, it's obviously a VW. If you look anywhere else, well, it could be any number of Asian sedans, but if you know it's a VW, you can also see VW cues, like the rear door line at the wheel well. The petal-shaped headlamps and taillights look like something you might find on a 1990s Korean import and not a newly minted VW, regardless of origin.

It may be all-new, but it's also pretty boring. Shanghai VW is expected to sell 8,000 Lavidas in the second half of this year.

## VW to build 3rd SUV?

Volkswagen is planning to extend its existing line-up of four-wheel drives with a new mid-sized seven-seat offering, to slot in between the Tiguan and the Touareg.

The new model, which could go on sale in 2011, has been conceived as a rival to Volvo's recently introduced XC60. But rather than using the same



platform as Audi's upcoming Q5, the VW will be built on a modified version of the next-generation Passat, known internally as PQ47.

Using the lower-cost Passat platform means the car will get a space saving transverse engine layout instead of the Q5's longitudinal arrangement. At the same time, it also paves the way for the Volkswagen Group to introduce possible Skoda and Seat variants of the new four-wheel drive.

Early indications were that Volkswagen may simply stretch the Tiguan to create space for a third row of seats. However, with the next-generation Touareg set to be bigger, VW decided the best alternative would be a standalone model based on the future Passat, itself set to share a large percentage of its mechanical package with the next Golf, due in September.

The plans stem from criticism by US dealers of the Tiguan, which they describe as being too small and too expensive to make much of an impact in the lucrative North American market.

## Does Up! mean Lupo?

The recent trio of Up! concept vehicles foreshadows Volkswagen's re-entry into the ultra-affordable transportation business. While 'Up!' is an unusual, catchy and adorable name, the Germans may be simply be playing mind games. Here at Club Veedub Sydney, we may have cracked the naming code of the cute new concept car.

The recently released Mk 3 Scirocco was based on a 2006 concept vehicle called the 'IROC'. It was immediately obvious that IROC is simply part of SciIROcco.

Now take a close look at VW's previous micro-car, the Lupo, which was replaced by the Fox last year. The middle two letters of LÜPO are obviously 'up'.



Estimates are that the new 'Lupo', based on the 'Up!', will enter production in 2011, with a potential grand entrance at the Frankfurt Motor Show. VW has already announced that the Up! will be produced in India, and their new factory is expected to come on line by 2012. Both the three door Up! and roomier Space Up! will be produced, along with a possible miniature 'off-road' version.

## Skoda to build Up!

VW-owned Skoda has been campaigning within the Volkswagen Group to get its own version of the upcoming rear-engined Volkswagen Up! range. The Czech subsidiary however may get even more than that, as emerging reports from Europe suggest that the production of the vehicle may be undertaken entirely by Skoda, including its own versions as well as those for Volkswagen and SEAT.



If Skoda gets what it's asking for, it could build the vehicles in Vrchlabi, Czech Republic – either at its existing facility or at a new one adjoining – or in Pamplona, Spain. Although Skoda is initially targeting 250,000 units of the vehicle annually, production is also tipped to expand to new facilities in Russia and India where an even lower-cost version would be made, bringing total annual production up to 500,000. The move would improve economies of scale for the platform and help Volkswagen keep production costs low in order to help ward off the competition.

## VW's USA plans.

The United States is key to Volkswagen's planned expansion in the coming decade, as the German automaker attempts to rival Toyota by selling one million units in the U.S. per year by 2018. That lofty goal will be fueled by new products priced below their current counterparts, and according to VW Group CEO Martin Winterkorn, many of these new models will be built 'Stateside and in Mexico.

One of the major product changes will come in the form of the Passat, which will ditch its current nameplate, decrease in size and be priced around \$20,000. The Jetta will also see a price reduction from the current base model's \$17,100 price to something closer to the \$15,000 level, while some version of the Polo – expected to be built in North America to keep costs down – will slot in below VW's entry-level sedan. The Tiguan SUV and next generation New Beetle are certainties. Other models slated for sale in the U.S. include a compact model based on the Up! concepts, as well as a body-on-frame pickup truck and the return of

the Phaeton, motivated by a V8 engine and priced substantially below the slow-selling version that was killed off in 2005.

## **Abt blown Golf R32.**

The Volkswagen Golf R32 is already designed as a super sports car. People who buy this Golf want an extremely fast compact car - a racing car in Golf's clothing, yet still suitable for every day use.

It was only a matter of time before German-based VW tuning firm Abt got their hands on a Volkswagen Golf R32. Instead of the normal 186 kW from its 3.2-litre V6 engine, the Abt R32 now delivers an enormous 277 kW. This huge increase in power is possible thanks to a supercharger with a water-cooled intercooler, and modified engine management system.



All components are perfectly tuned to the potent V6 by the Abt engineers from Kempten in Bavaria, and therefore they offer extremely impressive performance. The Abt R32 sprints from 0 to 100 km/h in just 5.0 seconds, compared to 6.2 seconds for the standard R32. The top speed is more than 270 km/h. Particularly impressive is how the tuned six-cylinder engine accelerates smoothly and powerfully in every rpm range. VW Golf R32s come with VW's 4Motion 4WD system as standard.

"The R32 is as much fun on the autobahn as on winding country roads," explains managing director Hans-Jürgen Abt. Small wonder, as the Abt Golf is equipped with the Abt adjustable sports suspension and 19-inch BR wheels, harmonizing perfectly with the 370 horses of the V6.

## **VW to buy Zastava?**

The Serbian automaker Zastava, makers of models such as the Florida, Skala and Koral (Yugo), is currently for sale. They apparently have plenty to offer prospective buyers, evidenced by reports from Europe that Volkswagen is considering bidding on the ex-Yugoslavian company. Zastava is the only automaker based in Serbia, and has a number of factories and excess production capacity, which could prove rather useful to companies such as Volkswagen, which is



looking to expand their production capabilities in Eastern Europe.

Zastava currently produces a line of vehicles based on licensed FIAT architecture. The plant in Kragujevac, near Belgrade, is currently producing about 15,000 units per year, but is capable of building as many as 60,000. Zastava trucks are made in Hungary, and the company exports vehicles to Croatia, Albania, Macedonia, Greece, Lebanon, Syria and Turkey.

FIAT signed a new long-term licensing agreement with Zastava in 2005, so any potential sale to VW may be challenged. However, VW was able to purchase Spanish carmaker SEAT in 1986, who were also once a FIAT licensee.

With the success of VW-owned Skoda and SEAT in Eastern Europe and the Middle East, however, it is uncertain whether another former failed marque added to VW's portfolio is a good strategy.

## **No new Scirocco for the USA.**

Volkswagen of America has announced that the new Scirocco will not be imported into the USA. While it would have been a nice addition to VW's struggling US range, the only reason it will not sell the recently unveiled Scirocco in the United States is because of the weak dollar. Bloomberg News quotes VW's sales and marketing chief Detlef Wittig as saying, "The exchange rate is the only reason for not selling it in the U.S."





Wittig goes on to say that the Scirocco would fit the U.S. market, which is arguable considering that VW already sells the Rabbit hatchback here in multiple forms, including GTI and R32 variants. But because of the weak US buck, the point is moot since VW would make no money importing the Scirocco from the factory in Palmela, Portugal, where it will be built alongside the Eos convertible.

No one knows when or if the US dollar will make a comeback against the Euro. VW has announced that it has begun scouting locations for a U.S. plant where it can build some of its cars free of the profit-sapping exchange rates.

No plans have yet been announced on any Australian debut for the Scirocco (no previous versions were sold here), but some VW Group Australia people have expressed great interest in VW's new coupe. Stay tuned.

## The Porsche B32.

While there are countless aftermarket engine, transmission, and brake upgrades for the Volkswagen T3 Kombi, what could be better than a factory conversion - from Porsche?



The Porsche-branded B32 van you see here occurred back in the mid-1980s, when the automaker from Stuttgart was racing its awesome Group B 959 in the Paris to Dakar rally, and the factory found itself in need of a support vehicle. Using a Volkswagen Type 2 Transporter as a platform, the van was modified to accommodate the 3.2-litre flat-6 engine from the Porsche 911 Carrera. That air-cooled powerplant was good for 172 kW, and propelled the Bus from 0-100 in 8.0 seconds. Top speed was in excess of 210 km/h.

Porsche built three prototype B32 Buses with a 150 kW version of the 3.2-litre six, then made eight production versions with the 172 kW motor. The eight production B32s were offered only in Dove Grey or Tungsten Grey. They were complete with upgraded suspension, Porsche brakes, Porsche instruments and leather interiors, including several with Porsche 928 seats and steering wheels, and Fuchs wheels.



They were planned as a special production model for export to the US, and Porsche even prepared dealership brochures (which are very collectable - check Ebay). However Porsche cancelled the project after the eight vehicles were made in 1987.

## The Who's Magic Bus.

Fans of rock band The Who are being given the chance to win a customised Volkswagen van, signed by Roger Daltrey and Pete Townsend, for just a £5 ticket. It is hoped the competition will help to raise funds for the Teenage Cancer Trust, of which Daltrey is patron, that will go towards building specialist hospital wards for young people.

The vehicle, named the Magic Bus after The Who's 1968 hit, was made in 1965 and is spray-painted with the band's distinctive target logo.



Daltrey, The Who's lead singer, said: "This van is one of a kind. She's all restored, she's got The Who on the stereo - she's the works."

All those who enter the competition online, at [www.thewhomagicbus.com](http://www.thewhomagicbus.com), will be given a free download of a previously unreleased version of the song (UK residents only)

The Teenage Cancer Trust, founded in 1990, has so far built eight specialist care units across Britain, each costing more than £1 million.



# The Toy Department.

Hello again. It was not that long ago that we spoke of the day that a distinguished and detailed bay window model Kombi would emerge onto the market of model cars as we know it.

This has been seen in the past 2 years with products being made by Minichamps which are their superior 1/43 scale model vehicles.

Schuco in recent times have also done well with a variety of model bay window Kombis, and now have also moved forward with the release of a 1/18 (24-cm long) bay window Bus which has been on the drawing board for some years in Germany.



The images we feature this month are just two of the three variations of the Bay window bus which we hope to see on our shores in the coming months.



These models include a Microbus and pickup are very highly detailed in particular the pick up version with the fully operational drop down gates.

Be prepared to pay about \$200 for these models and even more if buying on line from overseas. I am sure they will be highly sought after.

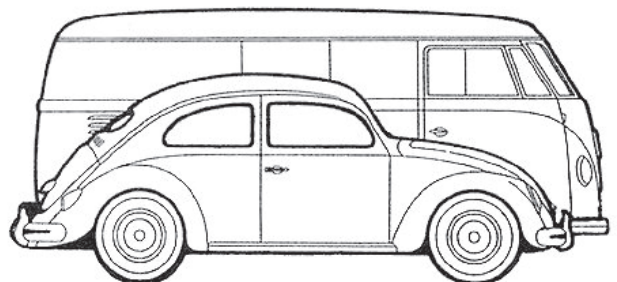


The last image is of a neat 1/24 scale low light plastic bus I recently purchased in two tone green. It is friction powered and neat as.

Finally I must go, as Big Brother is on the telly. Of course I only watch it for the VW camper they feature on the set.

Cheers,

Tony Bezzina  
kbezzina@bigpond.com.au





# Morpeth Pit Stop Cruise Sunday 4 May.

It was a perfect sunny day for our third year in a row cruise to my hubby's workshop, then to lovely Morpeth for a coffee and browse.

We started the run up three years ago to keep the VW interest alive in the Newcastle and Hunter Region. And it definitely works as it just grows each year.

We all meet up at Wallsend where we had around 14 VWs. There were a lot of new faces; local guys and gals that we haven't seen before. It's nice to see that you can generate an event to get people together that have a common interest and a love of VWs.

I lead the way up the highway in my oval, and Ian was at the end of the group to make sure no one was left behind. Lucky he did as there was one straggler.



We then cruised along the highway to meet up with the Sydney guys at Beresfield. It was a nice site to see all the VWs cruising up the highway, and we captured the attention of a lot of passers by with lots of waves and toots. Great fun!

When we arrived at the workshop we meet up with the rest of the guys. Now we had around 30-odd VWs, ranging from ovals, splitty Kombis, Fastbacks, Notches, buggies, all types of Beetles, a bay Kombi camper and a Ferrari kit car with a Type 3 floor pan on it. But where were the watercooled VWs?? Great turn out by all, and I was very excited that the plan came together with no hitches.



There were a lot of the general public stopping and following us up the highway to take pics, and talk to us about all the VWs and how they love them all. It was so nice to be able to see so many of them all together in one spot.

It was nice to meet some new enthusiasts and hopefully new club members. A few of the guys had a chance to put their cars on the hoist to have a look.

Then we fired up the BBQ. Greg volunteered for this duty. Lots of fun was had by all, chatting and looking at the array of VWs. We had lots of friendly people wanting to offer a helping hand.

After the BBQ we headed off to Morpeth for a coffee and a wander through the shops. All the VWs cruising into Morpeth sure turned some heads.

Thanks to all who attended. As you guys make it what it is, I hope to see you all and more next year.

We have to thank all the businesses who helped us out with some free promo items that we handed out, as they were a big hit.

VW Magazine Australia  
Club Vee Dub Sydney  
Classic Vee Dub  
Wolfsburg Automotive (VIC)  
Hunter Volkswagen Maitland

Thanks, everyone, for a great event!

Rose & Ian





# Blast From the Past Sunday 4 May.

The Blast From The Past VW show day was held on Sunday 4 May, at Berry on the NSW south coast. It was held in conjunction with the Berry Fair, a very popular day with both the locals and with visitors.

This year the VW show was located at Berry showgrounds. Funds raised were donated to the Shoalhaven Patient Transport Service.

The weather was excellent and it was a great day. Thank you to the Shoalhaven VW Club.

Photos taken by Robert Tozer.





# VW Nationals 2008 Trophy Winners.

There were some wonderful Volkswagens entered in the car show. It was very difficult for the judges to choose the best ones, but here are this year's winners:

## Cat 1: Beetle pre-'57, Standard

- 1st: Solly Hayward
- 2nd: Neil Denham

## Cat 2: Beetle '57 - '67, Standard

- 1st: Darren Heath
- 2nd: Bob Wells
- 3rd: Scott Richardson

## Cat 3: Beetle post-'68, Standard

- 1st: Ken Davis
- 2nd: Greg Fletcher
- 3rd: Julia Partington

## Cat 4: Beetle pre-'57, Modified

- 1st: Russell Sauten
- 2nd: Alex Alvarez
- 3rd: Rose Merrett

## Cat 5: Beetle '57 - '67, Modified

- 1st: Shirley Pleydon
- 2nd: Ray Pleydon
- 3rd: Craig Torrens

## Cat 6: Beetle post-'68, Modified

- 1st: Peter Huckstep
- 2nd: Marco Games
- 3rd: Heather Pascoe

## Cat 7: T1 Kombi pre-'68, Standard

- 1st: Matt Raine
- 2nd: Greg Maros
- 3rd: Dean Letic

## Cat 8: T1 Kombi pre-'68, Modified

- 1st: Greg Porter
- 2nd: David O'Connell
- 3rd: Andrew Wood

## Cat 9: T2 Kombi, '68-'80, Standard

- 1st: Wayne Murray
- 2nd: Tony Bezzina

## Cat 10: T2 Kombi, '68-'80, Modified

- 1st: Aldo Razza
- 2nd: Gary Heywood

## Cat 11: Type 3 and Type 4, All Years, Standard

- 1st: Ray Rofe
- 2nd: Christopher Calwell

## Cat 12: Type 3 and Type 4, All Years, Modified

- 1st: Zack Ballinger
- 2nd: David Drinkwater



## Cat 13: Karmann Cabriolet, Aircooled, Standard and Modified

- 1st: Heather Pascoe

## Cat 14: Karmann Ghia, Standard

- 1st: Haydyn Muller
- 2nd: Glen Ballenden

## Cat 15: Karmann Ghia, Modified

- 1st: Chris Preen
- 2nd: Anthony Anastas

## Cat 16: VW Factory Off Road, Aircooled

- 1st: Linda Daws
- 2nd: Steven Adamietz

## Cat 17: VW-Powered Trike

- 1st: Brian Armstrong
- 2nd: Roy Batista
- 3rd: Phil Dixon

## Cat 18: Daily Driven VW, All Years

- 1st: Marco Games

## Cat 19: Aussie Covertibles and Component Cars

- 1st: Anthony Ranger

## Cat 20: Vintage VW on Historic Plates

- 1st: Ken Davis
- 2nd: Ray Rofe

## Cat 21: Best Engineered or Race car

- 1st: Allan Hobson

## Cat 22: Non-Factory Off Road, Beach Buggy, Baja Bug

- 1st: Tim Mourad
- 2nd: Sezer Solyali

## Cat 23: Rat Class, Aircooled

- 1st: Kimm Garland

## Cat 24: Golf 1, '76-'83, Standard

- 1st: Rob Cowley

## Club Veedub. Aus Liebe zum Automobil Klub.

### Cat 25: Golf 1, '76-'83, Modified

1st: Tim Bailey  
2nd: Ron Croft

### Cat 26: Golf 2, '84-'93, Standard

1st: Linda Daws

### Cat 27: Golf 2, '84-'93, Modified

1st: John Crennan  
2nd: Carl Evans

### Cat 28: Golf 3, '94-'98, Standard

1st: Paul Dziubinski  
2nd: Brian Walker

### Cat 29: Golf 3, '94-'98, Modified

1st: Aaron Hawker  
2nd: Marko Bernyk

### Cat 30: Golf 4, '99-2003, Standard

1st: Neil Fraser  
2nd: Shams Ahmed

### Cat 31: Golf 4, '99-2003, Modified

1st: Adrian Band  
2nd: George Karvondis

### Cat 32: Golf 5, post-2004, Standard

1st: Michael Vicelich  
2nd: Michael Prior

### Cat 33: Golf 5, post-2004, Modified

1st: Matt Wright  
2nd: David Billg

### Cat 34: Golf Cabrio, All Years, Standard and Modified

1st: Linda Daws  
2nd: Michael Richards

### Cat 35: New Beetle, Std & Mod

1st: John Watt  
2nd: Owen Binks  
3rd: Lane Johnson

### Cat 36: T3 Kombi, '81-'92, Standard & Modified

1st: Martin Fox  
2nd: Geoff Innes

### Cat 37: T4 & T5 Kombi, post-'92, Standard & Modified

1st: Abdul Domingo

### Cat 38: Passat, All Years, Standard & Modified

1st: Raymond Chan

### Cat 39: Audi, All Years, Standard

1st: Robbie Kershaw

### Cat 40: Audi, All Years, Modified

1st: Stuart Avery  
2nd: Sebastian Najder

### Cat 41: Polo, All Years, Standard & Modified

1st: Sean Agnew  
2nd: Josh Davey

### Cat 42: SEAT, All Years

1st: Phil Brown

### Cat 43: Volkswagen Audi Group

1st: David Wiles

### Cat 44: Best Engineered, Water Cooled

1st: Adrian Band

### Cat 45: VW Factory Off-road, watercooled

1st: Murray Lee

### People's Choice

1st: Tim Bailey

### Volkswagen Group Australia Car of the Day

1st: Allan Hobson

Congratulations to all the trophy winners!



## Nationals post-mortem.

The June club meeting will be an opportunity for a VW Nationals post-mortem. We are looking for feedback from our members on how the show can be improved for next year.

We would like **your** feedback on the event schedule; venue; food and drink; layout; trophy categories; facilities; traders; swap meet; club shop; entry and exits; kids' entertainment and rides; and any suggestions you have on how to make the 2009 Nationals even better.

Please come along and let us know!

Thursday 19th June, the Greyhound Club  
140 Rookwood Rd, Yagoona, 8pm



# Club Veedub Canberra Gundaroo Cruise Sunday 18 May.

On Sunday 18 May, the Club Veedub Canberra Chapter organised a cruise to Gundaroo, a small town just to the north of Canberra. When we left the departure point we had a total of 8 cars - 5 Beetles and 3 Kombis, with a Golf to see us off and wish us well (thanks Steve!). After some stop-starting while at petrol stations we ploughed down the highway, looking resplendant amongst the commuters. Arriving in Gundaroo, food was the next in the schedule, with a filling lunch coming from the local pub (note to self - don't eat breakfast next time I am going to Gundaroo for lunch).



After lunch it was time for our AGM, held in the local park, which went fairly well. Upon deciding we needed a group photo, the cars were moved to the town outskirts and we all posed for a chapter shot. A local member of the Kombi Club came and joined us at this point, the more the merrier we say! Back to the highway after this where we headed for home.

Thanks to Mandy for arranging this day, it went very well!

Bruce Walker





*New Members Welcome* Share the Passion Family Friendly *New Members Welcome*

# Club VeeDub

## Canberra Chapter

*All Vehicles Welcome* *Share the Passion*



# Pub Meet & Greet

*Family Friendly* *All Vehicles Welcome*

[www.canberravw.com](http://www.canberravw.com)

Sunday 20th July 2008

Meeting Point: Russell Carpark 1030, Departure 1100

All VW Clubs Welcome - Bring the family and have a great day - Non members welcome

Further details: Peter 0423129744, email [vwfreak@dodo.com.au](mailto:vwfreak@dodo.com.au)





## VW Diesel beats Toyota hybrid - or does it?

The article in the March issue on Hybrids and Blue Motion Volkswagens was interesting but is open to challenge.

Whilst CO<sub>2</sub> emissions are important they are not the only measure of a car's green credentials. There are other nasty emissions that are directly harmful to health (CO<sub>2</sub> is not one of these). These are the emissions that contribute to photochemical smog in our large cities.

The Australian Government has for a few years now published a green vehicle guide ([greenvehicleguide.gov.au](http://greenvehicleguide.gov.au)) which lists every car available in Australia in all the various combinations of engines and transmissions and body styles, over 1500 models. The guide rates all pollutants and weights them accordingly, to arrive at a star rating, 5 stars being the best. Now one may be able to argue about the weighting allotted to the various pollutants, but any guide that considers only CO<sub>2</sub> emissions as many references seems to do, is concerned more with global warming than pollution.

Cars currently awarded 5 stars in the Aussie guide are:

Fiat 500 1.2 litre petrol, manual  
Toyota Prius 1.5 litre petrol hybrid, CVT  
Fiat Punto 1.4 litre petrol, manual  
Citroen C3 1.6 litre petrol, manual

The best Volkswagen is the Polo 1.4 litre petrol, manual (4 stars), the best diesel is the Audi A3 1.9TDi manual (3.5 stars) and the best diesel Volkswagen is the Polo 1.9 TDi manual (3.5 stars). Unfortunately VW does not market their BlueMotion models in Australia at present. One would expect though that they would do rather well.

So according to the Aussie greenhouse guide, if you want to be green consider a hybrid but forget diesel. If economy is your passion, though, consider a diesel but forget hybrids. A check of the NRMA's vehicle running costs (15,000 kms per year) the Prius is the most expensive cars in its class to own and operate and diesels are only average.

For example, referring to the NRMA's guide

VW Golf 1.9 TDi, manual	\$159.35 per week
VW Golf 1.6 manual	\$167.76 per week
Prius	\$199.60 per week.

The great advantage for diesels in Europe is the low cost of the fuel, not so in Australia. However diesels have improved out of sight in recent years and are competitive with petrol models. But in my opinion petrol engines still have the edge at present.

What vehicles will we be driving in 5, 10 or 20 years time? In the short term petrol, diesel and hybrids will all be there. Later fuel cells and hydrogen

powered vehicles maybe. In the long term though, my money is on fully electric vehicles in the city.

As for the Prius. I agree that it is a bit of a con, but for different reasons.

Ken Davis

## Euro IV basis of UK tax.

The UK has far more stringent emission rules, and hence car registration and taxation requirements, than Australia does. While acknowledging that exhaust contains many pollutants, it is CO<sub>2</sub> emissions ONLY that form the basis of their car tax structure.

To tax your vehicle in the UK, you need:

- \* a completed V11 reminder or V10 'Vehicle licence application'
- \* your Registration Certificate or New Keeper supplement, if using a V10
- \* a completed V62 'Application for a Vehicle Registration Certificate V5C', if you don't have a Registration Certificate
- \* an MOT test certificate (if your car or motorcycle is over three years old)
- \* insurance that covers you against third party claims for death or injury and damage to property caused by using the vehicle
- \* the payment for vehicle tax (not needed if your vehicle is exempt from paying vehicle tax)

A tax disc must be displayed on the passenger side (kerb side) of the vehicle's windscreen. The tax disc cannot be transferred between vehicles. The Driver and Vehicle Licensing Agency (DVLA) carries out monthly computer checks, as well as roadside checks to identify those vehicles without a valid tax disc. An automatic penalty of £80, as well as a minimum fine of £1000, applies. Untaxed vehicles can be clamped, impounded or even crushed.

Cars made before 1 March 2001 (TC11) are taxed only on their engine size:

Under 1500cc:	£120 per year
1500cc and above:	£185 per year

Over recent years, European exhaust emissions standards have become known as 'Euro' standards. Euro III was the previous standard, and was phased in from 1st January 2000. A further tightening of the emissions standards, known as Euro IV, began on 1st January 2005 and has been in force for all new cars in Europe since 2007. These standards are mandatory for all vehicle sales in the European Union, not just in the UK. Australia, as yet, does not comply with Euro IV.

In line with Euro IV, all cars made after 1 March 2001 are taxed purely on their CO<sub>2</sub> emissions, measured in g/km (NOT on any other sort of pollution). The UK calls this the Vehicle Excise Duty (VED). The yearly rates for BOTH petrol and diesel cars are:

## Club Veedub. Aus Liebe zum Automobil Klub.

Band A (below 100g/km CO <sub>2</sub> )	no fee
Band B (101-120g/km CO <sub>2</sub> )	£35
Band C (121-150g/km CO <sub>2</sub> )	£120
Band D (151-165g/km CO <sub>2</sub> )	£145
Band E (166-185g/km CO <sub>2</sub> )	£170
Band F (over 185g/km CO <sub>2</sub> )	£210
Band G (over 225g/km CO <sub>2</sub> , for cars made from 2006)	£400

Hybrid cars must also comply with these tables. As reported previously, in 2008 the Volkswagen Polo BlueMotion is the ONLY new car on the UK market in the Band A (below 100g/km CO<sub>2</sub>) category. The Toyota Prius is Band B.

There are slightly different rates for 'alternative fuel' vehicles such as LPG/CNG, but the categories are the same.

The UK Government is pushing further with taxing vehicles on their CO<sub>2</sub> emissions. Road tax will be restructured to incorporate six new VED bands from 2009, which will increase the financial difference between the most and least polluting cars.

There will also be a new top VED band (band M) for cars with CO<sub>2</sub> emissions of 255g/km or more.

Further VED changes include:

- Reducing the standard rate of VED in 2009-10 for all new and existing cars that emit 150g/km of CO<sub>2</sub> or less and increasing the standard rate of VED on the most polluting cars to £425.
- From 2010-11, extending the zero rate of VED to all new cars that emit 130g/km of CO<sub>2</sub> during the first year of ownership.
- Introducing a new first-year rate of £950 for new, high CO<sub>2</sub>-emitting cars.
- Aligning the alternative fuel and standard rates of VED in 2011.

The UK Government says the majority of motorists will be no better or worse off as a result of these reforms, but vigorous debate has been ongoing.

### UK VED Rates in 2009-10:

Band A (up to 100g/km CO <sub>2</sub> )	no fee
Band B (101-110g/km CO <sub>2</sub> )	£20
Band C (111-120g/km CO <sub>2</sub> )	£30
Band D (121-130g/km CO <sub>2</sub> )	£90
Band E (131-140g/km CO <sub>2</sub> )	£110
Band F (141- 150g/km CO <sub>2</sub> )	£120
Band G (151 to 160g/km CO <sub>2</sub> )	£150
Band H (161 to 170g/km CO <sub>2</sub> )	£175
Band I (171 to 180g/km CO <sub>2</sub> )	£205
Band J (181 to 200g/km CO <sub>2</sub> )	£260
Band K (201 to 225g/km CO <sub>2</sub> )	£300
Band L (226 to 255g/km CO <sub>2</sub> )	£415
Band M (Over 255g/km CO <sub>2</sub> )	£440

### UK VED Rates in 2010-11

Band A (up to 100g/km CO <sub>2</sub> )	no fee
Band B (101-110g/km CO <sub>2</sub> )	£20
Band C (111-120g/km CO <sub>2</sub> )	£35
Band D (121-130g/km CO <sub>2</sub> )	£95
Band E (131-140g/km CO <sub>2</sub> )	£115
Band F (141- 150g/km CO <sub>2</sub> )	£125
Band G (151 to 160g/km CO <sub>2</sub> )	£155
Band H (161 to 170g/km CO <sub>2</sub> )	£180
Band I (171 to 180g/km CO <sub>2</sub> )	£210
Band J (181 to 200g/km CO <sub>2</sub> )	£270
Band K (201 to 225g/km CO <sub>2</sub> )	£310
Band L (226 to 255g/km CO <sub>2</sub> )	£430
Band M (Over 255g/km CO <sub>2</sub> )	£455

Below is the VED rates for new cars bought in 2010-11, the so-called 'showroom tax'.

### UK First-year VED Rates in 2010-11

Band A (up to 100g/km CO <sub>2</sub> )	no fee
Band B (101-110g/km CO <sub>2</sub> )	no fee
Band C (111-120g/km CO <sub>2</sub> )	no fee
Band D (121-130g/km CO <sub>2</sub> )	no fee
Band E (131-140g/km CO <sub>2</sub> )	£115
Band F (141- 150g/km CO <sub>2</sub> )	£125
Band G (151 to 160g/km CO <sub>2</sub> )	£155
Band H (161 to 170g/km CO <sub>2</sub> )	£250
Band I (171 to 180g/km CO <sub>2</sub> )	£300
Band J (181 to 200g/km CO <sub>2</sub> )	£425
Band K (201 to 225g/km CO <sub>2</sub> )	£550
Band L (226 to 255g/km CO <sub>2</sub> )	£750
Band M (Over 255g/km CO <sub>2</sub> )	£950

As Australia has now ratified the Kyoto Protocol, with its attaching targets of CO<sub>2</sub> reduction, Australia is in line to adopt Euro IV standards by 2010.

It is very likely that a similar new car tax structure, based on CO<sub>2</sub> emissions, will be introduced here in the years to come.

How this affects our classic VWs remains to be seen, but thankfully for new cars we will have Volkswagen, with its extensive Euro IV experience and highly efficient modern range, at our disposal when it happens.







## **Vee Dubs in New Zealand.**

When an opportunity to travel arises for our family, we always try to avail ourselves of it. When in foreign places, there are always things to do, places to see and enjoy.



The South Island of NZ has wonderful scenery and empty roads that beckon. Significant proportions of rental vehicle fleets over there are VWs. Caddys are being adapted for use as small campervans and they look as if they would promote feelings of being chummy, whereas the LT35 offers much more space.



If you make the right choice, you get onboard shower and toilet as well as quite generous living space with a good kitchen. We found the 2.5 litre manual diesel very thrifty, indeed under 8.5 L/100km, and whilst the fuel is 2/3 the price of unleaded, watch out for the Diesel Recovery Tax. Governments know how to get you, don't they?

Travel also has a habit of throwing surprises your way at times and was great to see the two Kombis pictured. The aficionados will recognise the particular types and their ages and the fact they were in great nick. Hopefully you will get as much enjoyment out of seeing the photos as I did in taking them.

Graeme Horsnell

## **Kimberley trip 2006.**

I read with interest the article, 'Driving around Australia - Part 1', and thought that I would offer some of my experiences for those who have not gone on a long trip in a Kombi. We did a similar trip for three and a half months in May to August 2006, traveling from Bungendore to Adelaide, Ayres Rock/Uluru, Darwin, Wyndham, Fitzroy Crossing, Derby, Broome, Perth, Adelaide, Ballarat, Dubbo, Lismore, Valla and Bungendore. A total of about 30,000 km. The only breakdown was at Winjana Gorge. We did not go down the Gibb River Road as water was still a metre or more over the road in one place. We did meet a couple of broken four wheel drive / caravan combinations at Winjana Gorge that had come down the Gibb and were now broken.

We camped out all but ten nights, and I highly recommend this to any one who wants a real adventure. We were traveling with another couple in a four wheel drive / caravan set up. Our camper, as per the photo, was a 1982 air-cooled fuel injected 2-litre, and it towed a trailer during the trip. The only modifications were a locking diff, jerry can rack, second battery and Sunraysia rims running Cooper 225X14 ATR tyres. Since returning I have raised the vehicle to the same height as a Syncro T3.

The idea of towing a trailer proved to be excellent. It meant that we could leave the bed made up, with all the bits that I stowed on the floor in previous trips now in the trailer. I was impressed with the Kombi's ability towing the trailer.

I agree that NRMA membership is essential, as we broke down at Winjana Gorge and we had to be towed to Derby. Actually the bit that broke was the EMPI contactless points I installed just before we left - to make it more reliable (!) It was a full day before they got a chance to come out from Derby, so be prepared to wait. We decided on the tow as if the mechanic could not fix it we would have to be towed anyhow. Make sure that your tools are with you. I had spare points but the feeler gauge, meter etc. was in a bag in the shed at home ready for the trip. Double check everything.

We carried the spares that Les suggested, though I use UniFilter filters which saves carrying





spare paper ones. You just wash it out in Mineral Turpentine and re-oil them. In dusty conditions you do not know how far you can go before the filter needs a clean or a new filter.

I carried two jerry cans of extra fuel on swing out racks on the back of the Kombi. Worked well. I am not a fan of carrying weight high like Les did, as I once had scare in a 4WD where I had a couple of jerry cans on the roof rack and it became a little unstable. From then on I have made it a habit of only carrying light gear up top for long distances. Heavy is OK for slow short distances in my opinion.

UHF radio was a Godsend on more than one occasion. My preference is for a 5W hand held mounted in a cradle with external antenna. This allows me to use it in the scrub when I am out and about exploring.

As we camped out most of the time I fitted a second 120Ah AGM battery before the trip. Worked really well. I carried a generator to charge the battery if we were stationary for more than 3 days. I used a 25A smart charger for the job.

The other things I carried were a full set of recovery gear (hand winch, snatch strap, tree hugging strap), portable toilet, fishing gear and odd bits of shelter etc. Cooking was done on the open fire but we did carry gas and a two burner stove just in case. Since coming home we have ditched the gas and gone for a couple of the small butane burners. They are much more portable and cheap. We also invested in aluminium air vents that fit on top of the front door windows. They are designed to keep insects and rain out. They can be left there whilst in camp and the vehicle is unattended without the worry of someone breaking in.

All in all towing a trailer with a Kombi is not a daunting experience. The many trips I have done since the Kimberley trip has proven the decision to be a good one. I know other members of the Kombi Club that also tow a trailer when camping and agree with the philosophy. I tow it now on all camping trips regardless of duration.

Happy Kombi Camping!

Ian Schafferius

## Old VW in Pakistan.

Hi Raymond, this VW Bug has been pushed out by its mechanic owners on to the road.

We are trying to rescue it, but the guys are asking US\$5000 for it and we feel they are just being smart alecks, however we wont give up yet...

Romano [romanokarim@gmail.com](mailto:romanokarim@gmail.com)





# Australian Hebmüller.

Safer Motoring, Feb 1996

Ask many VW enthusiasts what the most desirable version of the VW Beetle is, and it's a fair bet their reply will be the convertible. There's something about the combination of the Beetle's inherent charm, and the extra class and 'pose' value of the Karmann soft-top that makes the cabriolet Beetle the ultimate example of the breed.



While there's no actual shortage of the late-model Karmann Cabriolet Beetle, with many rust-free examples now being imported from the 'States, the demand for alternative examples of the soft-top concept resulted in a number of special aftermarket conversions over the years. Indeed, in the mid 'Eighties there was a glut of specialists on the market with their own individual renditions of the theme, varying from some pretty crude 'chop-tops' to some almost factory-quality conversions. One of the best of the breed was the Wizard Roadster conversion, pioneered by veteran VW customiser Chris Boyle down in Bournemouth, UK. The conversion consisted of removal of the roof, and fitting a fabric hood and restructuring the rear bodywork in fibreglass to give the Beetle a much sleeker rear end.

Interestingly enough, though, given their pedigree in the fibreglass market, the very latest offering from Wizard is actually based on a full steel bodyshell and has a style that goes right back to the earliest days of the Volkswagen.

In fact, convertible versions of the Beetle bodyshell date back as far as the car itself: one of the first two prototypes built in 1935, the V2 with Drauz-built bodywork, was a convertible; and a specially built wartime cabriolet Beetle ferried Hitler, the mad Austrian himself, at the Wolfsburg factory foundation stone-laying ceremony in 1938. There were also a couple of special Beetle-based cabriolet conversions built for the use of high-ranking British officers in the immediate post-war years.

It wasn't until after the war, though, that a Beetle cabriolet became a serious production item. Heinz Nordhoff, general manager at Wolfsburg, was keen on the idea of an open-top version of the Beetle, but decided to subcontract out the construction to specialist coachbuilders. Karmann at Osnabruck got

the order for the four-seater version that was to go on to become *the* Beetle Cabriolet, while a two-seater 'roadster' version was commissioned from Josef Hebmüller and Son of Wulfrath in the Ruhr.

To restore strength lost by the removal of the roof, the Hebmüller used a strengthened windscreen surround and heavy reinforcements along each side of the chassis, plus a crossmember across the rear seat area. At the rear, the prototype car used a front bonnet as the rear lid, giving the car an almost 'double-fronted' look, although this lid was altered for the production version and fitted with a central air duct.

Although space in the rear seat area was strictly limited, the Hebmüller had the significant visual advantage that the hood folded cleanly away when it was down, to retain the pure lines of the car. With the Karmann Cabrio, the hood only folds partially and gives the car a rather ungainly appearance, as well as restricting cooling air intake for the engine!

While the Hebmüller version was arguably more stylish than the Karmann Cabriolet, it was to be a short-lived project. It made its public debut at the Geneva Motor Show in March 1949, although production didn't commence until June to coincide with the appearance of the Karmann conversion. By the end of the month 27 cars had been built, but continuing production was disrupted in July by a serious fire in the paintshop.

Production resumed in August and reached 100 cars per month by November, but during the early part of 1950 output went downhill fast and only one car was finished in 1951, with the result that the company ended up bankrupt. Karmann at Osnabruck finished the last two remaining Hebmüller bodies in 1953 but the total Hebmüller production stood at only about 750, only a very small proportion of which survive to the present day.

Which is where the tale takes a twist, and brings us right up to date and right across to the other side of the world; to a firm called Resurrection Panels, in Bendigo, Victoria in Australia.

The company, a partnership formed by qualified engineer Chris Nihill and his wife Kay, was started in February 1987, initially as a part-time operation restoring Beetles and building custom conversions. With the Australian climate being more appropriate to open-top cars, Chris set about hand-building an all-steel replica of the Karmann-style Beetle Cabriolet.



## Club Veedub. Aus Liebe zum Automobil Klub.

With genuine Karmann Beetle Cabriolets fairly rare in Australia, Chris had to do quite a bit of research and take careful measurements off one of the few genuine cars available to him. The result was sufficiently accurate that virtually all of Chris's reproduction panels are interchangeable with those of the genuine Cabriolet, a fact which really paid off some time later when Chris was commissioned to complete the restoration of a genuine Cabriolet.

All the time he was working on the Karmann Cabriolet replica, though, Chris had been thinking about the challenge of replicating the rare Hebmüller version. Rare enough worldwide, there were reputed to be only two examples in the whole of Australia and when Chris started to track these down he soon found that one of those had recently been sold to a collector in the States.

The only remaining one, Hebmüller No. 8 in fact, was discovered to be in the hands of a collector in Sydney but when Chris phoned to arrange a visit, he found that the owner was just about to depart on a lengthy stay abroad. The only way Chris could inspect the car, in the presence of the owner, was if he made a lengthy 13-hour overnight drive that very evening, so that he could be in Sydney at 10 am the next morning to photograph and sketch every detail of the car for reference purposes.

The journey certainly paid off, and Chris soon set to work on a prototype Hebmüller replica shell, making constant reference to his copious notes and photos. As a result, the Resurrection Hebmüller is faithful to the original in almost every respect. Many of the features, like the strengthening braces, are similar, but not identical, to those of the Karmann Cabriolet, and Chris has been at pains to replicate the Hebmüller style. The only deviation is that Chris has used a heavier gauge metal for the replica panels.



The first Resurrection Panels Hebmüller replica arrived at Wizard's showroom in Slough in October last year, and at the first available opportunity we called in to take a look. Inevitably there was plenty of interest in the car, and it was no real surprise to find several prominent members of the Cabriolet Owners' Club engaged in close inspection of the car!

It wouldn't be unfair to say that the demo model represents the conversion at a fairly basic level. There's no extravagant finishing or rare and expensive period accessories to detract attention away from the basic quality of the metalwork, and we'd applaud any company who can take such an honest 'what you see is what you get' approach to their products. Far too often, demo models are fully-loaded, top-quality, big-buck, ultra-perfection examples that really bear little relation to the product the purchaser of a basic kit will be getting.



Based on a mid-'60s Australian Beetle bodyshell, the Wizard Hebmüller is perhaps not 'authentic' enough to fool a concours judge (although how many concours judges can honestly claim to be intimately familiar with a real example?), but it nevertheless captures the style and feel of the vintage coachbuilt car, and owners are always free to fine-tune the car to full correct period spec with the appropriate panels, trim and accessories. Exact prices are reserved until firm shipping and duty costs have been ascertained.

The Wizard Hebmüller will be available as a complete bodyshell kit, including all the necessary parts, ready to fit to a Beetle chassis, for £4,995, or as a fully finished bodyshell plus hood for £7,995. A complete 'turn-key' car will be available at prices from £11,995 for those who want to just drive away. Prices quoted do not include VAT.

Given that the few remaining genuine Hebmüllers have been reported to command prices in the region of £30,000, and even if you could afford one, you'd be unlikely to be able to find one (!), the Wizard replica could well represent a viable and practical alternative to the Karmann Cabriolet or, heaven forbid, the chop-top 'sunbug'.

At the time of writing, Resurrection Panels are busy at work finishing the demo model of the early Karmann Cabriolet replica that will follow, and they're also able to supply a wide range of genuine rust-free vintage panels for restoration purposes.

*Note: This article was originally published in 1996. Today, Resurrection Panels are no longer listed in the White Pages. However, C & K Nihill are still listed, located in Runnymede, Victoria. They can be contacted on (03) 5432 6368. It is not known if they are still in the custom VW business.*



# Beetlemania!

People magazine, April 1980

Production may have ceased in Australia but the numbers of 'Love Bug' enthusiasts are on the increase, doing things to that basic mode of transportation that would be enough to make Corporal Hitler roll over in his bunker.

Roger Hanssen is the publicity officer for the New South Wales Volkswagen Club, formed in 1955.



NSW VW Club members don't really go in for all that spit and polish stuff. Let's face it; the VW is not what you would call an outstanding looker. It was built for work, work and more work. At club outings it does exactly that.

"There's no Concourse d'Elegance round here," explains Roger. "Just dash . . ."



Raising his voice above the well-tuned 'specials' screaming around the club's Gymkhana track on private property at Box Hill, west of Sydney, he continued, "They really get 'bashed' about a bit. Reliability? No worries. A few diabolical things happen, but when you consider the amount of work they do, they stand up pretty well.



"The motors especially, are very reliable and if anything are overbuilt and under-stressed.

"Anything that is modified in the club we call 'specials', a term for anything that is unregistered and chopped about a bit."

Almost all the members with 'chopped' models termed Baja Bugs remove the main fuel tank and replace it with one holding a couple of litres.

"If we happen to come to grip with an immovable object," smiles club member Brian Hesford, "the fire only lasts about fifteen seconds...we hope."

Brian says that the members enjoy a lot of fun for the smallest possible outlay. A couple of hundred dollars will buy a second-hand machine for club events.

Jim Christopherson and Peter Turner are partners in a Baja. "All we have done," explains Jim, "is to take out all the interior trim, take the nose off to the front axle line, remove the bonnet and rear body work and add stiffer shocks, add wider wheels and a slightly bigger motor."

The NSW Volkswagen club members' modifications are geared for fresh air driving.

Just how long they will be around is anyone's guess, but if the old advertising slogan still holds, they could be here for some time: "We can't tell you now long your Volkswagen will last, as the first ones made haven't worn out yet."



*Note: The Volkswagen Club of NSW was merged with Club Veedub Sydney in March 2008. All their remaining members have now joined Club Veedub Sydney, and we welcome them along.*

*Club Veedub Sydney will allow VW motorsport in future, but we do not support cutting up and bashing old VWs in this fashion today. We believe that classic VWs should be restored and preserved.*



## VW Polo GTI.

“Maaate, what’s the new Golf GTI like?”

This question resonated often during the week, usually followed by “looks good, how does she go?”

My answer?

“The new Polo GTI is fantastic maaaate, goes like the clappers.”

Volkswagen’s toey new tiddler looks a lot like the Golf GTI and shares that car’s sporty intent though it’s not as powerful or quick nor anywhere near the price.

But it’s just as much fun to drive.



At a mere \$26,990, Polo GTI is a performance car bargain, offering 110kW of turbo boosted power and strong torque to make driving easy.

How does VW do it for the money?

Bringing the Polo GTI out of Spain could save a few bob but the Euro is used across Europe so we can’t really figure it out.

It doesn’t matter because this little three door hatch offers enthusiastic drivers arguably more bang for their buck than anything else on the market.

And far from being a bare bones blaster, the Polo GTI has just about everything you need. Standard equipment includes six air bags, ABS, ESP and even a low tyre pressure warning system.



That’s on top of air conditioning, CD audio, power assisted everything and 16in alloy wheels.

The 1.8-litre, 20-valve DOHC engine has been



around for yonks in various Golfs and Audis and is infact the same engine used in the previous Golf GTI. In that heavier car it was underwhelming. In the smaller Polo it is a beauty.

While 110 kW might not sound like a lot of poke (compared with the bigger Golf GTI’s 147 kW), it is the most powerful Polo available. The normal 1.6-litre Polo is 77 kW. For the Polo GTI, however, it’s the torque that rules the day.

With 220 Nm available at 1950 rpm, the GTI pays attention to even the smallest movement of your right foot. The flexible engine makes driving a pleasure.



It’s easy to just loaf along in too high a gear and simply push the accelerator.

This helps optimise fuel economy as well as improving driving feel. The gearbox is a five speeder offering a good spread of ratios but no auto is available.

Interior styling is up to a typical high standard and the GTI offers room for four adults and their luggage.

We reckon the only downside to this terrific little car will be availability. Demand will almost certainly outstrip supply for the VW rocket-powered roller skate.

### Volkswagen Polo GTI Turbo 3-door

1.8 litre, 110 kW/220 Nm

5-speed manual

Pricing from \$A26,990



## The Transporter Code.

Students at Germany's Witzbold University in Hanover have accidentally discovered Volkswagen's secret naming code for their popular series of Transporter commercial vehicles, until now unknown outside the VW company.

Franz Trinker and Klaus Rülpsen were working on an undergraduate thesis on modern German architecture when they made their unexpected discovery. Their amazing story began when they uncovered a startling photo of an early Volkswagen T4 Transporter prototype from 1989.

Volkswagen's series of Transporter vehicles began in 1950 when the first generation of Panel vans, Kombis, Microbuses and Pickups went on sale in Germany, vehicles now known as the 'T1' Transporter. The 'T2' went on sale in 1968, followed by the 'T3' in 1980, the 'T4' in 1991 and the current 'T5' in 2004. Over 10 million VW Transporters, of all types, have been sold since 1950.



The average person has assumed that 'T', in this case, has always stood for 'Type'. The T1 Kombi, for example, was based on Type 1 Beetle mechanicals. The T2 has always been called the Type 2. The T3 Kombi had a flatter engine with the fan at the end of the crankshaft, just like the Type 3 range of vehicles. The T4 was relatively unpopular and often had a funny smell, just like the Type 4.

However, true VW enthusiasts know that this was all just a coincidence. 'T' does NOT stand for 'Type'. The T1 Transporter is actually a 'Type 2'. The T2 is also a 'Type 2', while the T3 is a 'Type 25'. Modern VIN codes show the T4 is a 'Type 70' and the T5 is a 'Type 7H'. There isn't any connection between 'T' and 'Type', and there never has been.

Consequently, it was then thought that 'T' simply stood for 'Transporter' with the number representing the generation of vehicle – T3 being the third generation of VW Transporter, for example. This is a very cosy arrangement and probably what Volkswagen wants us to believe. However, it does not stand up to scrutiny. When you refer to the 'T5 Transporter', you are saying 'Transporter 5 Transporter' – which does not make sense. Students Trinker and Rülpsen have since shown that it is indeed not correct, and the real explanation is more remarkable.

Trinker and Rülpsen discovered that 'T', in reference to T1-T5 Volkswagen Transporters, actually stands for **Tischlern**, a German word meaning 'to do carpentry'.

This becomes obvious once the evidence is examined. Firstly, the T1 Transporter was often given the colloquial name 'Split', or 'Splitty'. While most people might think this refers to the vehicle's divided windscreen, this does not follow when you consider that pre-1953 Beetles are also called 'Splits' or 'Splitties', and their windscreens are in one piece. No, 'Split' was obviously a reference to a characteristic of timber that has been worked without proper seasoning, or divided into several pieces. 1950 T1 Kombis were released onto the post-war market without proper seasoning, and they were divided into several models. Carpenters also know that timber will split if it is nailed too close to an edge or corner. Occupants of T1 Kombis sit too close to the edge or corner of the vehicle. It was also noted that the German word for 'Split' is Trennung, which is also a town in Bavaria that has manufactured quality spokeshaves since 1793.

Trinker and Rülpsen next considered the T2 Transporter, which is commonly called the 'Bay Window' in English-speaking countries. Bay windows project outwards from the main walls of buildings and form an additional space in a room, usually polygonal in plan. They consist of three windows, usually double-hung, at 30-degree or 45-degree angles. Bay windows are often associated with Victorian architecture, and they first achieved widespread popularity in the 1870s. The windows are commonly used to provide the illusion of a larger room. They are used to increase the flow of natural light into a building, as well as provide views of the outside that would be unavailable with an ordinary window. It is perhaps for these reasons that bay windows have become an architectural staple in San Francisco, a city of limited space.



Of course, the VW T2 has no such windows in reality; all windows are completely flat except for the windscreen, which is a one-piece compound curve, nothing like a 'bay window' at all. It's really more like a picture window, which has a large fixed sash in the centre, or a bow window with a uniform curve.

## Club Veedub. Aus Liebe zum Automobil Klub.



No, the VW T2 is called the 'bay window' simply because of the carpentry skill required to make one with hand tools. It is also no surprise that bay window architecture is very popular for traditional homes in San Francisco, a city where VW T2 Transporters were also very popular. Bay windows with awnings commonly use butt hinges, and the additional connection with the VW bus-driving gay movement in San Francisco is obvious.

In Germany the T2 Transporter is called the 'Bully', which comes from the French word 'bouilli', meaning 'to boil', as in boiled or 'bully' beef. Carpenters know that timber must be boiled and steamed before it can be formed into curves, usually with the help of a steam box shaped exactly like the T2.

The T3 Transporter was nicknamed the 'wedge', which obviously refers to a piece of wood which tapers to a sharp edge and is driven between two objects, or parts of an object, to either secure or separate them. Carpenters know that the wedge's mechanical advantage is the length of the sloping side divided by the thick edge of the wedge:  $MA = S/T$ . The more acute the angle, the more mechanical advantage the wedge will have.

In addition, the T3 Transporter's nose has a wide horizontal black grille with round headlights and centre VW badge, just like a Mk1 VW Golf. It is no coincidence that a very common golf club is the wedge.

In the USA the T3 Kombi was called the 'Vanagon', which is a meaningless word in English. In the native American Indian language of Onondaga, however, 'Va-na?-gøn' means to 'cut a wedge from burned wood'. This language was used by the Iroquois of central New York state and New Jersey, exactly where Volkswagen of America's headquarters was established in the 1960s. The carpentry skill of the American Indians in making teepees is well known.

It was the discovery of the T4 Transporter prototype photograph in the Witzbold University archives that first led to these discoveries. The front-engined T4 is known in Germany by the nickname 'Giebel', which most people thought meant something to do with the triangular nose profile. However 'Giebel' also means 'gable', a type of roofing design shaped like an inverted V with flat, triangular end walls between

the edges of the sloping roof. Transverse rafters and a longitudinal ridgeboard support the gable roof, with gable studs above the wall top plates framing the gable ends. The students discovered a secret photograph of the T4 prototype, based on a T2 (to confuse spy photographers), clearly showing the gable roof on which the T4 design was based. Volkswagen destroyed the prototype after the T4 was introduced. The production T4 did not have a gable roof (although camper versions were available that did), but the secret name stuck.



The T4 debuted in 1991 and was known as the 'Multivan' in some markets. The students discovered that the word 'Multivan' is an anagram of 'TV Alumni', which means 'TV star'. It is no coincidence that 1991 was also the year that the TV show 'Home Improvement' began on US TV, starring Tim Allen as Tim 'the Tool Man' Taylor, a classic show about carpentry and Binford tools. Did you know that the closest German word to 'Binford' is 'Bindung', meaning to join or glue? And we know that Ford = Dung.

The current Transporter is the T5, which debuted in 2004. The students noted that the vehicle was designed immediately following the events of September 11, 2001, where one of the buildings attacked was the Pentagon in Washington DC. The World Trade Centre in New York was destroyed, but carpenters were able to repair the Pentagon. The Pentagon has five sides (hence its name), and the T5 is the fifth generation of VW Transporter. Coincidence?

The students also noted that the T5 is not sold in the USA as a mark of respect, but in Canada it is called the 'Eurovan'. This is an anagram of 'Nov Urea', which is a Latin expression which means 'November Urine'. The T5 went on sale in November 2004, and it pissed all over the competition.



Höx Fibber



# Club Veedub crossword.

Since some club members have told us that our monthly VW crossword puzzle is just too hard or obscure, we are changing it from this month.

Instead of needing lots of VW knowledge (which might be discouraging for new members), from now on you only need to carefully read each issue of Zeitschrift.

All the questions, and answers, come from things written somewhere in this month's magazine.

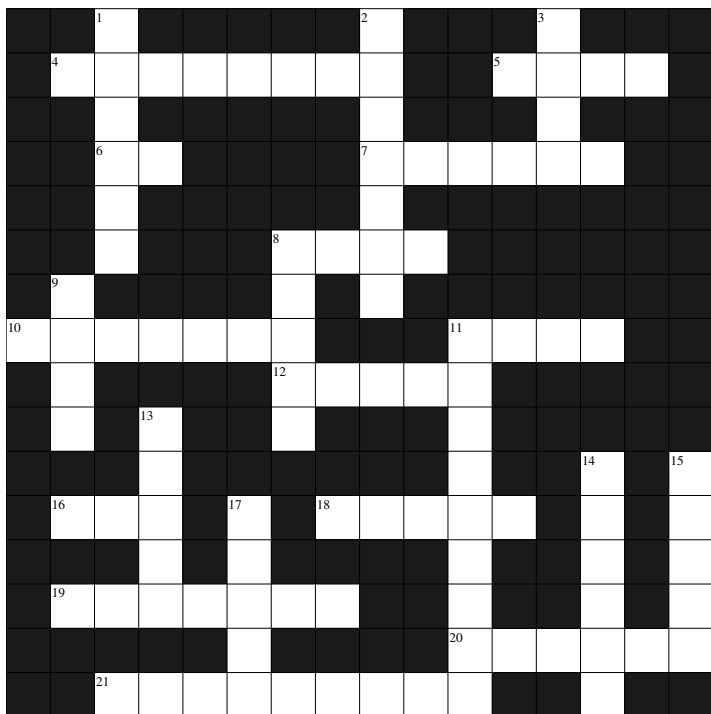
Good luck!

## Across:

4. The Iroc concept car turned into this 3rd generation production model
5. We are having Christmas in this month
6. The new rear-engined VW small car concept
7. Stan has been a VW Nationals sponsor for 21 years
8. The Who's lead guitarist is ...? Townsend
10. The new owner of the Volkswagen company
11. What we have with chips when we go on a cruise
12. Shanghai Volkswagen is located in this country
16. The German tuners who make a 277 kW supercharged Golf R32
18. If Beetles can do it, they can do it too
19. Roger is the lead singer of The Who
20. A new Chinese-made Volkswagen sedan
21. The licenced club where we hold our monthly meetings

## Down:

1. Makers of neat 1/18th scale T2 Kombi models
2. The scene for the Pit Stop Cruise on 4th May
3. 'Up' could be the code-word for this VW model
8. Ferdinand ...? oversaw the takeover of Volkswagen by Porsche
9. This BlueMotion VW model emits less CO2 than the



- Toyota Prius
11. The suburb where the VW Nationals can be seen
  13. Kombi campers were advertised as ...? Volkswagens
  14. A Swedish truck maker now owned by VW
  15. The most popular VW in the USA market today
  17. Where the Blast From The Past was held

# Last month's crossword.

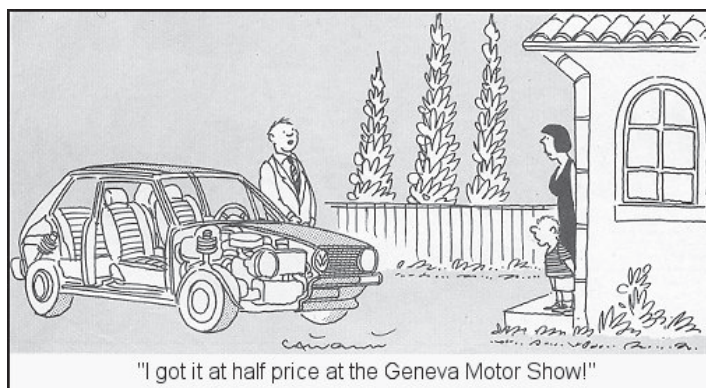


# Overdue library books.

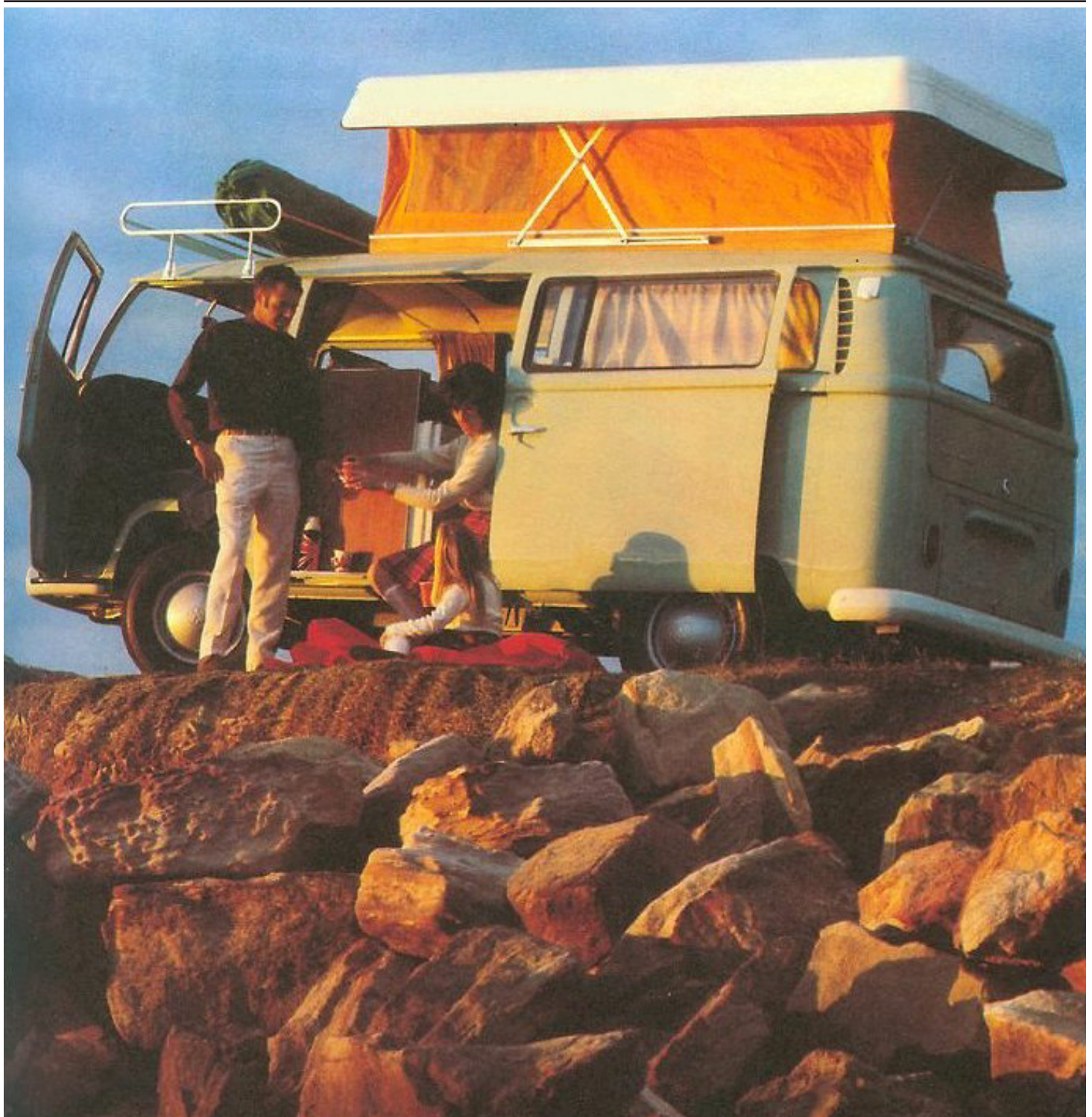
Would the following members please return their overdue Club library books to the Librarian, Simon Matthews, at the June monthly meeting:

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

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







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Next time you're thinking about getting away from it all, think about our 60 mph Motel.

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ordinary motel. Like an engine in the rear that can't boil or freeze and will get 27 mpg while it's getting you off the beaten track.

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Our home-away-from-home comes in many styles depending on how rough you want to rough it.

Before you make a decision about moving in, come to your nearest Volkswagen Dealer and he'll arrange for you to have a test drive.

Or a test nap.



Volkswagen Australia Pty. Ltd.  
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VWN483

THE SUN-HERALD, DEC 6, 1970

132



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