

Zeitschrift



VW Scirocco GT24 finishes 1-2 at Nürburgring.

July 2008

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**More new VW models
Nürburgring and Le Mans
Driving Round Australia #3
1953 Redex Trial**

**The Toy Departent
Rally of Canberra 2008
Fish n Chips Run
plus lots more...**



Club Veedub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Now affiliated with CAMS.



Club Veedub Sydney Committee 2007-08.

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VW Motorsport Committee:	Herb Gutmann Rudy Frank	(02) 9428 4099 (02) 9639 1002

General Committee:

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

Canberra Committee.

Chairman:	Mark Palmer	0416 033 581
Vice Chair:	Peter Bone	0423 129 744
Secretary:	Bruce Walker	0400 119 220
Registrar:	Ian Schafferius	0434 717 093
Asst Registrar:	Ian Bugden	
Webmaster:	Martin Budden	0432 939 283
Events Members:	Martin Budden, Mandy Conway, Tim Popham	

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

Club Veedub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month** from 7:30 pm. All our members, and visitors, are most welcome.

Correspondence.

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

Our magazine.

Zeitschrift is published monthly by Club Veedub Sydney Inc. 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 monthly meeting (bring your own USB stick)

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
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Canberra VW Centre	TCCA Motorsport
Classic Vee Dub	Unicap Pty Ltd
Cupid Wedding Cars	Vollkomen Art
Defender Safety	Volkshaven
Mobile Model Cars	

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)

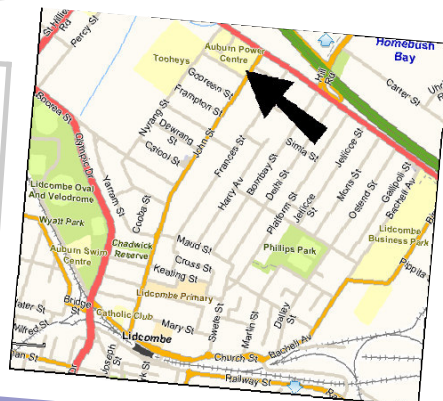
Best six bowlers' total score wins the Club Trophy!

Come along and play for your VW club!

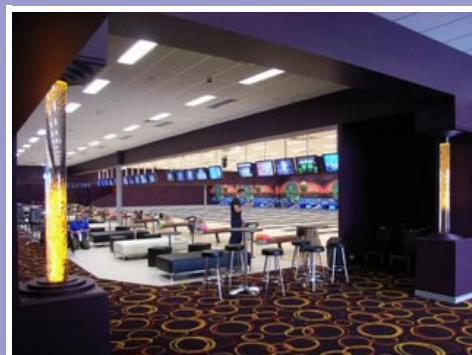


Saturday 19 July from 6:00 pm.

**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

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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.

NSW Classic Grand Tour 2008

What is it? A combined inter-club run for classic cars and motorcycles 1977 or earlier. Hosted by the Grafton Vintage Motor Vehicle Club & assisted by supporting Historic Motoring Clubs of north east NSW. 16 clubs in all are working together to make this event a reality.

When? September 6th – 20th 2008.

Where? Commence at Yamba, Northern NSW. Progress clockwise & tour a route to Raymond Terrace then up the tableland to Lismore, back to Yamba. Stopping 1 or 2 nights at various towns along the way. Take in the tourist sights as well.

Why? To have camaraderie amongst like-minded enthusiasts, and to enjoy our heritage vehicles. Also a charity bash for the Westpac Lifesaver Rescue Helicopter Service.

How Much? Entry fee per entrant \$300.00 (vehicle & driver). Deposit \$30 with expression of interest will secure your entry position.

For details contact Edith on (02) 6642 4569 or

email: edithusser@westnet.com.au



It's on again!

Boris' VW Picnic Day & Swap Meet 2008

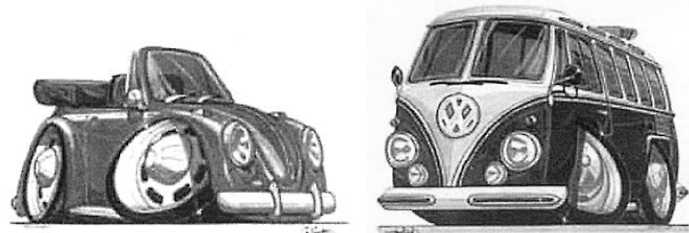
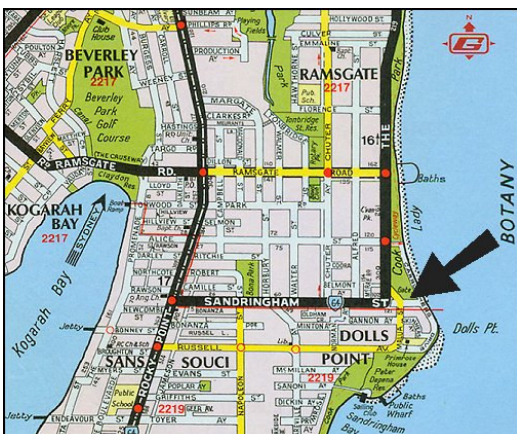
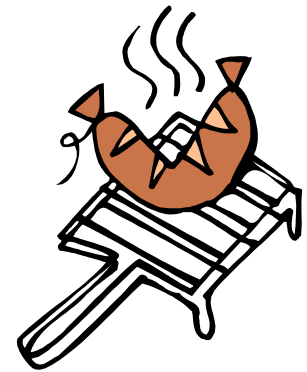
***** SAME GREAT VENUE THIS YEAR *****

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



Canberra VW Weekend

27 - 28 September 2008

Cruise the capital in your VeeDub !

**Saturday
27 September**

- Afternoon VW cruise through Canberra
- BBQ (follows cruise)

**Sunday
28 September**

- 'German Autofest' Show and Shine
- Rond Terraces, C'wealth Park, Canberra
- Trophies to be awarded

- Details on Canberra website closer to the event -
www.canberravw.com

**Club VeeDub
Sydney Inc.**

The legend never dies

Canberra Chapter



Von dem Herrn (vize) Präsident.

A Vice President's Report on behalf of the President (who is currently in residence at the Summer Palace)

Hi All,

Apparently Dave is off again, and I have been asked to fill his boots and write a short report. I am on holidays myself and am writing this from the Gold Coast, sitting on the balcony of the apartment owned by the Greyhound Club, drinking a cold beer and watching some migrating whales pass by.

Anyway, turning to Club stuff, please note that the July meeting is our Annual General Meeting. All committee positions will be declared vacant and we will elect new club officers for 2008/2009. We will also, for the first time, be electing officials for the Club Motorsport Committee as part of these elections.

This is a great opportunity for members to become more involved in the running of the club and to bring new ideas to the table. This ensures that we will have an ever growing and vibrant club.

Please remember that being on the committee is not dependant upon what type of VW you drive. Club Veedub is for ALL VW drivers, not just air or water-cooled cars. Some of us drive both! You simply need to be a current financial member. Everyone is most welcome to put their name forward (or to nominate someone who you believe may have interest).

Whilst the Committee does deal with the business of running the Club, we try to ensure that this is done without undue fuss and in a way that we can have some fun. I recommend to you all to consider standing for a position.

Lastly, even if you don't wish to stand for one of the positions that is in the 'limelight', we need a good mix of general committee members that can be relied on to assist us in keeping the Club moving forward, everyone's contribution is greatly appreciated.

As one Japanese car manufacturer is known to say - Please Consider.



Bill for David

Kanberra Kapitelreport.

It's still cold here in Canberra, but that doesn't stop us from VW activities - coming up we have our Pub Meet and Greet on 20 July (see the flyer for details), which should be a great day (we need numbers please for booking purposes, please contact us). Don't forget the club AGM in Sydney on 17 July, details will be in the magazine.

On 31 August we will be holding our annual Hot Chocolate Run, mark this in the calendar, as well as our Camping Trip on 13/14 September. Of course, our main event for the year is German Autofest on 28 September, we'd love to see you there!

With a new larger committee we are hoping to increase our membership and event attendance, especially with the more modern VWs, and look forward to hearing from anyone with ideas on this. We've bought a few items recently to assist with our displays and look forward to making good appearances at upcoming events.

Our meetings are listed in the calendar, last Monday of the month in Civic, and any interested Dubbers can come along - the more the merrier! Also, the club is for all VWs - water and air cooled - everyone is welcome. We want to get some more water dubs coming to events, so give us your feedback.

Please don't forget - this is your club, we need your input to let us know what you would like to do. We have a lot of local members yet attendance at the events is sometimes lacking. We have new Canberra Chapter T shirts on sale, show everyone who you belong to! Also Canberra stickers for your car, we'd love to see everyone with these.



Mark and Bruce

Klub Kalender. July.

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-nominated 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. See the ad on page 3.

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 for more info.

Club Veedub Sydney. Das Auto Klub.

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 4.

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 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 5.

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. See page 6.

Monday 8th:- VAG Motorsport Round 6 at Oran Park. See 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 7.

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. See ad on page 8.

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.

November.

Sunday 2nd:- Flat Four All VW Shootout at the Michael Wendon Centre, 62 Cabramatta Avenue, Miller. The premier one-day indoor VW event in Sydney. Car show, traders, swappers. There will be trophies and also prize money for some categories. For more information, contact Murray Flemming on (02) 9618 2205.

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

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

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

Monday 24th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Marktplatz.

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

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

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

New Ads.

For Sale:- 1975 VW Kombi Microbus flipper blue, with white roof, very clean, reliable daily driver, great CD stereo sound system, 1800 cc original reconditioned engine, new battery, new roof lining, spare tyre mounted on bull bar, Air-conditioned, underdash parcel tray, original interior, seats 8 with belts and 4 months registration, must see to appreciate. Asking \$8400.00 negotiable, Call Phil on 02 43 41 2525 or 0434 880 036, vehicle located on the central coast.

For Sale:- 1977 VW Golf, 4-cylinder engine, 118,971km. Mechanically in good condition, body has a little bit of rust, ideal for restoration. Currently has Victorian registration until October, will remove once driven to new home. \$1500 neg. Phone Stephanie on 0416 325 818.

For Sale:- 1973 Type 3 Squareback wagon. Completely rebuilt inside and out. Engine is 2-litre, twin Weber carbs. Painted BMW silver, completely unmarked. Moon disk wheels, good tyres. Car is currently out of rego but would easily pass inspection.

Only 50 km driven since rebuild. Phone Bob on (02) 9796 2335. Car is in Yagoona.

For Sale: 1970 Beetle. Original condition. Reg April. Manual and in good condition. Full service history with original purchase documents. No work needed. \$4,500 ONO. Please contact Mick on 0414606549.

For Sale:- Complete Neuspeed cold air intake and carbon fibre engine cover to suit 2006 Golf GTI. Paid \$900.00. Will sell for \$700.00. Phone Tom on (02) 65731426.

For Sale:- Volkswagen T5 Transporter Van as new, must sell, owner going overseas. 1.9 litre TDI Diesel 2006. Black metallic paint. CD player, First registered 05/07 registered till 05/09. **BBV 57G** Low kms 19000 dealer warranty, VW roadside assist. \$31,000.00 ono. Phone Bill Day 9545 2594 / 0418 688 339.

For Sale:- 1975 Single-cab Kombi pickup, 1600cc twin-port, manual, white, glass sunroof and original drop sides. Comes with FREE rust, which would be suitable as a restoration project for those who like to cut and weld, or as an organ donor to keep your other loved one(s) going. Reasonable offers considered. email Raymond at sales@clubvw.org.au or call 0408 207 228 for more information and/or pictures.

For Sale:- 1973 VW Type 3 Fastback. Blue, nice set of Porsche mags, the motor's a heart of gold, hasn't been on the road for 6 months but is still registered. It needs a new battery to get started, asking \$800. Contact John 96090293, work hours 96366798, at home.



Club Shop Monthly Special



Marl Grey
Sloppy Joe
\$10 Members
\$15 Non Members



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket \$10 Jacquard Club polo Shirt without Pocket
\$15 Set of 4 colour Nats coasters in a sleeve \$10 "Legend" cap or Children's T-Shirt

All club merchandise is available to club members at a discounted price.

Email your enquiries or orders to Raymond at sales@clubvw.org.au and you can pay securely online with your credit card, or direct deposit into the clubs account.

For Sale:- VW Bora 2000, 2.3-litre V5. Rego til December, only 103,000 km, electric sunroof, mirrors, leather interior. Airbags, cruise control, central locking, tint, alloys, 6-stack, log books. \$10,900. Phone (02) 9924 3269.

For Sale:- 1976 Mk1 Golf hatchback, 1600cc 4-speed manual, CD player, travelled only 61,000km in 32 years, log books, service receipts etc. Cream with brown interior, GT grille, wheel arches, rear spoiler, some spares included, very original and nice car asking \$7500.00 contact Ed on 026336 1468 or 0418692518 car located in Oberon.

For Sale:- 1993 Golf Cabrio, 1800cc fuel injected, 5-speed manual, air conditioned, removable stereo, electric top, heated rear window, travelled a genuine 62,000 km, log books, 2nd owner car. Silver with a grey top, grey interior, excellent condition asking \$8,500.00 contact Ed on 026336 1468 or 0418692518 car located in Oberon.

2nd Month Ads.

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.

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

Continued on page 15

Trades and services directory.

Trades and services directory.



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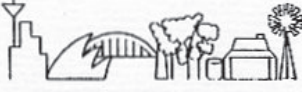
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Club Veedub Sydney Membership / Subscription Form.



New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Occupation:

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

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

Trades and services directory.

Trades and services directory.



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Please tell us about your Volkswagen(s):

Year	Type	Model	Engine Size	Rego No.	Colour

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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.

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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. \$2995 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.

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.

Golf Edition and Pacific.

Volkswagen Group Australia has introduced two special new models of the outstandingly successful Golf, named the 'Edition' and 'Pacific', to join the Australian range.



The new Golf Edition has Bristol 15 inch alloy wheels and body coloured enhancements, giving the exterior a new appeal. The interior features matt chrome decorative inserts, multifunction steering wheel and anthracite/grey cloth trim upholstery. The Electronic Stabilisation Programme (ESP), Anti-lock Braking System (ABS), with Electronic Brake pressure Distribution (EBD), Brake Assist and 6 airbags give control in any driving situation.

The new Golf Pacific includes all the features of the Edition and more. It combines luxurious style with the confidence of authentic on-road safety. You'll instantly recognise the Golf Pacific as a charismatic car that's ready for action. With anthracite sports cloth upholstery, cruise control and rain sensing wipers, it makes driving the Pacific a breeze. Body coloured exterior styling, front fog lights and Mugello 16 inch alloy wheels, along with the characteristic 'Pacific' tailgate badge, all highlight this car's stylish pedigree.

Both Golfs set high standards for passenger protection. They are equipped with front, side, and curtain airbags, safety optimised head restraints, three-point seat belts with tensioners, as well as pedals that retract in the event of a crash. In the rear, three head restraints and three-point seat belts protect the occupants. The crash behaviour of the body structure achieves the highest score of five stars in the Euro-NCAP test.

The Golf 1.6 Edition comes with the superbly engineered 1.6 litre petrol engine with 75 kW of power and 148 Nm of torque. Transmission options are a 5-speed manual transmission or a 6-speed automatic transmission with Tiptronic.

The Golf 1.9 TDI Edition provides impressive torque, compelling performance, greater fuel efficiency and a smaller environmental footprint with Volkswagen's 1.9 litre turbo diesel injected (TDI)

Edition. The cleaner-burning 77 kW TDI engine offers you exceptional fuel economy of just 5.5L/100km* in the 6-speed manual, making trips of 1,000 kms possible on a single tank.

The Golf 2.0 FSI Pacific has Volkswagen's innovative direct petrol injection technology, injecting fuel into the cylinders in acutely precise amounts, to reduce petrol consumption while increasing performance. The 2.0 FSI engine produces 110 kW of power at 6,000 rpm and 200 Nm of torque at 3,500 rpm. You can combine it with the 6-speed manual transmission or the automatic 6-speed Tiptronic transmission with Dynamic Selection Programme (DSP).

The Golf 2.0 TDI Pacific engine combines Volkswagen's acclaimed Pumpe-Düse design with multi-valve technology, to deliver a torque that will compete with many V6 petrol engines. You'll enjoy 103 kW of power at 4,000 rpm and an enormous 320 Nm of torque from as low as 1,750 rpm.



Standard features on the both the Golf Edition and Pacific include Anti-lock Braking System (ABS), Brake Assist, Electronic Stabilisation Programme (ESP), Front, side and curtain airbags, Semi-automatic air conditioning, 'Edition' anthracite and grey cloth trim, Bristol 15" alloy wheels, Radio/CD player with MP3 compatibility and 8 speakers, Electric windows, Electrically heated and adjustable door mirrors, Multi-function trip computer, Multi-function leather steering wheel, Leather gear shift knob and handbrake lever with grey stitching, Height and lumbar adjustment for front seats, Remote central locking, Body coloured bumper inserts, door mirrors/handles and body side strips, Front centre armrest, and Matt chrome decorative inserts in dashboard and doors.

In addition, the Golf Pacific has Mugello 16" alloy wheels, Dual zone climate control air conditioning, Front sports seats with height and lumbar adjustment, Anthracite sports cloth upholstery, Multi-function trip computer 'Plus' (large format), Front fog lights, Rain sensing windscreen wipers, Automatically dimming rear-view mirror, Automatic headlights with coming/leaving home function, Titanium decorative inserts in dashboard and doors, Cruise control, Illuminated vanity mirrors, Rear seat centre armrest with load through provision, and 'Pacific' badge on tailgate.

Optional extras for both the Golf Edition and Pacific include Electric glass sunroof; Front fog lights (Edition); Leather upholstery (Pacific); Metallic/Pearl Effect paint; Parking distance sensors, rear; Satellite navigation system RNS510, and 6 disc CD changer (only in conjunction with RNS510)

Recommended Retail Pricing:

Golf 1.6 Edition 5 speed manual	\$25,490
Golf 1.6 Edition 6 speed Tiptronic	\$27,790
Golf 1.9 TDI Edition 6 speed manual	\$27,990
Golf 1.9 TDI Edition 6 speed DSG	\$30,290
Golf 2.0 FSI Pacific 6 speed manual	\$29,990
Golf 2.0 FSI Pacific 6 speed Tiptronic	\$32,290
Golf 2.0 TDI Pacific 6 speed manual	\$32,490
Golf 2.0 TDI Pacific 6 speed DSG	\$34,790

Caddy Maxi Van released.

Following on from the success of the Caddy Van, Volkswagen Commercial Vehicles Australia is now offering a new class of vehicle - the Caddy Maxi Van.

Incorporating all of the impressive features of the short wheelbase Caddy Van, the Caddy Maxi Van gains an impressive 470 mm of additional length, stretching from 4.41 to 4.88 metres in total. Cargo volume has increased from 3.2 m³ to 4.2 m³, a substantial 31% increase.

This increased load capacity, an 810 kg payload, up to 1,500 kg trailer load and load area up to 2,250 millimetres long, depending on the interior configuration, are all record figures for this market segment.



The Caddy Maxi Van was designed for all tradespeople, courier services and businesses who need a very high load capacity in a compact van. It is longer than its smaller 'brother' thanks to a wheelbase extended by 320 mm, and a 150 mm extended rear overhang. The maximum roof load is 100 kg.

A major factor in the great success of the Caddy Van is its functional and comfortable design. The new Maxi Van's high quality seats and cockpit area are identical. The driver and front passenger are still able to enjoy outstanding comfort and generous space.



Among the standard equipment are dual sliding doors, driver and front passenger airbags, Semi automatic 'Climatic' air conditioning, height adjustable driver and front passenger seats, and heat reflective glass. The steering wheel can also be adjusted in height and rake as standard. Cruise control is standard on all TDI models.

In addition, the Caddy Maxi Van impresses with a cleverly designed storage concept. A large roof gallery above the windscreen offers additional room for storage. More compartments and cup holders can be found in the centre console and in the door trim panels. In the front doors it is even possible to store 1.5-litre bottles without them tipping over.

The Caddy Maxi Van is available with two engine options. The diesel is the popular and proven 1.9 TDI, which features direct injector 'pumpe düse' technology. Optimal utilisation of the fuel quantity is assured, significantly improving consumption and reducing emissions. This power plant develops 77 kW at 4,000 rpm and 250 Nm of torque at 1,900 rpm, which accelerates the Caddy Maxi Van to 100 km/h in 13.3 seconds. The 1.9 TDI meets the stringent EU IV emissions standard whilst maintaining a fuel consumption of 6.1L/100km with the 5-speed manual, and 6.7L/100km with the optional 6-speed DSG. The engine is closely related to the very same brilliantly performing 1.9 TDI fitted to the Golf.

The combination of performance and lower fuel consumption also applies to the petrol engine. The petrol engine is related to the Golf 1.6L and develops 75 kW at 5,600 rpm and 148 Nm of torque at 3,800 rpm. The 1.6L also meets the EU IV emission requirements whilst maintaining a fuel consumption of 8.2L/100km.

The 1.9L TDI is matched to the 5 speed manual transmission or the optional 6 speed DSG transmission. The 1.6L engine is fitted with a 5 speed manual transmission.

To further boost the stretched Caddy Maxi line, later this year Volkswagen will release the trimmed passenger version, the Caddy Maxi Life, in Australia.

Recommended Retail Pricing:

Caddy Maxi 1.6 Petrol, 5-speed Manual	\$24,740
Caddy Maxi 1.9-litre TDI, 5-speed Manual	\$28,740
Caddy Maxi 1.9-litre TDI, 6-speed Auto	\$31,740

Volkswagen Tiguan released.

Volkswagen has entered the thriving compact SUV segment in Australia for the first time with their all new Tiguan, which offers the versatility and spaciousness of an SUV and the highly regarded quality, style and technology of a Volkswagen. The Tiguan was released in May, and is now available for ordering at Australian Volkswagen dealers.



With recommended retail pricing from \$33,990, the Tiguan offers a very competitive European alternative to a familiar field of Japanese, Korean and US-branded vehicles.

The Tiguan chassis, based on the successful Golf Plus, sets high standards in the world of SUVs with its dynamic properties and high level of active safety. The European consumer protection organisation Euro-NCAP (European New Car Assessment Programme) tested the safety of the Tiguan and the results are first class. The Tiguan earned five stars for passenger protection, four stars for child safety and two stars for pedestrian protection. With this result, the Tiguan continues the good tradition established previously by the Golf, Passat and Touareg.

Three engine specifications are available locally; two 2.0-litre petrol engines with TSI technology (125 kW & 147 kW) and one 2.0-litre TDI diesel (103 kW). Only the diesel (TDI) is available immediately; the two petrol variants (TSI) will be available later in the year. All three are turbocharged, delivering thrust just above idling speed. The Volkswagen Tiguan, in fact, is the first SUV in the world to debut with all-turbo engines. Today, the new and remarkably quiet common rail TDI, combined with Diesel Particulate Filter (DPF), already satisfies the tough Euro-5 standards that do not go into effect in Europe until 2009.

The 103 kW TDI and 125 kW TSI are delivered with six-speed manual transmissions as standard equipment. As an option, these Tiguans may be ordered with a six-speed Tiptronic automatic (which is standard in the 147 kW TSI model). The manual transmission can be driven at an engine speed of 1,000 rpm or vehicle speed of just 6.7 km/h (1.85 metres per second), for example; this practically equals the

crawler gear of a reduction gearbox. The automatic transmission has gear level pre-select; in off-road use, it prevents shifting to the next higher gear.

In 1998 Volkswagen introduced the highly advanced '4MOTION' system as the successor to the viscous coupling 'Syncro' all-wheel drive. Over nearly a decade, VW's 4MOTION system has been continuously developed further, in various technical configurations.

An important design property of the VW 4MOTION is the very quick-reacting Haldex clutch. The latest version of this technology operates on the VW Tiguan. The result is an all-wheel drive vehicle that satisfies the highest standards for driving dynamics and driving safety on the road, while simultaneously offering optimal traction off the bitumen.

The numerous high-end technologies of the VW Tiguan include the world's first Park Steering Assistant on an SUV. The optional Park Assist function enables automatic reversing into a parking space parallel to the road. The driver just controls the accelerator pedal, brake and clutch, while the Tiguan steers into a pre-measured space under sensor control. As soon as the driver manually intervenes in the steering process, the Park Assist function is de-activated.



The Tiguan is being offered with the option of two new radio and navigation systems. The RCD 510 radio (including integrated 6-disc CD changer) and RNS 510 radio-navigation system are controlled, in part, via a 165 mm touch screen. Also part of the RNS 510 hardware is a Power-PC processor running at 400 MHz, and a dedicated graphics processor. The navigation and entertainment data are saved on a 30-gigabyte hard drive. Another SD card slot (included for MP3 files) is located below the display on both devices. All audio systems include an auxiliary input for MP3 players.

A component of the RNS 510 radio-navigation system is the rear-view camera. It is located directly above the rear number plate, and it transmits a real-time, distortion-free image to the display of the RNS 510. The route is also shown in the display, utilising orientation lines corresponding to the specific steering wheel movement.

With its enormous Panorama Sunroof, the Tiguan offers 300 percent greater roof cutout area than a

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conventional VW Golf sunroof. More light, more viewing, more sun. Despite all of this, it is still possible to achieve the body rigidity of the closed variant, which is especially important for an SUV.

The seating system in the Tiguan is available in two configurations, depending on the equipment level. The TDI and 125 kW TSI both come fitted with comfort seats that already offer good position and height adjustment. Positioned above this is the 147 kW TSI, which will arrive later in the year. Here the seats are sports seats with integrated adjustable lumbar support.



The three-part rear seating system is a bench split in a 60:40 ratio. The centre section of the seatback can also be folded down for use as a centre armrest, drink holder or cargo pass-through. The individual seat elements can be adjusted by 160 mm front to back, and the rear seatbacks can also be adjusted over a reclining range of 23 degrees.

The cargo area is neat, variable, functional and flat. With five persons on board it can stow 395 litres.

When the rear seats are folded down, up to 1,510 litres and 650 kg can be stowed. This moves it right next to genuine mid-class station wagons. So-called gap flaps close the gaps that occur when the seat unit is folded away, thereby forming a level cargo floor. Chrome-plated tie-

down eyes, a 12-volt accessory plug and other functional elements make this a truly multivariable cargo area.

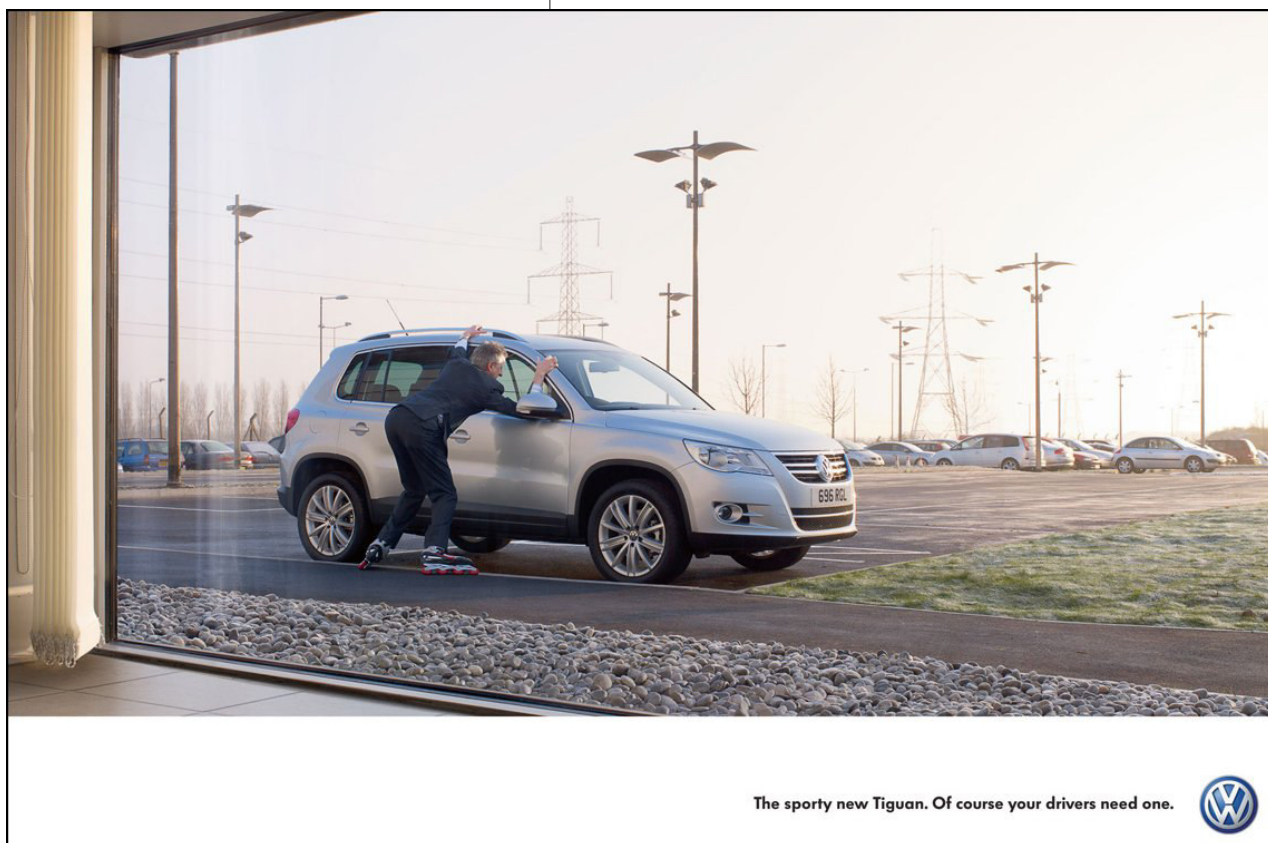
Even the entry versions of the Tiguan have extensive convenience and safety features. When it comes to safety, these include a protective network of six airbags, ESP (Electronic Stabilisation Programme), child seat anchorages on the rear bench and electronic parking brake with AutoHold function.

Standard on-board convenience features also include a multi-function leather steering wheel, cruise control and a Radio/CD player with MP3 compatibility, Aux input and eight speakers, semi-automatic air conditioning system, four electric windows, electrically adjustable and heated outside mirrors, Multifunctional Display 'plus' (trip computer), remote central locking and various storage compartments and bins.

Some of the standard features of the top model Tiguan with 147 kW TSI engine are: 17-inch 'Boston' alloy wheels with 235/55R17 tyres, chrome roof rails, tinted windows starting at the B-pillars (up to 65 percent light absorbing), sport seats with height-adjustable lumbar supports, folding front passenger seat, storage drawers under the front seats, folding table and storage pockets on the rear of the front seats and sports seats in upgraded cloth with Alcantara appliqués, and low tyre pressure indicator.

Recommended Retail Prices:

Tiguan 125 TSI 6 Speed Manual	\$33,990
Tiguan 125 TSI 6 Speed Automatic	\$36,290
Tiguan 103 TDI 6 Speed Manual	\$35,990
Tiguan 103 TDI 6 Speed Automatic	\$38,290
Tiguan 147 TSI 6 Speed Automatic	\$42,990



The sporty new Tiguan. Of course your drivers need one.



VW Dealer of the Year Awards.

Volkswagen Group Australia has announced the winner of the inaugural Volkswagen Dealer of the Year Awards.

The awards were presented at a black tie function held at The Westin Hotel, Sydney, on Friday 18th April. Stephanie Brantz was MC for the evening, with Managing Director, Mrs Jutta Dierks presenting the National Dealer of the Year Award.

“This evening is a celebration, recognizing the performance across all facets of the business from sales, after-sales and customer satisfaction during 2007,” Jutta Dierks said. “It is a very special occasion, and it is only fitting that we recognize the achievements of our dealers in this manner.

Volkswagen has achieved significant growth over recent years, and these results are down to the commitment and enthusiasm shown by our dealer network and team at Volkswagen. I would like to congratulate all the winners and look forward to another excellent year.”

In total, there were five award presentations. A number of General Managers from Volkswagen presented the regional awards, and the winning dealers were:

Southern Region Dealer of the Year – Jackson Motor Company

Central Region Dealer of the Year – Bill Buckle Volkswagen

Northern Region Dealer of the Year – Wippells Autos
Rural Dealer of the Year – Wodonga Prestige

Jutta Dierks then completed the formal presentations by presenting the National Dealer of the Year Award to Bill Buckle Volkswagen of Brookvale in Sydney.

Buckles were founded in 1927 as a Triumph and Talbot dealer, later adding Armstrong-Siddeley, De Soto and Citroen. Bill Buckle Sr designed and built local fibreglass bodies for the Goggomobile (including the Dart), and they also sold Borgward, Goliath, Lloyd-Hartnett, Hillman and Humber vehicles. These old marques are now long gone. Bill Buckle became a Toyota dealer in 1964, and added Subaru in 1994 and Audi in 1997 (when Audi and VW had separate importers in Australia).

Bill Buckle became a Volkswagen dealer in 2004, and opened their new VW showrooms on the corner of Pittwater Rd and Federal Pde in 2007. The Service Centre is on Harbord Rd, and the Parts Centre is on



Winbourne Rd, opposite where Beetle Wreckers used to be.

Mr Bill Buckle accepted the award and delivered a gracious acceptance speech.

Nürburgring 24-Hour 1-2 For VW Scirocco.

The new Volkswagen Scirocco GT24 celebrated a super-successful track debut in June, taking the legendary Nürburgring 24 Hours by storm to record a class 1-2, and an 11th place overall finish in one of the world's toughest races.



The Scirocco of Austrian driver Hans-Joachim Stuck and his co-drivers Jimmy Johansson, Florian Gruber and Thomas Mutsch led the way on the daunting 25 km 'Nordschleife' to claim top honours in the class for 2-litre turbocharged machines. 'Striezel' Stuck, a successful racing driver over many years, particularly with Audi and Porsche, in fact won the very first Nürburgring 24-hr race in 1970. 38 years later, his Scirocco GT24 finished 11th overall, four places ahead of the 'sister' Scirocco piloted by double World Rally Champion Carlos Sainz and his Volkswagen rally team-mates Giniel de Villiers and Dieter Depping; Stuck also took his turn at the wheel of this car to achieve a unique feat in finishing in first and second place in class. One further VW family connection is that Stuck's father, Hans Stuck, raced Auto Union grand prix cars before the war.





The works team's third Scirocco, whose drivers included Volkswagen board member Dr Ulrich Hackenberg, finished the event also, taking fifth in class and 32nd overall.

"It's a great result for the new Scirocco," said Dr Hackenberg. "The one-two in class and 11th overall in the 24-hour race underlines the sporting dynamic and reliability of the new Volkswagen coupe."

Kris Nissen, Volkswagen Motorsport Director, added: "The racing Scirocco was developed, built and tested in only 75 days. To complete the distance on one of the world's most demanding tracks first time out, and without serious problem, speaks volumes for the excellent performance of the entire team."

The track version of the Scirocco, which is not due to start its production life until later this year, is powered by a 2-litre TFSI petrol engine developing 242 kW and features a direct-shift transmission system utilising Volkswagen's DSG technology.

A field of 219 cars took the start of the Nürburgring 24 Hours. More than 200,000 spectators watched the event trackside. The overall winner, for the third year running, was Timo Bernhard and Marcel Tiemann in a Manthey Racing Team Porsche 997 GT3 RSR.

The production version of the new Volkswagen Scirocco will be released in Australia in early 2009, once engine and equipment specs have been decided. This will be the first Scirocco sold in Australia, as the 1970s Mk1 and 1980s Mk2 were never sold here.

VfL Wolfsburg's best ever season.

Our German fussball (soccer) team, VfL Wolfsburg, has finished the 2007-08 German Football Championship (Bundesliga) season in fifth place on the ladder, the best result ever for the team.

VfL Wolfsburg was founded in the ruins of the Volkswagen town in 1945, and has spent most of the last 50 years in the third and second-division football

competitions. The team had a series of good results in the mid 1970s, and again in the 1990s. They finished runners up in the second division in 1997, and finally earned promotion to the 'premier' first division, the Bundesliga. The German football competition is much like the English premiership, with promotion and relegation between the divisions.

Wolfsburg finished 7th in the Bundesliga in 2003, but have struggled since then and finished 15th in 2006 and 2007, only barely escaping relegation back to the second division. The team hired ex-Bayern Munich coach Felix Magath as manager/coach for the 2007-08 season, with remarkable results.

The Wolves played 34 matches in the season, winning 15, losing 10 and drawing 9. They scored 58 goals for and 46 against, and finished on 54 points on the table (3 points for a win, 1 for a draw). This was the same as fourth-placed Hamburger SV, who only won 14 matches, but they had a better goal difference (47:26).

Top scorer for the Wolves was Brazilian striker Grafite, who bagged 11 goals and 7 assists, followed by fellow Brazilian Marcelinho with 7 goals and an amazing 11 assists. Probably the Wolves' best 'home' player was striker Marcel Schäfer, with a tally of six goals and five assists. The Wolves' goalkeeper since Xmas, Diego Benaglio from Switzerland, only conceded 16 goals and parried 80% of the shots that came his way.



VfL Wolfsburg are 90% owned by Volkswagen AG, their major sponsor, with the remainder by the VfL Wolfsburg sports club. Their home ground is the ultra-modern 30,000-seat Volkswagen Arena, not far from the VW factory. The Wolves had their best-ever home crowd figures this year, averaging 24,354 people for every home game. The Wolves wear green and white.

As well as a highest-ever table finish, VfL Wolfsburg have also qualified for the UEFA Cup next year, for only the second time in their history, which promises much excitement for Wolves fans in 2008/09.

The 2007-08 Bundesliga premiers were the mighty Bayern Munich, for the 21st time. They finished with 22 wins and 76 points.

Round 1 of the 2008/2009 season starts in mid-August.

Driving around Australia - Part 3. What else to expect.

When you drive north of the Tropic of Capricorn, you find that the sun is up pretty much exactly 12 hours each day – summer and winter. Also what is interesting is that the twilight is just 15 minutes long. If you set your alarm for 20 minutes before sunrise you'll notice that it's pitch black except for a dark orange or blue hue on the horizon. Before you can get dressed and eat breakfast there'll be full sun hitting the Kombi. Now this isn't too bad if you can get yourself up early to make the most of the day, but, early can be very early. In places like Kununurra (WA, Kimberley region) the sun will be blinding you by 5.00 am.

I lugged my kayak around with me for a bit of extra adventure. It was a last minute decision and my original plan was to carry it on the roof rack. I found that taking it off the roof each night to get the pop-top up was such a drag that I tucked it neatly in the back on top of the bed and down between the front seats. Also, I was a bit nervous about having it on the roof because on a couple occasions some cops gave it a good look as they drove past. You can see from the photo why that might have been.



Make sure you get a national parks Holiday Pass in Western Australia. They last for four weeks and cost \$35 per vehicle. It works out a fair bit cheaper than paying for all the individual park entry fees. The only catch is that it doesn't include the best parks - Monkey Mia (where the dolphins swim up to you) and the Tree Tops Walk.

There seems to be some sort of government program in the Northern Territory to make free coffee available at petrol stations. I felt guilty the first time I did it, but then I started to think about the cost of my fuel and I didn't feel so bad. Keep an eye out for signs at the roadhouses offering free coffee because I don't think they promote it too well.

Remember to close the air vent when driving on dusty roads. You can see the clouds of dust coming



into the cabin if you're following another vehicle. Even with the vents closed I had a ton of dust in the cabin after driving 350 km down the Tanami Road.

Crocs for beginners. The brochures and TV ads act like crocs don't exist. I learnt most of what I know about crocs at the Malcolm Douglas Crocodile Farm in Broome (it's worth a look and go there for the morning feed when the crocs are hungry and the crowds are smaller).

Anyway here's what I know. Crocs exist in the tropics, in particular the northern parts. Estuarine crocodiles (also known as salt water crocs or 'salties') are dangerous. Fresh water crocs will run away when they see humans (just like the skinks in your garden) unless they are cornered, in which case they feel they have no option but to fight. Check with locals to find out if there are salties in the area before going near water (they've even been known to come up to the main beaches in Darwin).

If you camp near water make sure you're at least 50 metres away from the edge – that seems to be the maximum distance that salties stray away from the water. Be aware that salt water crocs can launch themselves straight up out of the water up to 2 metres. Salties can live in fresh water rivers – that's why their proper name is an estuarine crocodile. Salties fear nothing and attack anything that comes into their territory, whether they are hungry or not. You're safe in a boat but only a decent size one. If you see a saltie in a waterway and it doesn't seem to be coming towards you, look around to see if its mate is coming at you from another direction. Don't try to be Steve Irwin and

approach a croc (we all know what happened to him). I think that should be enough information to get you started.

If you see water over the road, stop and walk through the water before driving through it. It can be dangerous to just drive into the water, even if someone has gone in before you (unless that someone is a small hatchback that makes it to the other side). When walking into the water be cautious of currents that might be strong enough to drag you away. It sounds obvious but lots of people die that way. Oh, and of course, if it's a croc area you know not to go into the water at all.

The Kombi's wading depth is about 250 mm. As I later found out, if you get your wheel bearings wet, they can dry out. If you drive through water you'll need to have the bearings re-packed with grease as soon as possible, or, like me, have them seize up and be replaced.

Road trains sometimes travel down the middle of the road. The ones I'm talking about are 4 or 5 trailers long and you can't tell how long they are from head on. They won't move from their line except for other trucks. Don't find out the hard way – move to the side for all trucks going down the middle of the road. Anyway, do you really want them going onto the verge and kicking up rocks into your path and giving you a possible smashed windscreen!? You've been warned!

I had a blow-out about 70 km after leaving Broome. The wheel alignment that I paid for in Broome didn't seem to fix the pull to one side in the steering. I couldn't believe they didn't notice that one of the tyres



was scrubbed on the inside edge. Anyway, the wear on your tyres over the course of a few weeks of highway travel can be quite noticeable. So, keep a regular eye on your tyres (a weekly check should be your standard when on the open road).

I use a piece of hardwood timber as a base to stabilise my jack before lifting the Kombi off the ground. Interestingly, I found that if I put my jack in at the rear jack point, I could lift the Kombi high enough to raise both the front and rear tyres off the ground. In my case this was handy because when I had the blow-out the wide profile tyre on my spare rim didn't clear the rear bodywork of my Kombi.

What I found interesting was that up in the tropics they have these things called cold fires. Right after the wet season people set alight the wild grasses and let them burn. These fires burn so slowly that they are easily extinguished (even by just one person) and if left to burn they will meander at a snails pace across fields. You see them everywhere along the road sides during April and May. By burning off the grass with cold fires just after the wet season it reduces fuel during the dry season. As you can see, I really did find it interesting.

I don't know why, but there are lots of Kombis in Broome. Along with St Kilda in Melbourne, it must have the highest concentration of Kombis in Australia.



So many people made the effort to wander up to me and recount a humorous story about their experiences with Veedubs. Needless to say I could relate to almost all of the tales, having experienced many myself.

I found that laundry day is a day of contemplation, writing in the diary, and sending emails. When you do a big trip you'll know what I mean.

If you haven't ever been told, I'm going to do it now – don't drive at night. There's a very high risk of hitting a kangaroo. I met some French backpackers who had a Kombi with a bull bar and still managed to smash a headlight and damage a panel by hitting a roo. In South-Western Queensland there were dead roos every 50 metres over a distance of about 200 km. I got caught between towns on this stretch of road and had to drive at 40 km/h to avoid hitting all the animals on the road, both live and dead.



Here's a guide to working out your daylight hours for getting to your destination before dark. For every 400 kilometres west that you drive you get 15 minutes more daylight (15 minutes less driving east).

To plan what time to look for a camping spot, look at a map and do the following calculations:

- **Westward Sunset Time:** Last night's sunset time PLUS 15 minutes for each 400 km driven MINUS the change in time zone.
- **Eastward Sunset Time:** Last night's sunset time MINUS 15 minutes for each 400 km driven PLUS the change in time zone.

You'd be surprised how quickly sunset seems to come when you're travelling east – this situation is particularly problematic when driving east in the tropics (Broome to Rockhampton).

No matter how many fly screens you have over the windows and hatches, bugs always seem to find a way to get into the cabin. If you're parked close to the ocean, the pesky sand flies are a particular nuisance. I suggest that you should have your interior lights off as much as possible and to use a bug spray regularly to keep the little blighters at bay.

I hate trying to sleep on hot nights. Give me a cold night in Tassie with six blankets and I'm as happy as a bug in a rug. When you get to the more northerly places in Australia, the overnight temperatures tend to be 22 degrees Celsius and above. You can imagine how much that annoys me. Anyway, I couldn't work out why I was roasting inside the Kombi every night – it would only become decent for sleeping at 3.00 am. I soon realised that the high outside temperature (20 deg +) was stopping the motor from cooling down after a day of driving – I could tell by the electric blanket feel of my pillow night after night. My evening routine became: stop driving at least two hours before bed time; open the hatch to the motor as soon as I stop; open every window and door; and then just before bed close everything and spray the cabin for bugs. It worked well.

A FEW TIPS ON WHAT TO SEE

You can swim with whale sharks at Exmouth. They are more like a whale than a shark. The cost

starts from \$350 and you can only do it during April and May.

If you like snorkelling you can do it for free at Ningaloo National Park near Exmouth. The choice spot is Oyster Stacks.

There are a lot of expensive boutique wineries at Margaret River just south of Perth (WA). I found Evans and Tate winery to be friendly and affordable.

South of Perth you can also find Lake Cave. If you want to actually see water in the cave then go between August and December. At other times of the year they'll take your entry fee and show you laminated photos of the water before you go in to the caves.

You'll see lots of gorges around Australia. I thought the best gorges by far were at Karagini National Park. It's slightly inland in the Pilbara. All the travellers go there.

Don't miss the Super Pit at Kalgoorlie. It reminded me of the movie Journey to the Centre of the Earth. They have blasting there every second or third day. The blast times are promoted by the information centre. Your caravan park or motel will also know the blast times.



THE AFTERMATH

After driving 17,500 km and returning to Sydney without a hitch, something had to go wrong. Fortunately Pollyanna (my Kombi) held on until I got home. Within a week of my return I had a clutch problem and then the following week I had a different clutch problem. I couldn't believe my luck that it didn't happen on the road.

Be warned, expect to add a lot of wear and tear to your Kombi. The cost of the service and repairs to my Kombi when I returned were a good few hundred dollars.

If you don't like cleaning dust out of every nook and cranny then don't take your Kombi – buy another one to trash and sell it to some backpacker. When you're in the desert you'll find that standing in the red dust is like standing in talcum powder – it's so soft. Unfortunately, that fine dust penetrates relentlessly through the smallest holes while you're driving. It's unavoidable. I'm still finding dust.

If you drove through water during your trip, make sure you tell your mechanic. He'll need to check the grease in your wheel bearings. Apparently, it doesn't take much to make the bearing run dry, so make sure you let the mechanic know.

MY TRIP SUMMARY

Days on the road: 62
Distance travelled: 17,526 km
Number of Kombis seen: 37
Number of Wicked Vans seen: not as many as the number of flies seen, but close!
Most expensive fuels (2006): 181.2 cents at Barkly Homestead (east of Tennant Creek), 179.9 cents at Nanutarra Roadhouse (north of Exmouth, WA) TIP: Those middle-of-nowhere roadhouses sell their fuel for up to 20 cents more than the town before or the town after. Carry two 20 litre jerry-cans and they'll pay for themselves in one circumnavigation.
No. of hitchhikers I picked up: 2
No. of roadside crucifixes, memorials and markers for road deaths: 148
My road kill tally: 3 birds, 1 snake, and thousands of bugs. Y'know when you spear a worm in the garden with a shovel and watch it flick from side to side in pain, well that's what the snake did in my rear view mirror after I hit it. But don't worry too much, the road train right behind me (all 3 carriages and 46 wheels) finished it off.

FINALLY

I hope you've enjoyed reading about my travel experiences. As I said in the first article, I've met plenty of people who've done the trip around Australia and the only regret they have is that they wish they'd had more time to do it. So, my advice to you is: take a few months off work, get yourself organised and hit the road.

Safe driving.

Les Caldarevic

Audi at Le Mans 2008.

The famous 24 Hours of Le Mans is one of the world's great motor races. It's the equivalent of twelve Formula One Grand Prix run back to back; in other words almost an entire season together. Fifty-five cars started the 2008 race, which was run over the second weekend in June at the Circuit de la Sarthe, Le Mans, in France.

Peugeot and Audi have been deadly rivals in the top LMP1 outright category for the last few years. Last year the Peugeot 908 was faster in practice and qualifying, but 24 hours is a long time to race. The Audi R10 was the race winner in 2007, Audi's seventh win in eight years and the second win in a row for the Audi R10 diesel racecar. Could the famous four rings do it again in 2008?

Both the Audi and Peugeot have all-aluminium 5.0-litre V12 diesel engines, with 4 valves per cylinder, twin Garrett turbochargers and Bosch MS electrics. The



Audi engine is a 90-deg vee, the Peugeot a 100-deg vee. The Audi produces 485 kW and 1,100 Nm; the Peugeot 520 kW and 1,200 Nm. Maximum RPM is only 5,000. Both cars carry around 80 litres of fuel and weigh 850 kg. Both run Brembo brakes, and Michelin tyres on 18" wheels.

Peugeot and Audi took a rather different tactical approach to this year's race. The Peugeots are undeniably quick, and were faster than the Audis in testing, practice and qualifying. The Peugeots planned to open up a lead in the early stages, and then hope that their cars remained reliable. Audi, on the other hand, would establish a 'race pace' early on and stick with it, and wait to see what happens to the Peugeots.

The famous race began at 3:00pm. Peugeots started the race first, second and third, followed by Audis in fourth, fifth and sixth. The first few hours are a period of settling, with the teams getting into a rhythm and trying to avoid trouble. The leading Peugeot #8 went into the pit garage after only two hours, spending 20 minutes fixing gearbox problems before rejoining the race seven laps behind. Peugeot #9 was black flagged for non-working headlights shortly after, requiring them to pit for front-end bodywork. The #7 Peugeot was running strongly in the lead.

By 8pm the #9 Peugeot was in front, followed by the #2 Audi, and the other two Peugeots in third and fourth, all on the same lap. The #8 Peugeot set a race lap record of 3:19 at 9:20pm, but spun into the gravel an hour later and was passed by the #2 Audi. At midnight #7 Peugeot was in front, with #9 in third. #2 Audi was in second. The Audis were not quite as fast, but were racing without any mechanical failures or exits from the track #3 Audi was fourth and #1 Audi



was fifth. Only three laps separated the top five cars, all of them diesels.

At the halfway mark, 12 hours into the race at 3:00am, the leader board was unchanged. However all three Peugeots made brief stops into the pits to have their radiators and cooling systems flushed with dry ice, to fix some overheating problems.

After 4:00am the weather closed in and rain began to fall, which changed the pace of the event. The Audis were now the pace setters, averaging 4-minute laps in the dark and drizzle. During a pit stop on the 234th lap, Tom Kristensen's #2 Audi took the lead from the #7 Peugeot for the first time. He then extended the Audi's lead out to around 60 seconds.

The sun rose, the rain eased, the track began to dry and the Peugeots began to speed up again. Peugeot #9 overtook Audi #3 to move to third, while Peugeot #7 gained on the leading Audi until the gap settled at around 30 seconds. Peugeots were still second and third, with the other Audis in fourth and fifth, but Audi had shown what they could do.

3 o'clock saw the chequered flag. The winner was the #2 Audi R10 TDI of Kristensen, McNish and Capello. This was Audi's eighth win in nine years, and the third in a row for the TDI diesel. Audi (8 wins) is now the third-most successful marque in the history of Le Mans, behind only Porsche (16 wins) and Ferrari (9 wins). It was Danish driver Kristensen's eighth win at Le Mans, the most by any driver in history (the next best is Jacky Ickx with 6 wins, 1969-82).



The #2 Audi averaged 216.3 km/h for the 24 hours, and beat the second-placed #7 Peugeot by 4 minutes 31 seconds. #9 Peugeot was third, two laps behind the winner. Audi #3 was fourth, seven laps down, followed by #8 Peugeot and the #1 Audi, both 14 laps down.

After the race Tom Kristensen said, "The whole Audi Sport Team has been fantastic and supplied us with a potential winner car. We went 100% all the way through, and I really have to congratulate the team on the choice of tyres which allowed us to maintain the high pressure we exercised on the Peugeots. It paid off to give everything during the night to take the lead. More than the fact that this is the 8th win for Audi, I'll remember the outstanding efficiency of the team in this fantastic race."

The LMP2 category was won by the 3.5-litre Porsche Spyders, finishing first and second in class, and tenth and twelfth outright, in their first visit to Le Mans. The V12 Aston Martin DBR9 won the LMGT1 category for the second year in a row, finishing thirteenth overall and only 4 minutes in front of a Chev 7-litre Corvette C6R. The LMGT2 category was a walkover for Ferrari, finishing 1-2-3-4 in front of a Porsche 997 GT2 in fifth.

These results were made all the more remarkable and outstanding because they were watched by 258,500 enthusiastic and knowledgeable crowd who had to put up with some really appalling weather conditions.

The Toy Department.

Remote controls seem to play a big part of our every day lives these days, from the TV and DVD to the door bell.

But when it comes to play time or toy time, remote control models have come along way from the 1960s when a remote control model car had a wire lead to the hand controller.



These days you just have to look at this 1/10 Maisto VW split window bus. Not only do the head lights and tail lights operate, you have the option of high or low beam or interior flashing lights. A built in speaker also allows you to connect a MP3 player and



Club Veedub. Aus Liebe zum Automobil Klub.



If you do acquire one of these via an on line purchase you will need to visit your local electronic shop for a conversion power supply at a cost of about \$20.00.

In the meantime forever young - have fun.



listen to your favourite beat as you zoom around at speeds of 40 km/h.

In the main image for a size comparison I have also featured in the foreground; a 1/25 Maisto bus, Jada bus, and Matchbox Hero City bus.

You will note also that most RC models similar to these are with out a reception aerial giving them a look of independence. The sister model of this VW Bus is the Maisto oval window beetle which is also featured here.

I have not seen these for sale as yet on our shores. Considering that the power supply and source is a US 110 watt adapter, they may not ever make down under for this very reason.

Tony Bezzina
kbezzina@bigpond.com



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Rally of Canberra 2008.

Since first throwing a Beetle sideways in a Rally way back in 1979, it has always been an ambition of mine to run a high profile Rally in the Beetle.

As the years rolled by, rules and regulations changed and I thought this ambition would never eventuate.

As an amateur out there to have fun, costs were starting to escalate due to compliance to changing safety standards, rising fuel costs, and entry fees driven higher by insurance premiums. The dream seemed to become an ever-growing impossibility as, like any sport, the higher the level of competition the higher the costs in competing.

That is, until the PCD Engineering Rally Of Canberra 2008.

Rally Of Canberra is a round of the Asia Pacific and Australian Rally Championship. Last year, to help make up the numbers, registered competitors in the ACT Rally Series (of which I am a member), were invited to enter with our series being a back up to the Aisa Pacific and Australian Rally Championship series. To make thing even better, our entry fee was the nominal fee of \$355.00 that we pay for any round of our 8-round series.

Being in Canberra in 2007 as a official, helping out at the Kowen Spectator Special Stage and seeing my fellow competitors out there giving it all they had, gave me twelve months to plan my assault.

ROC 2008 started with 85 teams. Being a seeded event we were car 85; last to start, last to hopefully finish, but who cared. Greg, my long time Navigator and I, were finally there.

When I arrived in Canberra on the Thursday before the start of the Rally, to do all the necessary pre registration documentation, little did I realize how much impact we would have on the event.

Thursday afternoon was the start of our presence being felt. Noticing one of the International Crews in a Subaru stopped in the middle of a Canberra round about we stopped Greg's BMW coupe to offer some assistance.

"Problem?" Greg asked.

"We are lost," said the Japanese navigator with a very strong Japanese accent.

Greg explained that we too had entered the rally, looked at his reconnaissance notes and suggested they follow us to get back on track. Getting them onto Brindabella Road, we said our goodbyes, with Greg adding the comment:

"Boys, when you see us next, get out of the way of our Beetle."

Navigator: "You have New Beetle?"

Greg: "Nah mate! It's a '68 model, so make sure you don't hold us up!"

Friday night and Civic town centre had been closed off so all competitors could have their cars on display before the Ceremonial start. We put on our race suits, as the idea was to look the 'real deal'. Even before

we had finished parking the Beetle in our allotted space, spectators were snapping shots of the car. The next 3 hours was an amazing VW Beetle PR exercise. We were 'The Stars!' Kids, hot chicks, older chicks, blokes all taking pictures, all asking about the car. So many well wishers, just as enthusiastic about the 'old girl' being there as part of the event as we were.

Around 8:30pm we were finally called up to take our place on the podium for the ceremonial start. Greg and I figured as we drove through the Plaza to the podium that the crows should have dwindled by now. How wrong we were!

The flashes of cameras were going off everywhere! We drove up the podium under the dazzle of floodlights, came a stop, and had the microphone placed in front of me by the event commentator.

"Well," he said "What's the sentimental attraction here, Uch?"

"Oh, there's plenty of sentiment," I replied. "I lost my virginity in this car, I still remember the night. It was dark, I was frightened, and I was alone."

"Let's not go there then. What sort of name is Uch?"

"It's Italian."

"And you're driving a German Beetle?"

"Why not, we were allies in WWII, and we only just lost that one, so look out!"

It had taken us, the last of 85 teams, to finally make him speechless.



As the Aussie flag was lifted over the windscreen and we were flagged off, we left with the same impact. No docile exit. Select L1 in the semi-auto, keep your hand on the stick activating the micro-switch to the control solenoid, revs at 5000 rpm, let go of the stick, rubbers laid, crowd erupts! Now bring on day 1, The Beetle has landed.

Day 1 consisted of 9 special stages, totaling 110 competitive kilometres. Stages 1 to 3 were diabolical as the roads were torn apart by the high performance 4WDs. We were running through the back of Tidbinbilla. Ruts, sandy surfaces ready to throw you off the road, and it did a few times. Being at the back of the field made it a nightmare. Concentration levels are at their extreme. I took my eyes off the road for an instant in SS1, which almost had us running up a bank

and doing a wall of death act. We battled on, past a couple of retired and very damaged fellow competitors, and had passed 3 others based on our stage times. Any success that we had in these first 3 stages was due to Greg's navigating and the Beetle's suspensions travel and traction .

Stages 4 to 6 were a delight in comparison, all running through Kowen. Hard packed wide forestry roads, flat out top gear super highways in comparison to Tidbinbilla, with two passes through the dedicated Kowen spectator area. Wasn't that a spectacle, top gear out of the forest then flat out through the water splash. Moses would have been proud, just as spectacular as his gig at the Red Sea, through an infield complex, and back into the forest. A few more kilometers in the shadow of pines trees to re-enter the Kowen complex once again, over a jump, air, 4 wheels back on the ground, through some tight twisty tarmac sections keeping the nose of the Beetle just off the huge concrete pipes marking the route, oversteer aplenty driving on the throttle, a show worthy of the few thousand enthusiastic spectators that were there.

As Andy Warhol said, we all get 15 minutes of fame. We had ours, and it had lasted 24 hours. We even made the news both on ABC TV and ABC Radio.

Unfortunately SS7 saw the dream come to an end. Noise of the worst possible kind rattled from the engine, with only 2 short stages to go before the day's end. The Old Girl had given all she had, but some poor engineering on my part had seen the Weber that feeds #1 and #2 cylinders come loose, run lean and suck in a mountain of dirt. She still had the good grace to drive

both Greg and I out of the stage and onto the highway where we loaded her on to the car trailer.

Our rally was over. It was a tough and hard event, evident by the fact that only 30 percent of the PCD Engineering Series cars that entered actually finished. As disappointed as I was on the drive back to Sydney the next day, I took heart in the snapshots that flicked through my mind. The huge interest from the spectators and locals, the approving glances from the Internationals and their services crews as we moved through the service park, and the comment I will long remember from one of the ARC competitors and the first re-group in service park:

"How did you ever get through stage 1?!"

"It's a Beetle, they go anywhere!"

It had taken almost 30 years to get there, but we did it with a lot of help from a lot of VW enthusiasts who have helped me evolve the Bug and keep it going. Special people, who deserve a mention; people who give their time and expert knowledge so freely. Peter Perazza, Steve Carter, Bob Hickman, Hans Klaack, Andrew Dodd, Boris Orazem and the crew at Vintage Veedub, thanks guys .

Keeping it Sideways,

Uch Perazza



Fish n Chips run Sunday 22 June.

Sydney turned on a beautiful winters' day for our Fish n Chips run for 2008. Fine and sunny, a slight breeze, and a dazzling blue sky. The VWs gathered at the start at Uncle Leos at the Crossroads, and teams enjoyed a coffee and a relaxed chat in the sun. My beautiful daughter Lily handed out the instruction sheets, and teams headed off on their adventure.



I think there were around 12 VWs taking part, and it was good to see both air and water-cooled VWs come along. The signpost run took the cars out to Leppington, past the soon-to-be-defunct Oran Park, through Cobbitty and Camden and into Menangle for a morning tea stop.

No one had any trouble except for two slightly tricky questions. The 'old transport infrastructure' they passed over on Kirkham Lane, just before Camden, was the track bed of the old Campbelltown-Camden train line. This line was built for trams in 1882 and originally followed Narellan Rd and the old Hume into Camden. The line closed in 1962 and the tracks were torn up. The section we drove over is almost the only remnant of the track bed left, as the area has boomed and developed unbelievably since then.

The old Volkswagen dealer in Camden was Frank Brooking Motors, now the site of a modern shopping mall. Several teams pulled over and asked elderly locals for the answer - well done if you got it!

After morning tea at the Menangle general store, the route took the VWs back to Macarthur, down the Appin Rd and a left turn towards Bulli and the famous Pass down to Thirroul. Then along the busy but very scenic Lawrence Hargreave Drive coast road, into the National Park and onto the finish at Bundeena. Everyone made it in time for a nice fish n chips lunch at the RSL bistro, and no one got lost on the way.

Lily and I marked the papers, and found that nearly everyone got all the navigations questions correct. Too easy! It was only the 15 extra trivia questions that determined the winners. There was a tie for first, with two teams getting 55 from 57 right, so we had a playoff question to split them. The eventual winners were Belinda and Leigh. Second was Les and



Fiona, last year's winners. Third was Chris and Heather. The top three got trophies that Lily had made.

What is the capital of Canada? **Ottawa**
Who was the lead singer of Mondo Rock? **Ross Wilson**
What country was Nicole Kidman born in? **USA**
What is the name of VW's new smaller SUV? **Tiguan**
What was the boat on Gilligan's Island? **SS Minnow**
Who is Michael Clarke engaged to? **Lara Bingle**
What is the firing order of a VW flat 4 engine? **1-4-3-2**
What group had a hit with 'Home Among The Gum Trees'? **Bullamakanka**
What motoring TV show was hosted by Peter Wherrett? **Torque**
Who was Australia's Prime Minister just before Gough Whitlam? **William McMahon**
The Australian VW factory was in which Melbourne suburb? **Clayton**
Which US company owns Vegemite? **Kraft**
What car was #6 on the Wacky Races cartoon? **The Army Surplus Special**
What VW coupe followed on after the Scirocco? **Corrado**
VW Transporters are made in which German factory? **Hanover**
And the 'tie break' question - how many Beetles were made in Australia, 1954-1976? **260,055.**
Thanks to everyone who took part!

Phil Matthews



1953 Redex Trial.

Australia measures 7,682,000 square kilometres in size. It's not the world's largest island – it's too big for that. Australia is actually a continental land mass, only fractionally smaller than the continental United States. Nearly half of the entire land area is arid desert or semi desert, with the population mostly confined to the narrow, more fertile band down the south-eastern coast. In the early 1950s Australia's population was only 10 million people, and modern highways and roads, such as we have today, were unknown. A trip between the two biggest cities, Sydney and Melbourne, took more than two days along rough, sometimes dirt highways. Most main roads were still unsealed, there were no motels and usually huge gaps of hundreds of kilometres lay between petrol stations. Out beyond the narrow populated region was the 'outback', the great unknown. The idea that anyone could possibly drive a normal, standard every-day car completely around Australia was unthinkable.

In 1949, the English migrant Reg Shephard arrived in Australia. Previously a mechanic, motor car inspector and sales manager in his home country, he was also the number one promoter for Redex, an engine and fuel additive, around the world. Shephard had established Redex in nearly every country in western Europe, Canada and the USA, and now he was trying to introduce the product to Australians.

The first problem he noted was the enormous distances involved in Australia, far, far greater than in his native England. Outside the big cities, small communities were isolated, conservative and expensive to reach. Shephard decided that car reliability trials were the way to promote his Redex product. He said later that he got the idea in London during the war, when he was hiding in a bomb shelter during the Blitz, looking at a map of Australia.

The first endurance and reliability trial was held in 1953. Redex put up the money and promotion to make it possible, and the Australian Sporting Car Club did the organising. It was billed as the longest auto trial since the New York-Paris Trial of 1908, and was to be some 6500 miles (10,460 km) long. The route was published well in advance – Sydney to Brisbane via Tamworth, Bundaberg, Rockhampton, Townsville; west to Mt Isa and north to Darwin, south to Alice Springs, Adelaide and



Melbourne, then finally through Albury back to Sydney.

The coming event received enormous publicity, and it galvanised the motoring community. By the time entries had closed, much to the amazement of both Redex and the Australian Sporting Car Club, there were an astounding 192 entries. There was no point in trying to keep the intended route a secret, as the details had already been published, and there was usually only one road connecting all the destinations anyway. A number of the more serious teams drove the route in advance as preparation.

The rules were simple. Cars had to be standard, apart from some protective devices, extra fuel tanks, different seats and other safety modifications. Each competitor would lose one point for each minute early or late arrival at a manned control point. 100 points would be lost for not following official instructions, and 500 points would be lost for replacing component parts during the trial.


As expected, the event attracted famous faces and drivers from all over Australia. Greats such as Jack Brabham, Ken Tubman, Lex Davison, Stan Jones, Tom Sulman, 'Wild Bill' McLachlan, radio star Jack Davey, Doug Whiteford and Jack 'Gelnite' Murray.

Excitement was intense; nothing like it had ever been seen before. The trial took on the razzle-dazzle effect of a Hollywood extravaganza, and for weeks the media could talk about little else.

No Volkswagens took part in the 1953 Redex Trial, as they had

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COURSE: Adelaide, Melbourne, Sydney, Brisbane, Townsville, Mount Isa, Tennant Creek, Daly Waters, Darwin, return to Adelaide via Alice Springs.
DATE: In late August or early September, 1953.
CARS ELIGIBLE: Production model cars as normally sold to the public with modifications set down in conditions.

For further details and Entry Form write to:

REDEX Products (A'sia) Pty. Ltd.
5a Church St., LIDCOMBE, N.S.W. UX 7500

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not yet gone on sale in Australia (and wouldn't until the early months of the following year). However, a huge diversity of other marques made up the 187 entrants who made it to the start. 23 Holdens, 12 Ford Customlines, 11 Peugeot 203s, 10 '46-'48 Fords and Mercurys, 10 Austin A40s, 8 Ford Consuls, 7 Chrysler Plymouths, 7 MG-TDs, 7 Standard Vanguards, 7 Chevrolets, 7 Jaguar Mark 7s, 6 Morris Minors, 6 Humber Super Snipes, 6 Citroens, 5 Ford Zephyrs, 3 Skodas, 3 Rileys and 2 Hudson Terraplanes. There were also single examples of cars like a Jowett Javelin, Goliath, Singer Nine, Fiat 1900, Allard, Ford Prefect and Anglia, and the sole Porsche 356 entered by Hamiltons of Melbourne. Not quite a Volkswagen, but closest to it in 1953.



The rally started in Driver Avenue, outside the Sydney Cricket Ground, on August 30th, 1953. Most cars carried the required tools of trade to help extract them from the bull-dust that lay ahead, along with fuel drums, picks, sand mats, food and water.

50,000 Sydneysiders managed to squeeze onto and around Driver Avenue to watch the start, while another 150,000 people lined the route north out of Sydney along the Pacific Highway. The first car, an Allard, was flagged away at 2pm, with the rest of the

field following, one by one, at 3-minute intervals. With 187 starters, that took over 9 hours, and the last car – a Renault – didn't leave until 11:30pm.

The leaders averaged around 80 km/h all the way to Brisbane, remembering that the Pacific Highway was an undeveloped two-lane goat track in those days. At least the rough tarmac continued on north, and dirt roads weren't seen until Rockhampton. But in spite of awful conditions and appalling roads, only ten cars had dropped out by Townsville and no less than 128 had perfect scores – the so-called 'clean sheet'. 177 cars were still in the event, and the competitors enjoyed a 24-hour rest break.



The next section, inland to Mt Isa, turned into a high-speed road race over little more than rough, unmade bush tracks. It was 980 km from Townsville to Mt Isa, and the competitors were given just 16 hours to do it – requiring an average of 73 km/h. The best time was Peter Antill's incredible 13 hr 22 min in a Plymouth, but behind him was a nightmare of crashed cars, irate police, and horror stories. Half the field was spread across most of Queensland. The last car, a Skoda, staggered into the town after a 24 hr 44 min trip following a trail of wreckage.

The next stage was over the US Army-built bitumen highway to Darwin, 1,760 km at an average of 71 km/h. On the way up Antill hit a galah which took out his windscreen, but he was accustomed to driving under difficult circumstances, particularly given his car already had a cracked chassis. McLachlan had broken his Customline's diff housing, but the medium-sized cars, like the Holden of Kipling, who was second into Darwin, and the Rover of Eddie Perkins, third into control, were in good shape. As Wheels magazine said in its report of the trial, "The myth that the only car suited for Australian conditions was the large American vehicle had been exploded."

Amazingly, there were still 42 cars without any loss of points. After another rest day, 132 cars were able to set off for Alice Springs, averaging 90 km/h the whole way. A few more cars broke on the long, fast run south down the bitumen, but there were still 38 clean-sheeters ready to start the next section, the rough dirt Stuart Highway section south to Kingoonya and

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Adelaide. It was considered impossible to drive the 595 km from Alice to Kingoonya in less than two days, but the organisers had set a time of 15 hours 10 minutes. And, after that, they only had an hour's rest before starting the remaining 690 km to Adelaide.

Davison arrived in Kingoonya in an unbelievable 13 hrs 39 min, followed by another Holden in 14 hrs 10 min. Crews had to be lifted from their cars after up to 60 hours at the wheel without a break. The two long, tough stretches decimated the field, who limped in with hair-raising tales of tying up rear suspensions with tyre chains, living underground at Coober Pedy, jamming coir matting into a broken front end to keep going, and crew members going crazy from the dust and heat.

But in Adelaide there were still 11 cars with clean sheets. The 11 were Davison (Holden), Kipling (Holden), Perkins (Rover), Tubman (Peugeot), Sulman (Snipe), Robinson (Snipe), Antill (Plymouth), Davies (Holden), Nelson (Vanguard), Masling (Snipe), and David McKay (Austin A40). Only tarmac highway led to Sydney, and it was feared that it would be impossible to pick a winner if more than one car finished with a clean sheet – as 11 of them threatened to do.

So the organisers dropped in a secret elimination section near Goulburn. This unfortunately set a precedent for last-ditch changes that were to cause so much controversy and argument in later trials. An 18-km stock route mud bog between Marulan and Bowral in NSW - part of a 50-km elimination section that included a flooded river crossing a metre deep - did the damage, and wrote the words 'horror stretch' into the vocabulary of any newspaperman writing about trials afterwards. When an observer's car got bogged, the whole field was held up for at least 30 minutes, and the drivers quite naturally tried anything to get around him. Everyone lost points.



Eventually 138 cars got through to finish the trial back in Sydney, far more than anyone had expected. It took five hours for the Australian Sporting Car Club to work out that Ken Tubman in a Peugeot 203, with only 19 points lost, had won by just 15 seconds from Ken Robinson in a Humber Super Snipe (20 points lost). Only the 15-second difference in the elimination section split the two cars.

The Hamilton Porsche 356 did finish the event, but just before Mt Isa it had struck a kangaroo and

wrecked the front suspension. It had to be driven - tobogganed - into Mt Isa on its undertray. With 808 points lost, it finished way down the list.

The event was a rousing success. The shortcomings of the cars of the day and their components were clearly shown, particularly shock absorbers, but so too the primitive and unacceptable condition of most of Australia's main roads – the Stuart Highway, for example, was not fully sealed until 1987. The win caused a sales rush on Peugeots. Every new model in the country was sold within the week.

But once the hype had died down a little, sober post-mortems showed that apart from that last elimination section, the trial was, according to the crews, too easy, with too many rest stops. They said averages were set too low and the whole event could have been much tougher.

The first Redex was unique experience. The next one, in 1954, was to be bigger, and tougher.

Next month - the 1954 Redex Trial.

Phil Matthews



**NOT WEARING
A SEAT BELT
CAN KILL—YOU!**

If you haven't fitted seat belts yet, do so immediately. If you have them, wear them — even to drive around to the corner shop. Remember, even the best driver **can** have an accident. Wear your seat belt always — and live.

REMEMBER — ROAD SAFETY STARTS WITH YOU

AUSTRALIAN ROAD SAFETY COUNCIL

Inserted by the Commonwealth Department of Shipping and Transport. RSD9.83.75

VWs not sold here #3: Eos 3.2 V6.

This time round it's the VW Eos 3.2 V6 FSI Sport we've put through its paces. Its headline figures are 184 kW and 331 Nm delivered at 2,500 to 3,000rpm, a high top speed – 246 km/h – and zero to 100 km/h acceleration in 7.3 seconds. Equally important these days is the fuel consumption – town 13.4 L/100 km, combined 9.2 L, extra-urban 6.8 L - and emissions. The V6 produces 219g/km of CO₂, which puts it in Band F to incur a £205 annual road tax bill. Insurance is rated at group 17.



During our eight days and seven nights with the V6 Eos we recorded an average of 10.4 L/100 km, not at all bad and about what you'd expect in the real world given the official figures. And not far adrift from the 9.3 and 8.8 we previously averaged in, respectively, the 2.0 T-FSI and the 2.0 FSI. If fuel economy is a major consideration, the 2.0 TDI we tested averaged 6.3 L.

Back inside the airy cabin, as outside, the flagship 3.2 V6 Eos is much like the lesser 2.0-litre Eos models. By 'very much like' I mean that it shares the same attention to detail, hard-to-beat build quality, and well-considered ergonomics that neatly blend style with function as its lesser brethren. The 260 km/h speedometer is as honest as they come – as already mentioned, the Eos will run to a genuine 246 km/h. The cooled glovebox is a boon when the sun is high; there are quite a lot of cubbies and the smooth leather wrapped around the multi-function sports steering wheel feels good to the touch. The 3.2 V6 Sport costs £28,427 on-the-road – but then you do get a decent amount of kit.

Standard features include: semi-automatic air conditioning, heat insulating green tinted glass, automatic lights and rain-sensing wipers, auto-dipping rear-view mirror, power-fold heated door mirrors with auto-dimming driver's door mirror, heated front Sports seats with height and lumbar adjustment, a height and reach adjustable steering wheel (leather trimmed), leather upholstery, 'easy entry' sliding front seats, aluminium-look pedals, brushed aluminium trim, four one-shot up/down powered windows, cooled glovebox, low tyre pressure indicator and LED rear lights and indicators.

In addition there are rear parking sensors, automatic drive-off central locking, speed-sensitive power-assisted steering, sports suspension (lowered by 15mm), 17-inch 7-arm alloy wheels wearing 235/45 rubber, a full set of active and passive safety equipment including ABS with Hydraulic Brake Assist and Electronic Brakeforce Distribution and a sophisticated ESP programme that includes an electronic differential lock and traction control.

You also get an active rollover protection system, whiplash-optimised head restraints for the driver and front passenger and front airbags for the driver and front passenger, as well as a combined curtain and side impact airbag system for front and rear occupants. And, of course, you also get the beautifully-engineered, multi-tasking fully-automatic folding roof system with that built-in tilt/slide sunroof we liked so much.

So while the Eos is not 'cheap', owners won't have any complaints. And there'll be none, either, once they've driven it. The same core driving qualities that make less powerful Eos models enjoyable to drive are still in clear evidence. The 3.2-litre powerplant is willing and there is plenty of low-down torque. And partnered with the DSG 'box it serves up a stress-free drive. While it may have 184 kW and 331 Nm of torque, the V6 Eos isn't all about ultimate performance – to judge it so is to miss the mark by a mile.

The Eos rides comfortably on the 45-section 235 rubber. You do know when you're travelling over poorly repaired roads, but potholes and the like don't jar. With the Eos in true coupé mode, it feels as rigid as an all-of-a-piece hatch and we didn't experience any body flex – although from time to time there was a rattle from the sunroof's inner sunblind when closed. This must have been a glitch that needed an adjustment. Judged by other coupé-convertible's rigidity levels, the Eos is easily one of the best. Top up and at speed, the cabin is refined, noticeably quiet at speed and certainly no noisier than an everyday saloon.

But it's the V6 and the DSG 'box that between them define the pace. While the handling is competent – that's not to say you can't have some real fun driving it – it follows where the power leads. Grip is good – from both the chassis and the Bridgestone Potenzas – and even when pushed hard the Eos remains a tidy handler, with good body control and a strong reluctance to break away – at either end!

A passenger taking a first ride might, if you left the six-speed auto-mated-manual Direct Shift Gearbox (DSG) in standard 'auto' mode, wonder if there really was a 184 kW 3.2-litre V6 under the bonnet. But that's for smooth cruising and lazy town work. A Sport mode wakes it up dramatically. For 'bruising', flick the gearlever left from 'D' across to manual +/- mode. Steering-wheel-mounted shift-paddles (left 'down'/right 'up') carry out slick, quick changes that make it a pleasure to use and give the driver absolute control over what gear, when.

Combine this with a spirited 3.2-litre V6 that's game all the way round to the red line and you have the

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potential for some excitement. For example, leave it in 'manual' third along a twisty B-road and you can really motor. More good news is that the bolstering on the front seats is just right: not too firm, but easily up to the job of keeping you in place. Good brakes add to the sense of being totally in control — discs all round, ventilated at the front, provide good stopping with good feel and a quick bite.

And it is on roads such as these that it's particularly pleasant to have the top down. If there's just the two of you, you can fit the wind blocker. Not only is it very effective at keeping off draughts and buffeting, but it folds in half and then in half again so as to fit into the boot without stealing too much room. And no broken nails! Because the wind blocker can be left in place with the roof up, it acts as a luggage blind if you need to leave shopping or cases on the rear seats. It also cuts dazzle at night from following traffic and provides an extra degree of privacy.

With the hardtop folded away under the flat rear deck, the Eos — even without the blocker — is one of the best at keeping turbulence out of the cockpit and out of your hair. Which means that four can travel in the open-to-the-elements Eos. And, unlike a number of folding tin-tops, the Eos does have sufficient room for two adults (as well as ample headroom, too) so long as they're of a medium-ish build. The two rear seats are individually shaped so two's definitely the limit behind the front seats.

Access to the rear, incidentally, is good — thanks to the powered tilt 'n' slide feature on both front seats that can be operated easily by passengers waiting to get in or those about to get out. Also

worth a mention are the sturdy sun-visors (with lit vanity mirrors) that stay exactly where you set them and are big enough to keep the sun out of your eyes. Also on the comfort and convenience front, our test Eos was fitted with a number of optional equipment items including the reasonably priced (£395) and highly-effective 2Zone electronic climate control that compensates for top-down/top-up driving.

Talking of boot space, the Eos manages 380 litres for storage — enough for a surprising amount of cases. Roof down, this reduces to 205 litres but then there is a larger than average, lockable 'ski-hatch' and, thanks to the massive electric sunroof, you don't have to lose out on fresh air or luggage space if you keep the hardtop up and open the sunroof. Look beneath the boot floor and you'll find a space-saver spare wheel — although it (or a 'hi-tech' emergency 'puncture repair kit') is almost de rigueur these days, I believe most motorists feel happier with a 'real' spare.

The V6-powered Eos, while not an out-and-out sportscar, nevertheless does a pretty good impression of one. It's pretty fast, pretty classy (our test car looked especially swish finished in Leonie Blue metallic with Black 'Vienna' leather upholstery) and you can fling it around pretty much as you like as and when the mood takes you. Equally significant, it showcases Volkswagen's much-admired build quality — it feels like it's made to outlast its owner. In fact, live with one for even a few days and you get the strong feeling it was designed and built to a 'get it right' game plan as opposed to a 'down to a price' stricture. Finally, its unique CSC metal folding roof and glass sunroof is not only 'cool', but you can bank on it keeping you that way for a long time to come.

Autocar, UK



The Eos. Coupé and convertible in one.



Lucas – the Prince of Darkness.

Lucas Electric Ltd was the primary manufacturer of electric products for most British cars for most of the 20th century.

Joseph Lucas was a pioneer in the field, first making automotive electrical parts in 1902. In the very early days his equipment was selected by high quality manufacturers like Rolls Royce. However Lucas, like many British firms, rested on its laurels and by the 1950s Lucas gear was considered unreliable. British manufacturers stuck with Lucas because it was the traditional British supplier. By the 1960s, when German automotive electrics had been refined to a high art, Lucas products were noted for unreliability, high corrosion and poor electrical contacts, particularly in wet weather.

This greatly contributed to the failure of all the famous British carmakers. As British manufacturers were taken over by foreign companies like Ford and BMW, Lucas products were replaced by US or German-made equivalents. The result was reliability.

Lucas was taken over by the US-owned Varsity Corporation in 1996, and sold to TRW Automotive (a subdivision of US-owned Northrop-Grumman) in 1999. Today the Lucas brand name no longer exists, but is celebrated primarily in jokes, mostly promoted by owners of British vintage cars who have to find Lucas



parts in order to maintain their cars' originality and lack of reliability.

- The Lucas company motto is: "Get home before dark."
- Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."
- Lucas - inventor of the first intermittent wiper.
- Lucas - inventor of the self-dimming headlamp.
- Lucas – inventor of the turn signal spark generator.
- The Mk 1 three-position Lucas switch - DIM, FLICKER and OFF.
- The Mk 2 three-position Lucas switch - SMOKE, SMOULDER and IGNITE.
- Lucas dip-switch positions: LOW and BLOW.
- The original anti-theft devices—Lucas Electric products.
- Lucas – fitted to such fine cars as the Austin Westminster, Morris Marshall, Austin Lancer, Morris Major, Wolseley Hornet, Austin Freeway, Morris Nomad, Austin Kimberly and Morris Marina.
- "I've had a Lucas pacemaker for years and have never experienced any prob..."
- If Lucas made guns, wars would not start either.



- Did you know that Lucas once attempted to make electronic computers? They could not work out a way to get them to leak oil.
- In 1947 Lucas tried to get the British Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- Did you hear the one about the fellow who looked at a Land Rover's dashboard, and asked the owner, "How can you tell one switch from another at night, since they all look the same?" He replied, "It doesn't matter which one you use, nothing happens!"
- Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.
- Quality Assurance phoned and advised the Lucas engineering man that they had trouble with his design shorting out. So he made the wires longer.
- Why do the English eat their meat pies cold? Because Lucas used to make electric stoves.
- Why do the English drink warm beer? Lucas once made refrigerators, too.
- Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.
- Lucas systems actually uses AC current; it just has a random frequency.
- How do you make AIDS disappear from the world? Give it a Lucas parts number.
- Recently, Lucas won out over Bosch to supply all the electricals for new BMWs. So, now the cars from the Bavarian Black Forest will come with electrics supplied by the Prince of Darkness – how appropriate!
- Lucas is an acronym for Loose Unsoldered Connections And Splices.
- Lucas is also an acronym for Left Us Cold And Stranded.
- Bumper sticker – 'Don't follow too close – I have Lucas Brake Lights.'

**While
the world
was wondering
about the future
of the car,
Volkswagen
built the
car of the
future.**

WOLSKEL

Golf.

No one has ever built cars quite like Volkswagen and Volkswagen have never built a new car like Golf. Golf is not only an entirely new car, it's a new concept of the car.

As one enthusiastic motoring writer put it - 'Golf is the finest example to date of a totally integrated passenger car'. Another was inspired to write 'Whole populations of drivers will live with this car for years.'

Praise indeed. All we can say is we designed, engineered and built Golf, unlike any car in the world, to make sense.

As big inside as bigger cars.

We designed Golf so that 80% of the car is usable room. Room for four adults and room over for luggage. Give or take a few centimetres, Golf has as much head and leg room as cars like Holden's Torana and Ford's Cortina. Pretty neat when you consider Golf is nearly two feet shorter bumper to bumper (we've done our bit to ease parking problems).

Room with a view.

As well as plenty of breathing space, Golf gives the driver a commanding view of the way ahead through a big screen. You relax in soft, fully adjustable bucket seats. Your rear window is electrically heated. There's carpet on the floor, a tachometer in the dash and a clock in the snazzy centre console. Like every Volkswagen ever made, the finish is first class.

A fast Volkswagen?

A Golf will zoom from 0 to 80 km (50 mph) in just 8 seconds (0 to 100 km (60 mph) in 12.3 seconds). Very expensive sports cars can't do much better.

The secret is Golf's low weight, low bonnet profile and a very sporty 1600 cc overhead cam engine.

Of course it's one thing to go fast on a highway and be quick through traffic. It's another to do it all economically. Golf will give you cruising economy of 8.5 litres per 100 km (approximately 32 mpg). So while its performance is very un-Volkswagen, its economy isn't.

Safe as any car in the world.

Golf helps make you a safer driver. Front wheel drive gives you better tracking. Rack and pinion steering gives you better, more responsive handling.

Uniroyal Steel Cat Radials give you sure grip. Power boosted front disc brakes give you fade-free stopping power. If one front tyre blows, a thing called negative

steering roll radius helps you to a straight stop. If one brake circuit fails, a second is still there. A new rear axle makes the car more stable (and safer) on rough roads.

And finally the Golf passenger compartment is a safety cell with progressive crumple zones front and rear.

For the money you can't buy more safety. What else for a car of the future?

When is Golf a wagon?

As well as a lot of people, Golf will carry a lot of luggage. Lift up the big hatchback and you get a hidden luggage space 12.4 cu ft big. Fold the shelf and seat down once, you get more space. Fold it again and you get a huge 38.8 cu ft.

Less service is the best service.

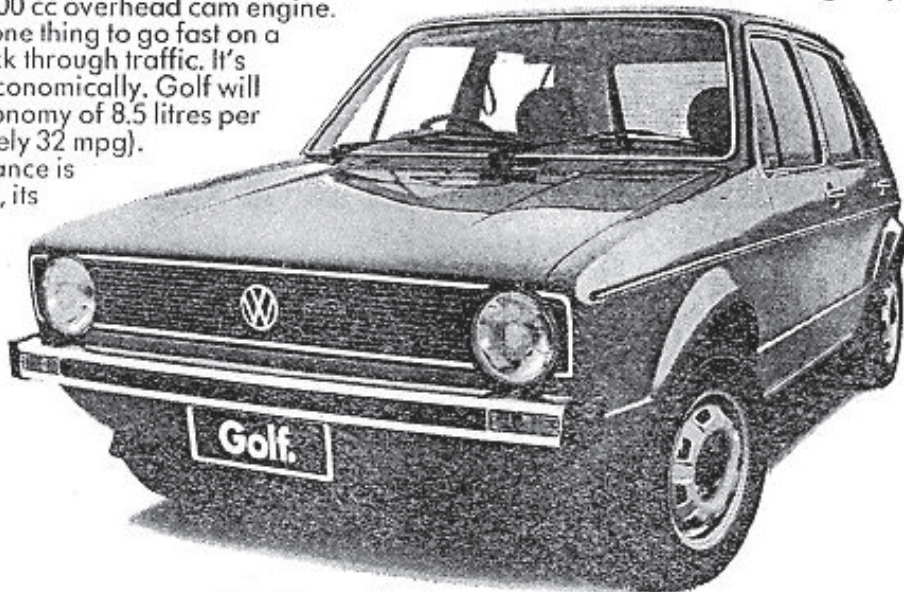
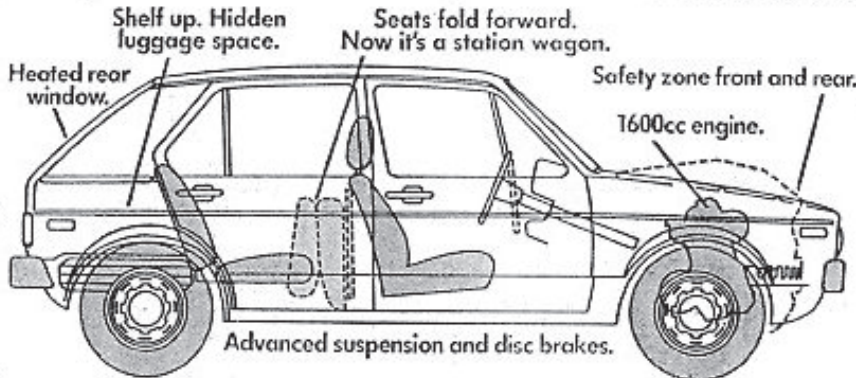
Golf is so reliable it only needs an oil change every 7,500 km or every six months, and a service only once a year or every 15,000 km, whichever comes first.

Apart from a drop of oil on the door hinges, there's little else to do.

Even crash repairs are easier and inexpensive. Body panels are bolted on - easy to take off, easy to put on.

The new, fast, economical, nimble, roomy, safe Volkswagen Golf is waiting for you at your nearest Volkswagen dealer.

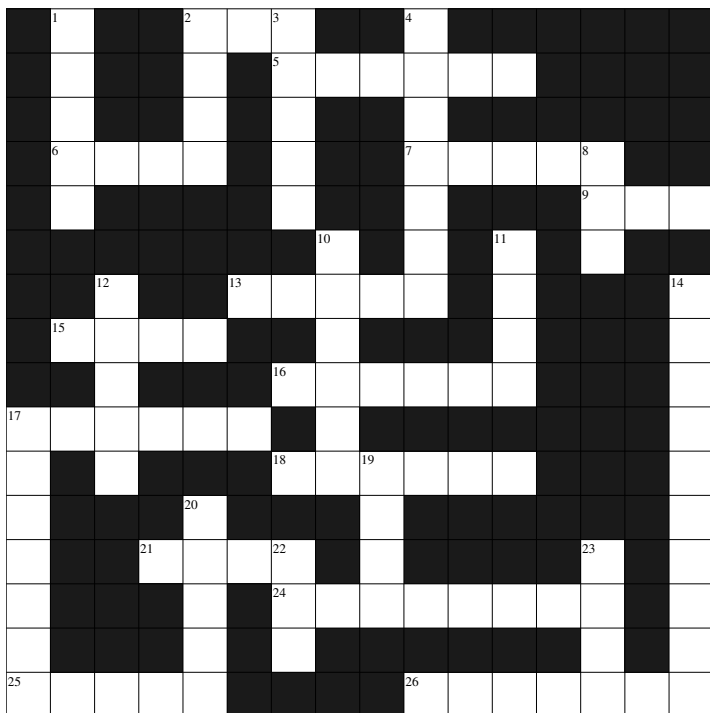
Three or five door manual and five door automatic. Take a test drive. Our crystal ball tells us there could be a Golf in your future.



Golf, a whole new ball game.

Volkswagen Australia Pty. Ltd. (A Division of UAC Industries Limited) VWV2004E

Club Veedub crossword.



Across:

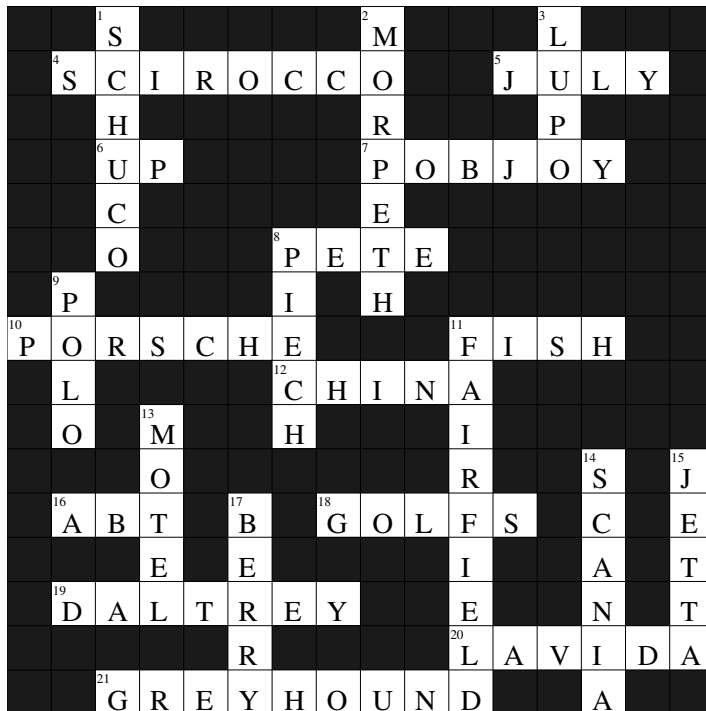
- 2. VW's coupe and convertible in one
- 5. VW's new compact SUV, now available in Australia
- 6. They won Le Mans again in 2008, for the eighth time
- 7. The US company that owns Vegemite
- 9. Volkswagen's Direct Shift Gearbox
- 13. His picnic day is on Sunday 21 September
- 15. The number of VWs competing in the 1953 Redex
- 16. Nickname of the VfL Wolfsburg football team
- 17. Uch drove one in the 2008 Rally of Canberra
- 18. A famous 24-hour race in France
- 21. The passenger version of the VW Caddy van
- 24. The GT24 finished 1-2 in class at Nurburgring this year
- 25. He won the Fish n Chips run thanks to Belinda's skill
- 26. The other special edition Golf released in Australia

Down:

- 1. Better known as the Prince of Darkness
- 2. Engineered Motor Products was better known as..?
- 3. Driver of the Nurburgring VW was Hans Joachim ...?
- 4. They won VW's 2008 Dealer of the Year Award
- 8. The VW diesel is the only Tiguan engine available at the moment
- 10. WA town with a very high concentration of Kombis
- 11. Club Veedub is now affiliated with them
- 12. The sponsor of the 1953 Around Australia Trial
- 14. Driving his Kombi all around Australia was Les ...?
- 17. The 15" alloy wheels fitted to the Golf Editon
- 19. Extended wheelbase Caddy van just released in Australia
- 20. Our football team's 2008 finishing position in the Bundesliga

- 22. VW's computerised stability function, as fitted to the Tiguan
- 23. Volkswagen's car of the future

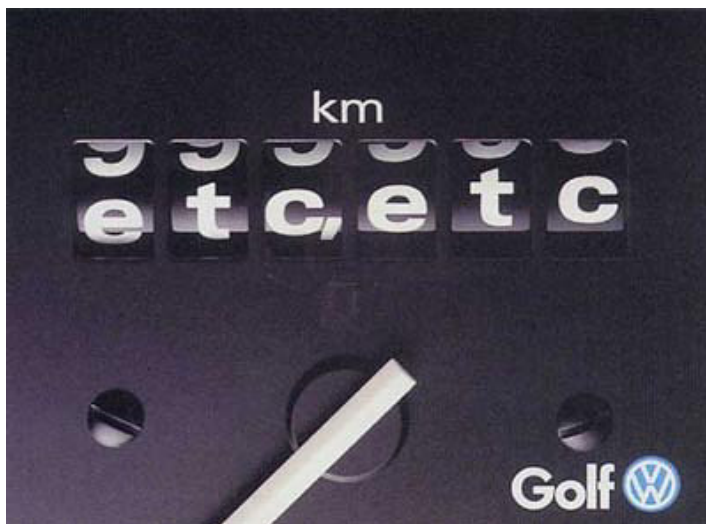
Last month's crossword.



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. This is your final reminder. Please return the books to the July meeting, or your club membership will be revoked and recovery action will be initiated.



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We wish to extend a sincere *thank you* to all of our sponsors, who made the VW Nationals 2008 possible. Please support them, as they support us.

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