

Zeitschrift



Laurie Murray's 1964 Beetle in the outback.

January 2009

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VW Cruise to Kiama
10-pin Bowling report
Easy Holiday Quiz**

**1955 Redex Trial - final
Rodstock 2008
VW Racing
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 2008-09.

President:	David Birchall david@clubvw.org.au	(02) 9534 4825
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Tool Librarian:	Bob Hickman	(02) 4655 5566
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VW Motorsport Committee:	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003359 (02) 9639 1002

General Committee:

Zoran Milvica	Ron Kirby
Ken Davis	Grace Rosch
Heather Pascoe	Shirley Pleydon
Ray Pleydon	Brian Vanderkly
Mike Said	Danny McFadden
Frank Watkins	Laurie & Wayne Murray

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
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 Sydney meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends 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. Club Veedub Sydney, and its members and contributors, cannot be held liable for any consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to *Zeitschrift, Club Veedub Sydney*.

Please note that all events listed in the Zeitschrift Club Calendar, and 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 Ctre	North Rocky & Import Parts
Dr Mosha the VW King	Shannons Car Insurance
Korsche VW Performance	SKH Motors
Mick Motors	Wolfsburg Motors

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Harding Performance	Reliable Automotive Services

5 years and over.

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

Newcastle Vee Dub Dyno Day Sat 7th Feb 2009

Bring your car along no matter how stock or modified it is and have some fun

Approx \$49 for a few runs on the Dyno

To be held at **Carline Mufflers & Repairs**

Ward Street, Maitland

9am Start

Free sausage sizzle & soft drinks

See you all there.



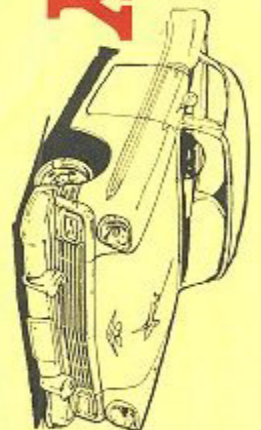
Non VWs are also welcome I don't discriminate.

Contact Rose for more info

Mobile: 0427 55 02 03

Email: awwnut@bigpond.com

ANNUAL SYDNEY SUPER SWAP 15th FEBRUARY SUNDAY 2009 FROM 6AM



HAWKESBURY SHOWGROUND

Racecourse Rd, Clarendon NSW
opposite Richmond RAAF Base

Car Parts & Collectables

Veteran & Vintage Cars

Sports & Classic Cars

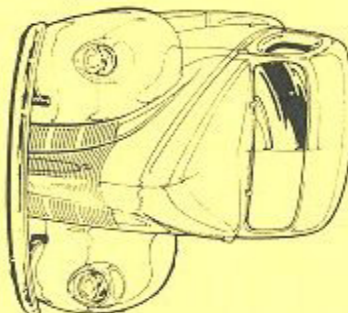
Hot Rods & Customs

Street Machines

Motorbikes

Vintage Tractors

Stationary Engines



Information:

Ph 0410 44 SWAP

7927

Email wvca@optusnet.com.au

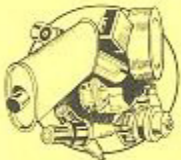
SUNDAY OUTDOOR SWAP SITES
INCLUDES ONE ADULT \$20
EACH ADDITIONAL ADULT \$5

LOOKERS \$5

FREE PARKING Entrance: Gate 4

WEEKEND SWAP SITE PASS (1 ADULT)

SET UP FROM 2 TO 7PM SAT. \$35
EACH ADDITIONAL ADULT \$5



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P.O. BOX 2064, NTH PARRAMATTA 1750 ABN 25 002 979 937

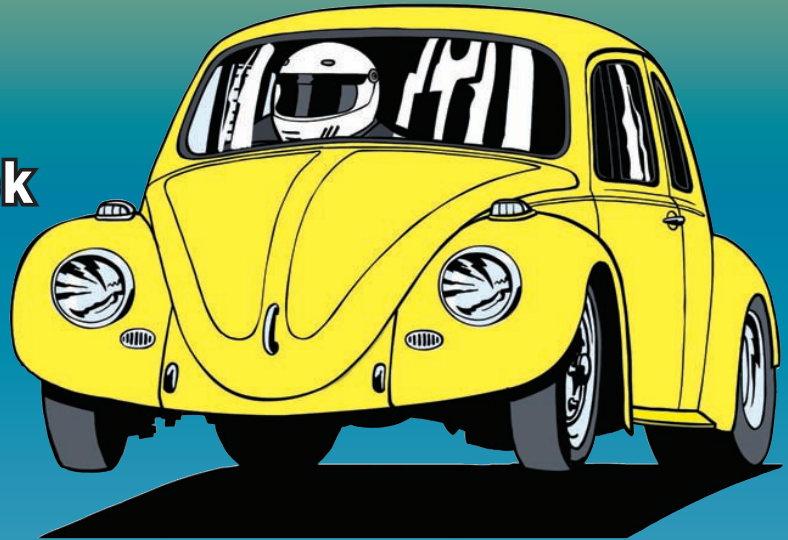
AN INVITATION TO ATTEND WITH YOUR COLLECTOR CAR (ASRF TRAVEL PERMIT 709/50)

* ALL CATERING BY FIVELOCK ROTARY CLUB (NO OTHER FOOD/DRINK TO BE SOLD)

VW PORTLAND

2009

SOUTHCOAST RACEWAY VICTORIA
February 21st-22nd



- VW 1/8th Mile Track
- Dial Your Own
- Friday Night Drags
- Saturday Open Meet
- Saturday Morning Parade
- All VW Racing Sunday
- VW Stocker To Modified
- Air & Water Classes
- VW Trikes
- Trophies & Prize \$\$\$
- VW Show and Shine

***ALL VOLKSWAGEN
DRAG RACING ACTION!!!***

***PRE-DRIVER ENTRY
ESSENTIAL
ENTRIES CLOSE
FEBRUARY 13th 2009***

For Event Details, Entry Forms and
Conditions Go To ▾

WWW.VWMA.NET.AU



THIRLMERE FESTIVAL OF STEAM 2009

Correspondence: NSW Rail Transport Museum
Barbour Rd, Thirlmere NSW 2572

Chairman: Peter Berriman
Phone: 0412 610 024
Email: petabear@ozemail.com.au

Phone: (02) 4681 8001

Fax: (02) 4681 8410

Secretary: Jenny Smith

Phone: 4681 8001

Email: jenny.smith@nswrtm.com.au

Official Invitation: To **CLUB VEEDUB SYDNEY** to the **Thirlmere Festival of Steam 2009**

It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2009 at Thirlmere, NSW, on **Sunday 1st March 2009**. The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by no later than 9:30am, as pedestrian traffic is due to increase dramatically after this time. There will be overflow parking for latecomers, but it will be in the block of land next to the church and in Oak Road near the oval, so the earlier you arrive the better chance of a good spot.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select the appropriate vehicles to enter the parade before the day of the event, and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade. Whilst this might seem harsh, there are many groups to organise on the day and limited resources to do the work, so we appreciate your assistance.

If you could RSVP to this invitation by no later than 15 February 2009 (the earlier the better), it would assist in the organisation of the event. Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com

Car club entry to the festival precinct is restricted to one entrance, and you must be on the list of invited Car Clubs to gain access. This is necessary to avoid overcrowding.

Our aim is to provide a fantastic, entertaining day with plenty to see and do, including bands, dancers, food and drink stalls, fun rides, train rides, model railways and plenty of car groups including Club Veedub Sydney.

Yours sincerely,
Keiran P. Ryan
Parade and Events Manager

www.thirlmerfestivalofsteam.com.au



Old Car Social Club

6th Annual Show & Shine 2009

Sunday 29th March

At Flower Power, Moorebank

In conjunction with

The Lions Club of the City of Liverpool,
in aid of Diabetic awareness

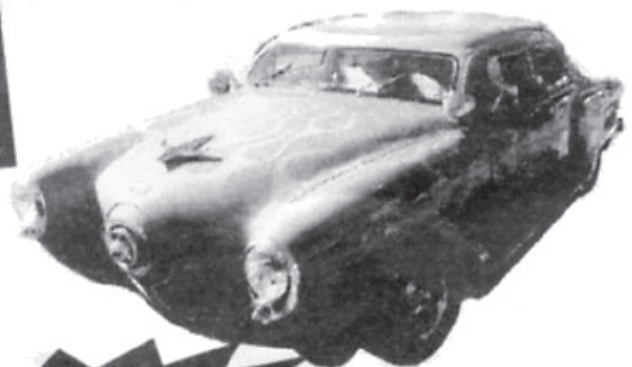
Gates open 8.00am

Cars in position by 9.00am

Trophies will be presented at 1.30pm

**We invite you to bring your classic beauty
(Car, Hot Rod and Commercial) to show at**

Flower Power
Newbridge Road,
Moorebank



**Food and Drinks
Available**

Supported by
**NRMA Veteran, Vintage & Classic
Vehicle Insurance and**

MOTHERS®
Polishes • Waxes • Cleaners



Entry Fee: Display Cars \$10.00 (includes Driver and passenger)
Spectators \$2.00, Family \$5.00

Entry form available at www.oldercarsocialclub.com.au

For further details contact: Noel-0409 601 827, Neil-0418 943 518



VW NATIONALS

Sydney, Australia 2009



Saturday 23rd May

Super Sprint

Wakefield Park
Braidwood Road, Goulburn

Sunday 24th May

Show & Shine

Fairfield City Showgrounds
Smithfield Rd, Prairiewood

Contact David Birchall (02) 9534 4825 or david@clubvw.org.au



Proudly sponsored by Volkswagen Australia
www.clubvw.org.au – www.volkswagen.com.au



VW Winter Break

14th - 16th August 2009



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Caravan Park is walking distance from the town centre.
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiasts and clubs are invited to attend.

A booking has been made for the entire park accommodation.
This will expire 6 weeks prior to the event, so after that it's
open to non-VW people.

**So call 1-800-729-835 to book a cabin or campsite. You
must tell them that you are with the VW people.**

Campsites have not been booked. You need to book these
ASAP as well.

I have asked that all the VW campers are put together. Please
remind them about this when you book.

**Enquiries contact:
Ray Vanderkly (02) 6658 4422 ah
Steve Carter 0439 133 354**

Von dem Herrn Präsident.

Many thanks to all who attended our Xmas Party night at the Greyhound Club. I believe that everyone brought along a gift wrapped present for our monster Xmas raffle. There were a few surprised faces in the crowd with some of the great presents being gift wrapped, to add a bit of Xmas mystery. All attendees walked away with a present. Prior to this we had a short but informative meeting.

I hope everyone is kicking back and relaxing over the Christmas and New Year break; that's if you were lucky enough to have time off. So did Santa give you a VW gift (or three) for Xmas ??

By the time you read this, our first event of the year, the VW Watercooled Run to Standwell Park, will have been run. I hope you polished up your VW (old or new) for a nice family cruise and day at the beach. Thanks Aaron for organising it.

The NRMA Australia Day festivities will be held in the city on the public holiday Monday 26th. You need an entrants' pass to bring your car along and participate. These have already been sent out to those members who have booked. Otherwise, all club members are welcome to come along and look on the day. The VWs will be parked in and around Macquarie Street and the St James Square area. Come and say hello.

Then in February we have three events - the Newcastle Dyno Day on Saturday 7th, the huge Sydney Swapmeet at Richmond on Sunday 15th, and the Portland VW Drags over the weekend of 21-22nd.

Planning for the VW Nationals in May is proceeding and we need your help. Please come along to a meeting if you would like to contribute. And with the Supersprint at Wakefield on the Saturday, we are looking for both drivers and officials. Don't miss out!

2009 looks like an exciting year coming up, so there's never been a better time to shine up your VW and come along to some events.

Précis of Committee and General meetings:- NRMA Motorfest, VW Nationals and Supersprint, other Coming Events, Vintage Registration Renewals.

Keep on Kruzin',

David Birchall



Kanberra Kapitelreport.

Happy New Year from the Canberra Chapter! We hope you all had a great Xmas break and are refreshed for the New Year. December saw the Canberra-ites helping with a BBQ to open the new Canberra VW Centre premises at Belconnen. We also held a Xmas lights cruise, driving through a couple of well-lit suburbs in our VWs and enjoying the displays. Reports and pictures of these events will be in the February magazine.

Wanted: CAMS Official Trainees

Could anybody who is interested in being trained to be a CAMS official please contact Steve Carter, either via email info@clubvw.org.au or by calling me on 0439 133 354 to register your interest.

We may have to move quickly to fit in with available training schedules, so I will need to send out correspondence that would miss the normal magazine mail out.

So what's coming up for 2009 in Canberra? In early February we are having a Cotter Cruise. At time of writing I don't have the details but watch the website for info on this one. On 23 Feb we are having our first meeting for the year, which will include our AGM, and would like as many people as possible to come along. It is at our usual location, the Wig and Pen pub in Civic, 7.30pm. We need your help to run the chapter! Don't be shy.

March has a few ideas floating so far, with a possibility of a BBQ event tied in to Skyfire, as well as a possible cruise to Sydney for the Drive-In event (who's interested?). 22 March is the 'Wheels' carshow, more details to come.

The committee is looking forward to catching up with everyone in the New Year, make 2009 the year that you all dust off the VW and come along to the various events. Websites to watch - www.canberravw.com and www.smonson.com/vwclub/forum. Don't forget to watch the magazine for Sydney events that you can attend as well, we need to show our support.

Bruce



Klub Kalender.

January.

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 26th:- NRMA Motorfest (Australia Day) in Macquarie St, Sydney. Bookings have now closed for displaying your VW, but it is still a great event to visit. See

the VW display on Macquarie St, and enjoy all the holiday festivities in Hyde Park.

Monday 26th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

February.

Sunday 1st:- Bathurst Swapmeet at the Bathurst Showground. Gates open 6am, \$3 entry. Contact Mick on 0408 415 525.

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

Saturday 7th:- Newcastle Vee Dub Dyno Day. Bring your VW along, no matter how stock or modified it is, and have some fun. Approx \$49 for a few runs on the dyno. To be held at Carline Mufflers & Repairs, Ward Street, Maitland, 9am start. Free BBQ and soft drinks for lunch. Contact Rose for more info on 0427 550 203 or email avwnut@bigpond.com

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

Sunday 15th:- Sydney Super Swapmeet and Car Show at Hawkesbury Showground, Richmond. \$20 entry for swappers, \$5 for lookers. Vintage and classic cars, hot rods, customs. Club VW display. Phone 0410 447927.

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

Saturday 21 & Sunday 22nd:- Portland VW Drags 2009 at Portland South Coast Raceway, VIC. Pre-driver entry essential. Entries close 13th Feb. Street parade, show n shine. Go to www.vwma.net.au for more info.

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

March.

Sunday 1st:- Thirlmere Festival of Steam 2009 at Thirlmere. Bands, dancers, food and drink stalls, fun rides, steam train rides, model railways and plenty of car groups including Club Veedub Sydney. Arrive by 10:00am, street parade at 1:30.

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

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

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

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Sunday 29th:- Old Car Annual Show & Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. \$10 display entry, \$2 spectators. Gates open 8:00am.

April.

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

Sunday 5th:- Norm's VW Picnic Day at North Head Artillery School. Details to follow.

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

Sunday 12th:- Classic Car Show Day and Easter Sunday market at Robertson Railway Station in the southern highlands. Club VW display area. Free entry from 9:30am. Country Market stalls, vintage machinery, nice wooden pubs. Contact Steve Carey on (02) 4885 2393.

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.

May.

Saturday 2nd & Sunday 3rd:- Sutherland Shire Relay for Life for the Cancer Council at Sylvania Waters Athletics Track, 10am to 10am. Club Veedub will have a team. Contact John Weston on (02) 9520 9343.

Sunday 3rd:- Morpeth VW Pit Stop Cruise. Meet at Wallsend Park 9:30am, then cruise to Caltex East Maitland. Put your VW up on the hoist! Free BBQ and soft drink lunch. Then cruise to historic Morpeth. Contact Rose for more info on 0427 550 203 or email avwnut@bigpond.com

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

Club Shop Monthly Special

Your very own quality metal, custom-made official Club VeeDub Name badge for only \$5



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket \$5 Jacquard Club Polo (S/M/XXL) No Pocket
\$15 Set of 4 colour Nats coasters in a sleeve \$10 "Legend" cap or Children's T-Shirt
\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

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.

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

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

Saturday 23rd:- VW Nationals Supersprint at Wakefield Park racetrack, near Goulburn. More details to follow.

Sunday 24th:- VW NATIONALS 2009 at Fairfield Showgrounds.

August.

Friday 14th to Sunday 16th - VW Winter Break at Sawtell. Participate in activities or just veg out. Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1-800-729-835 to make your booking. All VWs welcome.

Marktplatz.

*Ads should be emailed to: info@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. Ads will appear here for two months.*

All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so 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.

Wanted:- 1960 and 1961 VW Dealership Listings, the booklets that came with the car's owners manual. I am after photocopies if possible, but if not I am happy just to ask you questions over the phone. Please let me know if you can help! Phil, 0412 786339 or (02) 9773 3970.

For Sale:- 1976 VW Kombi Campmobile. Not registered. Mechanically OK. Body needs work as it has some rust. \$2900 ONO. Contact Paul in Helensvale, QLD,

on 0419 523239 or (07) 5556 0996.

For Sale:- VW Golf R32, 2007, 3-door hatch, 6-speed direct shift, United Grey, 26,000 km only, air conditioning, CD, dual air bags, ABS, power steering, power windows, sunroof, sat nav, central locking, iPod connection, heated seats. Low profile alloys. Always garaged. Full service history, inspection certificate, warranty expires Feb 2010. As new! The ultimate Volkswagen. BBC-98P, \$49,000. Ph. 0412 338707.

For Sale:- 1968 VW Beetle. This is a very very regretful sale but due to my circumstances I dont have a choice. I purchased this car in April 11th 2006 from Wollongong NSW from the original owner it had travelled 44,516 miles. Since then its been fully restored. I have spent over 2 years and a lot of money on this car. There are thousands of things to list but here are a few: Body was stripped back to bare metal and resprayed in a custom blue including floor and interior and also rust proofed. All new body rubbers . Lowered suspension, new narrowed front beam and new front shocks and replaced all suspension components. Work done by Vintage Vee Dub. New BRM wheels with Yokohama C Drive Tyres. Front are 185/60/15 and the rear 195/65/15 with 99.5% tread. Wheels purchased from Vintage Vee Dub. Brand new carpets and mats and reupholstered front and rear seats including door trims and rear parcel shelf all in White. Roof lining was also replaced. All work was done by Crusin Interiors at Narellan. Scat chrome short shifter. Alpine head unit CD/Tuner with Alpine Amplifier and Alpine 6x9 Speakers installed on rear parcel tray. Front and rear brakes were replaced in February 2008 and front rotors machined. Once again all work performed by Vintage Vee Dub. April 2008 Engine was pulled out and a FULL rebuilt (the right way) was performed Bottom and

top end and all parts replaced with new VW Engine components. All engine work done by qualified VW mechanic. My mechanic can be contacted and engine is still under warranty. Replaced Generator with new Bosch Alternator and new Bosch distributor. Absolutely nothing to spend on this car just add petrol and drive, be assured this is a legitimate sale. I hope I have provided enough information however if you need to ask anything just phone me. Inspection at my place is invited and all reasonable offers will be considered. \$18,500. Phone John, 0407 993824 or (02)87837538.

For Sale:- VW Passat 3.2 V6 FSI 3C 4D Wagon, 2006. 6-speed auto direct shift, Granite metallic, 59,000 km. Immaculate! Rego 10/09. \$39,500 ONO. 0434 184033.

For Sale:- 1972 VW Superbug, written off in accident, suitable for parts. Chop top conversion. Damaged nose, rear is OK. \$1000. Please contact me for more info or photos. Riannon, 0420 985514.

2nd Month Ads.

Wanted:- 2nd-hand Beetle roof rack, to fit '74 Beetle. Sydney area. Call Sarah on 0411 375 301

For Sale:- 1979 VW Golf Diesel. In very good condition, metallic bronze paint. New tyres. Rego'd until 5/2009. Manual. 300,000 km. \$5,000. Car is in Rockhampton. Phone Ross on 0407 136271 or email rammak@cqmrt.com.au

For Sale:- 1971 VW Notchback, 1600 cc engine, new brakes, light green original paint, tow bar, registered until Feb2009, asking \$3200 ONO. Contact Salvador on (02) 9920 3519 or 0403 536446 Blacktown.

For Sale:- VW Kombi and Beetle parts:

Kombi Muffler \$100.00, Tow bar \$80.00, Twin carbies, 1600 cc engine, IRS gearbox, 4 x stud 14" chrome wheels, early Beetle towbar, front seats etc
Contact Salvador on 02 9920 3519 or 0403 536446 Blacktown.

For Sale:- 1954 and 1955 Oval Window Beetles, that's right one of each, original condition, one has a 40HP motor. \$5000 ono each. Call Don on 02 6355 2037

For Sale: - 1967 VW Beetle. Restored 1967 VW Beetle - 12volt and 1600cc. No rust. Rego till July 2009. Runs perfectly - just had a full service worth over \$2500. Roof racks, venetians, cd player, very nice interior, runs like a dream. Only used on weekends. \$7500 ono
Contact Debora Gallo - 04013005980 or debgallo@tpg.com.au

For Sale:- VW Golf VR6. 1997 model, 5-door hatchback. Auto trans. Air conditioning, maroon/black leather seats. Alloy wheels. CD/radio. Full history. Immaculate condition.
Only 98,900 km. Please

Continued on page 15



Trades and services directory.



New Engine Oils
With a Difference

100% AUSTRALIAN MADE AND OWNED

UP TO **39%** less friction than other quality engine oils

All Nulon Oils Contain Our Unique 'Advanced Additive Technology' 'AAT'

Contact Nulon: 1800 679 922
www.nulon.com.au

Trades and services directory.



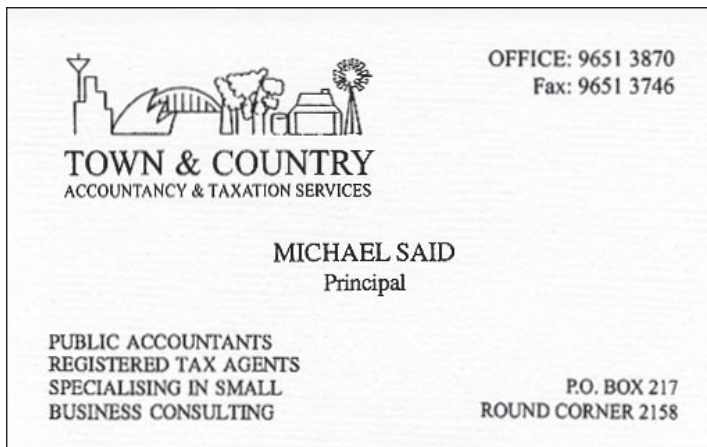
KLAACK MOTORS

All Mechanical Repairs & Restoration Work

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For Sale:- 1974 Karmann Beetle Cabriolet. 'Lily' is looking for new parents. She is very fussy and hoping to find parents who will love and care for her. She was completely rebuilt from the ground up in 2005. She is a fine example and has won many awards in her short show career including VW Nationals and Flat 4 Shootout. Lily also starred in the August/October 2006 edition of VW Magazine Australia. Her features are Empi 8 spoke wheels and numerous other extra touches including a Hans Klaack built 1776 engine. The reason for selling is a lack of time and garage space. If you would like a photo email chrispascoe2@bigpond.com

The car is located in the South Western suburbs of Sydney. Expressions of interest over \$20,000. Please no time wasters.

For more details contact Chris on 0409 659 118.

For Sale:- VW Golf, 2000 model. 5-speed, air conditioning, power steering, 2-litre engine. White with charcoal interior. Log books, well maintained. Rego until 11/2009 (AV-94-RC). \$8,500. Phone 0418 810171.

Cover car - Laurie Murray's 1964 Beetle.

On the cover is a photo of my one-owner 1964 Beetle on one of its many inland trips over the years. This is a slide from a trip from South Australia through Cameron Corner, Tibooburra and Broken Hill. Most was through heavy rain and mud in the corner country, with three adults, towing a trailer.

Mud was coming in the side windows and landing on the inside of the back window. The wheels on the trailer were only turning now and again, being packed tight with mud. The inside of the back tyres on the VW were worn by mud packed around the gearbox and mudguards.

It is still my everyday car after 44 years – besides my one-owner 1972 Kombi.

Laurie Murray

VW Passat CC lands in Australia.

The 'Comfort Coupe' VW Passat CC is scheduled for Australian release in 2009. One example was shown at the Sydney International Motor Show last October. Now, Club Veedub Sydney's exclusive spy photographer has captured some sneak peek photos of another Passat CC that was secretly flown into Sydney one evening last month.



This RHD Passat CC is in exclusive two-tone paintwork, an attractive scheme not seen before. Our spy photographer was able to open the Passat CC's doors, and noted that there was no frame around the rear door window, just like the Eos. Also the window does retract slightly when you pull the door handle, also like the Eos.



The VIN label attached to the vehicle told us that the Passat CC was a model 3C, a series 6 Passat just like the rest of the current Passat range. It was 2009 model, as you would expect, and it was made in Emden, like the rest of the Passat range.

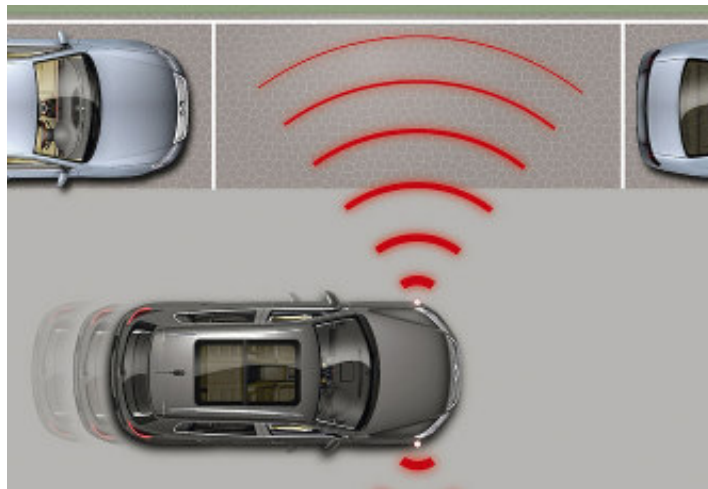
Petrol Tiguan released.

VW has launched the long awaited petrol versions of its popular Tiguan softroader, with one feature its rivals cannot match. The compact SUV can now be ordered with a self-parking system, something which to date has only been found in dearer luxury cars from Lexus and Mercedes-Benz.

Park Assist will cost \$1,390 on base petrol and diesel Tiguan and \$890 on the flagship version, which already comes equipped with some of the sensors needed to operate the system.

The sensors measure whether a parallel parking space is long enough to fit the wagon. It needs a minimum 700 mm clearance in front and behind the Tiguan before the system decides it can steer the wagon into the space.

The driver selects reverse, takes their hands off the steering wheel but controls the braking and throttle as the wagon neatly steers itself into the space, and then straightens the vehicle up. The driver still has the responsibility of checking that the vehicle's path is clear of pedestrians.



The addition of the two turbo petrol variants has expanded the Tiguan range to three models, and shifts the entry price to under \$34,000 while the top of the range model has been pushed close to \$43,000.

The existing 103 kW TDI turbo diesel (\$35,990) has been joined by the entry petrol 125 kW model (\$33,990) with a six-speed manual as standard, while the more potent 147 kW petrol version becomes the flagship model (\$42,990). It only comes with a six-speed auto.

The auto gearbox is offered on the 125 kW version as a \$2,300 option.

Meanwhile, the world-wide financial crisis may have brought an unexpected bonus for Volkswagen in Australia. The Tiguan soft roader was launched in May, but it has been so popular that VW could not fill the order bank, with some customers waiting up to nine months for delivery.

Launched here initially with a 2-litre diesel engine, the supply constraint seriously handicapped VW's push into the compact SUV market and its bid to take on Toyota's RAV4, the Nissan X-Trail, Subaru Forester and Honda's CRV, which between them account for half the market. The Tiguan's share of the SUV pie has been a lowly 1 per cent so far.



But a slowdown in demand for the Tiguan in other right-hand drive markets around the world, due to the economic crisis, appears to have been a win for VW here.

An extra 1,100 vehicles now earmarked for Australia are currently filtering through the Wolfsburg production line and will start arriving in Australia this month, effectively unplugging the supply bottle neck.

Volkswagen Group Australia managing director Jutta Dierks says delivery times are now expected to return to a normal three to four month wait, depending on what specifications are ordered. There are plenty of smiles in the VW management team and the extra volume is a welcome Christmas present.

The jury is still out on whether the world really needs a wagon which can park itself. But some inexperienced drivers find the task daunting and the system will also appeal to those who have difficulty in distance perception.

The entry price of the Tiguan is an added drawcard for a wagon which, in diesel form, greatly impressed the judges in this year's Car of the Year contests for its superb ride and handling, comfort, quality and value for money. None of that has changed with the petrol newcomers.

So the Tiguan already has the runs on the board as the best compact SUV on the market. Adding the two petrol engines adds icing to the cake.

Even the base 125 kW unit is surprisingly good in terms of power delivery and is more than satisfying. If you have the money, the 147 kW version is however the better buy, thanks to its brisk off the line performance but peak power arrives at higher revs than its smaller brother.

Both engines however share the same peak torque output of 280Nm, but the bigger engine offers a wider spread, with maximum torque available from 1700 revs right up to 5000 revs. The 125 kW version tops out at 4200 revs so it's not as flexible.

The downside to the petrol Tiguans is that both need dearer 98 RON premium fuel, and the diesel has better fuel economy - 7.4 L/100 km compared to the

petrol's 9.1 L/100 km. This could be a strong factor in deciding which model to go for.

Recommended Retail Pricing:

Tiguan petrol 125 kW	\$33,990
Tiguan TDI 103 kW	\$35,990
Tiguan petrol 147 kW	\$42,990

Transmission: Standard with six-speed manual (125kW version) or six-speed Tiptronic auto (147kW version). Tiptronic gearbox optional on base model. VWs 4MOTION all wheel drive.

Aussie Golf VI to be German again.

Volkswagen's Australian small-car range is playing international musical chairs, as the next-generation Golf turns wholly German again, while our Jetta jettisons Mexico.

Except for the German-built GTI three-door hatch and R32 flagship, all other versions of the current, fifth-generation Golf come from VW's Uitenhage plant, near Port Elizabeth in South Africa.

The just-unveiled Golf VI will be built at Volkswagen's head office site in Wolfsburg and arrives in Australia in the second quarter of 2009, following a Paris motor show world premiere last October.

According to one Volkswagen insider, every Golf VI will be built "only in Germany and entirely in Germany".



However, prices for the new car are still expected to shadow the existing Golf V, which kicks off at \$25,490 for the base 1.6-litre petrol model, despite the swap from a cheap labour base to one of the most expensive in the world. This is due to the fact that the Golf VI is designed to be significantly less expensive to build than the existing model.

Nevertheless, Volkswagen Group Australia general manager Jutta Dierks said it is still too early to comment on pricing and positioning for the next-generation Golf.

"It does have an effect on us because most of our Golfs come out of South Africa for the time being," she said.

"We haven't really finalised pricing yet, but actually it doesn't really matter where it is produced because we

buy it from Head Office and they deliver it from any production site. So it doesn't really matter whether that comes from South Africa or Germany."

Volkswagen is also hesitant to divulge too many details for the next Golf, since the current car still has up to six months left on sale in Australia.

"We are not in a hurry, to be honest, because the current Golf still sells very nicely. Because it is still far away, nobody is talking about the run-out of the (existing) Golf. We are talking about 48 per cent of our volume, so we must be very careful.

"I don't think just because (the new Golf) will be built in Germany it has to be more expensive (or even less expensive), because we have found a very effective way for it to be built."

On the other hand, Mrs Dierks does not believe that the market will necessarily respond to the next Golf more favourably just because it will be manufactured in Germany.

"The quality is always the same so it doesn't really matter where it comes from," she said.

Meanwhile, the South African assembly plant that has supplied Australia with the Golf in Mark IV and V guises since 2001 has switched to making the current-generation Jetta, which is essentially a booted version of the existing Mk5 hatch.



From late 2004 until this year, the current Jetta has been manufactured only at Volkswagen's Pueblo plant in Mexico. It replaced the German-made, Golf IV-based Bora sedan, which sold below expectations almost everywhere except in the USA (where it was still called the Jetta).

Australian Jettas will be therefore be sourced from South Africa, rather than Mexico. The only Mexican-made VW to continue in Australia will be the New Beetle.

VW Fleet Deals.

Volkswagen Group Australia (VGA) says it has won additional fleet contracts for its passenger cars from companies which have decided to do business with car companies that have a good environmental policy, rather than a policy of simply offering cheap cars.

"(These are) corporate customers who want to be seen as more environmentally responsible," VGA managing director Jutta Dierks said last week.

Woolworths is the most recent addition to the list

of fleet customers who have bought Volkswagens, joining Linfox, Pink Hygiene Solutions, Rentokil Pest Control, Kea mobile homes and German company Linde.

According to VGA, Woolworths and other fleet customers are ticking items on the Volkswagen passenger-car menu for field managers and the like. In the case of the supermarket giant, the fleet deal is for 3000 Passats and Jettas.

Ms Dierks said VGA had not been actively pursuing fleet business because the company did not see value in trying to compete in the cut-throat business for little or no margin.



"We are very reluctant to chase fleets," she said. "We don't give presents away because we don't need to at the moment."

Ms Dierks said the fleet contract business simply fell in Volkswagen's lap. "They come and ask," she said, adding that she believes the motivation had as much to do with Volkswagen's environmental record as a company as the fuel efficiency of the cars themselves.

Ms Dierks said one company in particular had requested specific details about Volkswagen's environmental position globally.

She expressed her surprise at winning the Woolworths deal and how easily fleets generally had adapted to small-medium European four-cylinder cars after a diet of large Australian six-cylinder cars.

"I was worried after they came from Falcons and Commodores into a smaller car that they wouldn't like it," she said. "But actually the opposite is true."

VGA's other most recent contract was for 40 New Beetles and 80 Transporter T5 Cab Chassis vehicles for Pink Hygiene Solutions.

More VW dealerships.

Volkswagen plans to introduce new dealerships and service centres in regional areas to add to its roll-out of new dealer representation in the metropolitan areas.

Volkswagen reentered the Australian top ten in sales in 2006, for the first time since 1976. Sales increased a further 27% in 2007. VW's 2008 year-to-date figures are also promising.

While Ms Dierks would not comment on which dealers were to be appointed and in which areas, she said that "the target is to cover the areas where our customers are, as quickly as possible".



To service this growth, Volkswagen wants to expand its dealer network of not just full sales and service centres but also regional service centres.

Volkswagen currently has 62 dealers, with some recent regional additions including Moss Vale, Lismore, Ballarat, Mildura, Rockhampton, Alice Springs and Albany. Most Australian country regions have not had active Volkswagen dealerships since the 1970s.

Volkswagen is looking at giving some regional service centres the opportunity to sell cars without the imposing investment of having showroom facilities.

“We are thinking about service outlets, where you have the opportunity to sell but not show,” she said.

“We have lots of applicants for the franchise, and we also have ones interested in servicing our cars, which will help us a lot because we have ambulances outside [the Volkswagen service network], we have the mobile homes outside. (Service outlets) reach areas where we don’t have dealers, so probably we’ll go down that track.”

The service centres will have all the authorised Volkswagen technical equipment and training to service the entire Volkswagen vehicle range.

“We also think about the opportunity to have mobile service workshops [such as a fully equipped Crafter vans] near the big fleets.”

VW Pickup to have Aussie know-how.

Australian input has been sought from the start for Volkswagen’s upcoming light truck.

Due for release in 2011 or 2012, the ‘Robust’ (as it has been unofficially dubbed) is a one-tonne style light commercial vehicle in the mould of the Toyota Hi-Lux.

Volkswagen will not disclose what input its Australian operations has given, but the need for a cab-chassis model is believed to have figured prominently, as has a heavy towing capacity, adequate ground clearance, sufficient dust sealing and a suspension system capable of coping with our terrain.

Spy photos for the Robust point to a traditional four or five-seat dual cab design mounted upon a separate ladder-frame chassis, with a car-like interior, a large loading area in the rear, plenty of ground clearance, and

the potential for four-wheel as well as rear-wheel drive.

There are also suggestions that the Robust will spawn a family of fixed-body and cab-chassis variations in much the same manner as the Volkswagen Transporter.

A five-seater wagon version, to compete against the likes of the upcoming Mitsubishi Challenger, is also on the cards, with reports suggesting that it might go under the name of Namib.

Engine choices are expected to mirror those of the Transporter range, with diesels in four, five and six-cylinder configurations, as well as some petrol powerplants.



The Robust represents the German company’s first serious tilt at the light pickup truck market, and replaces a number of early Golf-based pick-up vehicles devised in the late 1970s.

It figures highly on Volkswagen Australia’s future model hit list, with the company projecting to at least double its 2,500 annual unit penetration of the commercial vehicle market (currently comprised of the Caddy, T5 Transporter and Crafter).

According to managing director Jutta Dierks, the Robust has been developed principally for a market like Australia.

“We are a very big market for utes,” she said. “And for the first time ever we are the most important market for this model. South America and Australia are the big markets for this ute.”

Mrs Dierks added that Australian input has been given at the very beginning of a Volkswagen’s development phase for the first time.

A decision of when and where the Robust will be built has yet to be formally decided, although some reports suggest that Volkswagen’s operations in Argentina may get the guernsey, as well as South Africa, where this sort of vehicle is also very popular.

“It’s still quite far away, at least two to three years,” Mrs Dierks told us. She sees Australia’s input in the Robust project as an opportunity for Volkswagen Australia to have a larger say in other aspects of future product development, including having greater availability of automatic transmission on a wider selection of models.

“We try to let them know that, if we want to be successful - and this is not rocket science - they must listen to what the markets say they need,” Mrs Dierks

explained.

“For us this meant asking: What does a ute need to have to make it a really popular vehicle in Australia? They may not know or may not realise how important some things are. I’m just happy that we are involved,” Mrs Dierks said.

VW Up! for Australia.

Volkswagen is thinking small in a bid to grow even bigger in Australia.

The German company, one of the few mainstream players in Australia to increase sales in 2008 despite the economic crisis, has revealed its wants to add a micro-car to its local lineup.

In contention is a two-seat city car, called the Up!, which is being developed by Volkswagen in Europe to take on Toyota’s new iQ and the Smart ForTwo. The Up! may also be built in larger four-seat/four door variations. It was originally planned to be rear-engined, like the original Beetle, but cost and technical problems will see it revert to the more usual front engine front drive layout. It may be called Chico or Lupo when it reaches production in 2010.



Jutta Dierks, the head of VW Group Australia, has given strong support to the addition of the tiny compact to VW’s lineup here. It would slot in below the exiting Polo, the smallest car in the current VW lineup.

“Would we want it? Of course we would,” Dierks says. “It would be a perfect model for us, to attract a whole new group of buyers to the VW family.”

But there are a couple of major stumbling blocks. It is still not known if the Up! Micro-car will be produced in right-hand drive form.

“We would only be interested if it were available with an automatic transmission – that’s a must,” Dierks says. “But it would be a fabulous car for us.

“It is firmly on our wish list. We have never had a car smaller than the Polo available in Australia (the small Fox is not available here), and it would attract new customers; those on a budget looking for a new car instead of a second-hand one.”

Dierks says the VW micro-car won’t be the cheapest small car on the market if it comes here.

“It wouldn’t be a \$12,000 budget car; it has to deliver the safety and quality standards we demand in all our models. If we could sell it for \$13,990, I would be more than happy,” Dierks says.

It has been tipped that the Up! will be powered by a 1.2-litre four-cylinder petrol engine, or a three-cylinder turbo diesel, with a potential fuel consumption figure of well under 4 litres per 100 km.

Meanwhile, VW Group Australia has still to make a decision on whether to add the beautiful Mk3 Scirocco coupe to its local lineup. The Scirocco was recently named the Car of the Year in the UK by the Top Gear television show, and is proving very popular in Europe. The Scirocco has never been sold in Australia so far; neither the Mk1 nor the Mk2 were ever imported here.

And VW fans wanting to buy the new and slightly larger Mk6 Jetta will have to wait at least another year. The new Jetta was expected to arrive this year alongside its Golf Mk6 sister, but it has now been put off until at least 2010. Existing Mk5 Jettas will continue, sourced from VW’s South African factory rather than Mexico.

This year’s major launch for VW Australia has been reserved for the new Mk6 Golf, which will be launched later in the year. The existing Mk5 Golf is Australia’s biggest selling VW model.

The Passat CC will be launched at the Melbourne Motor Show this year, while the Argentinian-made VW Robust pickup may appear later to take on the Toyota Hilux.

Porsche - VW latest.

Porsche sent the German stock exchange into chaos in November, after it announced that it had secretly taken an effective 74.1 per cent shareholding in Volkswagen AG, which was once its parent company.

With the state of Lower Saxony holding a legislated 20 per cent in VW, investors went into a buying frenzy over the few remaining shares, forcing the German exchange to step in to protect the integrity of the DAX index.

VW share prices soared to almost five times their previous value in just 48 hours – at one point making Volkswagen AG the most valuable company in the entire world, ahead even of US oil giant Exxon Mobil.

After briefly tipping over 1000 Euro (\$A1870) per share as short-term speculators moved in, they closed the day at a record 945 Euro (\$A1770) compared with only 210.85 Euro (\$A394.10) prior to the weekend.

That prompted the Deutsche Boerse stock exchange to take the “extraordinary measure” of capping VW’s weighting on the DAX at 10 per cent from November 3, down from its previous 27 per cent.

However, the VW share price halved two days later, and a week later they were trading at 393 Euro (\$A735).

What started the volatility in the market was Porsche AG’s announcement on Sunday 26 October that it had not only increased its holding of VW ordinary shares to 42.6 per cent – up from the 35.8 per cent it reached in

September – but also held 31.5 per cent in convertible options that it was not compelled to disclose previously under German law.

Furthermore, Porsche said it aimed to increase its holding to 75 per cent in 2009 if economic conditions were suitable, thereby “paving the way to a domination agreement”. Reaching 75 per cent would give Porsche full financial control of VW and access to its cashflow.

On the previous Friday (October 24), Porsche president Wolfgang Porsche addressed employees in Stuttgart, admitting that public discussion about the VW takeover had led to widespread “irritation” in Germany, including with Porsche staff and union representatives, who are at loggerheads with management.

He explained that the Porsche and Piëch families that own the company had held a meeting the previous weekend and agreed that they fully support the management moves led by Porsche AG executive chairman Wendelin Wiedeking.

Significantly, Dr Porsche said that this includes the unreserved support of his cousin, Ferdinand Piëch, who is the chairman of the VW supervisory board.

Obviously Dr Piëch is in a difficult situation, given the bitterness that has developed between the once-close car-makers, as evidenced by Porsche noting that the VW supervisory board had in September decided to create “a committee for special business relationships” in Dr Piëch’s absence.

“This committee has been legally examined with the conclusion that it encroaches too much on the competences of the VW board,” said Dr Porsche. “That’s why Ferdinand Piëch will request the dissolution of this committee at the next VW supervisory board meeting.”

Porsche no longer depends on selling cars for its financial wellbeing, which is just as well because the brand has been hit hard by the economic downturn in North America. Sales in October were down some 39 per cent for the US and Canada against the same month last year.

Porsche loses VW court case.

In December Porsche lost a court bid to overturn Germany’s controversial ‘Volkswagen Law’, which enshrines the state of Lower Saxony’s 20 per cent shareholding in VW and its ability to block decisions.

The state court in Hannover rejected a suit by Porsche, which already holds more than 42.6 per cent of VW, and recently outlined its plan to build up its stake to 75 per cent this year.

Although Porsche argued that the threshold for a blocking minority should be 25 percent, in line with standard German securities laws, the German government has defended the law and only two weeks ago passed new legislation to cement state rights over VW.

The Volkswagen Law is popular in Berlin because the state is seen as a guarantor of jobs at the Wolfsburg-based Volkswagen Group, the biggest industrial enterprise in Lower Saxony.

A Porsche spokesman said the company would appeal the court decision, while the European Union may also challenge the legislation, arguing that it distorts European corporate law.

Meanwhile, Porsche last week revealed that it expects a “significant” drop in sales in the current 2008/09 financial year (ending July 31, 2009) and will continue to scale back production to reflect weakening market demand.

After production at its Zuffenhausen plant ceased for the first time on 21 November, Porsche will close the plant for a further seven days between now and the end of January 2009. However, production is expected to ramp up in the next business year with the launch of the Panamera four-door GT.

“The signs of a severe decrease in demand in the automotive industry are unmistakable the world over, and it is virtually impossible to calculate further developments particularly in the USA, the largest single market for Porsche,” the company said in a statement.

“Porsche will hardly be able to escape this downward trend, so that currently we do not assume that we will be able to repeat the high total sales of the previous business year. This is indeed borne out by revenue and sales figures in the current business year from 1 August to mid-November 2008, which indicate that turnover up to 30 November 2008, will be slightly above two billion Euro (\$A3.94 billion) following 2.36 billion (\$A4.65 billion) Euro in the same period last year.

“Sales show a similar development, amounting to 25,200 units after 30,700 units year-on-year.”

The outlook tempers the release last week of Porsche’s 2007/08 financial results, in which profit before tax increased 46 per cent to 8.569 billion Euro (\$A16.88 billion), making it the most successful year ever in the German sportscar marque’s 60-year history. Profit after tax was up 51 per cent to 6.392 billion Euro (\$A12.59 billion).

“This significant jump in profit was again due to special influences in connection with the holdings in Volkswagen AG,” said Porsche.

“The Porsche operative earnings before taxes have developed most satisfactorily. Corrected for special effects from hedging operations as well as the interest result of Porsche SE, it amounted to around one billion euros (\$A1.97 billion). Increased development costs incurred, inter alia, for the Panamera, for the hybrid drive in the Cayenne, for new, reduced fuel consumption engines and for new vehicle models, proved a burden on the result.

“But this development was more than set off by positive effects from cash settled share option transactions by which Porsche participates in changes to the stock exchange price of the VW shares. By way of these transactions the further acquisition of VW ordinary shares is being hedged.”

Sales growth was largely attributed to Cayenne SUV, which rose 34 per cent to 45,478 units for the period. Sales of the 911 were down 16 per cent to 31,423 units, while the Boxster series (which includes the Cayman) was down 16.8 per cent for a total of 21,747 units sold.

How Porsche beat the hedge funds.

This is a story with all the elements of an airport novel. Financial devastation, greedy hedge funds, corporate secrecy, fast money, fast cars, corporate cops and the creation of the largest company in the world, are just the start. It will ultimately turn into a gripping courtroom drama involving the largest-ever financial sting.

But this tale of Goliath versus Goliath is not fiction - it's real and it took place in Germany in November.

Take note: if you are not one of the multitude of investors who harbour a deep-seated dislike for hedge funds (or locusts, as they are often called), the following text may be disturbing. The main protagonists are two German carmakers, Porsche and Volkswagen, and a group of international hedge funds. The story is about how one outsmarted the other.



The backdrop is the struggling European car industry in which both companies operate, and the expectation by a group of hedge funds that, in the midst of this economic malaise, the Volkswagen share price would come under pressure.

There was also an assumption on the part of the hedge funds that Porsche, which owned 42.6 per cent of Volkswagen stock, would not be in a position to increase its stake.

Based on this, the hedge funds launched their attack, taking what are known as naked short positions in Volkswagen to capitalise on what they believed would be a falling share price.

The plan was that once Volkswagen's share price plunged they would buy the stock cheaply to cover their positions and make a financial killing.

But Porsche had other ideas. Unknown to most, it had quietly been amassing a stake in Volkswagen using a financial instrument called cash settled options - enough (on conversion) to increase its holding to 75 per cent.

This particular instrument, according to Porsche, at least, can be acquired without triggering any of the usual disclosure laws.

On the Sunday, Porsche let the cat out of the bag and disclosed its position. Then the fun started in earnest. The clever hedge funds found themselves caught in a vice-like financial grip from which their only escape was provided by Porsche.

The trouble for the hedge funds was that they now had to buy shares to cover their short position.

But there was almost no stock available because Porsche had almost all of it and, after Sunday's revelation, the Volkswagen share price rose an incredible 348 per cent in two days - making it the largest company in the world by market capitalisation, even bigger than the US giant Exxon Mobil, normally the world's largest company.

Even if they could have sourced Volkswagen shares, they now cost a fortune: the hedge funds were staring down the barrel of a combined loss that has been estimated at 30 billion Euros (\$57 billion).

Not surprisingly, the hedge funds cried foul, claiming that Porsche had previously indicated it had no intention of increasing its stake to gain full control of Volkswagen. Within a day they were asserting Porsche had been misleading the market, and insider trading was added to the list of potential sins.

On top of this there were clearly disclosure issues surrounding whether the accumulation of these cash settled op-tions was in breach of their corporate laws. Then along came the corporate plod with assurances that all of the above would be investigated.

By Tuesday Porsche appeared to have capitulated somewhat, assuring the bruised hedge funds that it would sell them 5 per cent of its stock in Volkswagen - thus allowing some to close out their short positions. The Volkswagen share price fell but to nowhere near the levels it had been sitting before the drama unfolded.

Analysts estimate that that Porsche would make a massive 6 billion to 12 billion Euros on selling the 5 per cent back to hedge funds.

The outcome is predicted to send some of the hedge funds to the wall and rock the foundations of the already fragile capital markets in Europe.



Few funds have owned up to an involvement, and a couple of big investment banks have already denied rumours that they have been prey to the Porsche sting.

This is a kind of devastation with severely affected victims but little community sympathy. The stakes were high when the hedge funds decided to tackle Porsche, and the losses are a match.

Elizabeth Knight,
The Sydney Morning Herald

The economy explained.

Everyone is talking about the 'economic downturn.' Many huge US companies like GM, Chrysler, Hewlett Packard, Citibank and United Airlines are supposedly almost bankrupt, yet have been making billions of dollars for years. Our super funds are shrinking but corporate salaries and bonuses keep growing. And does anyone really understand how a small car company like Porsche can buy a big one, like Volkswagen?

You can easily review exchange rates between the AUD and the USD. Only a few months ago, the Australian dollar was running about 95 cents of the USD, the highest it had been for many years.

I was getting ready to buy a stack of VW parts from the US, which would have worked out very cheaply. But of course I put it off, and the Aussie dollar fell. Now, if I want the same parts, I will have to pay more - half as much again in fact - for them.

But what happened to cause the fall in value of the AUD against the USD? From about 95 US cents only a few months ago, the AUD was worth only 64.47 cents this morning. It was worth 62.35 cents only a few days ago.

It's impossible to explain in financial or economical language that makes any sense, or won't make your eyes glaze over. The easiest way to understand our money-based, market economy, and what goes wrong with it, is by telling a couple of stories.

Thanks to Chris Fraser for these tales.

The Donkey Raffle

A young city boy named Kenny moved to the country and bought a donkey from a farmer for \$100. The farmer took Kenny's \$100, and agreed to deliver the donkey the next day.

The next day the farmer drove up and said, "Sorry son, but I have some bad news. The donkey died."

Kenny said, "Oh dear, that's a shame. Well, just give me my money back, please."

The farmer said, "Oh, I can't do that. I have spent the money already."

Kenny said, "No problem. Just bring me the dead donkey then."

The farmer asked, "What ya gonna do with him?"

Kenny said, "I'm going to raffle him off."

The farmer said, "What? You can't raffle off a dead donkey!"

Kenny said, "Sure I can. Just watch me. I just won't tell anybody he is dead."

A month or so later, the farmer met up with Kenny again, and asked, "Hey, what happened with that dead donkey?"

Kenny said, "I raffled him off. I sold 500 tickets at two dollars each, and made a profit of \$998.00."

The farmer said, "Didn't anyone complain?"

Kenny said, "Yes, just the guy who won. So I gave him his two dollars back."

Kenny eventually became the chairman of Enron.



Buying Monkeys

Once upon a time in a jungle village, a man appeared and announced to the villagers that he would buy monkeys for \$10 each.

The villagers, seeing that there were many monkeys around, went out to the forest, and started catching them. The man bought thousands at \$10, and as supply started to diminish, the villagers stopped their effort.

He further announced that he would now buy at \$20. This renewed the efforts of the villagers and they started catching monkeys again.

Soon the supply diminished even further and people started going back to their farms. The offer increased to \$25 each and the supply of monkeys became so little that it was an effort to even see a monkey, let alone catch one!

The man now announced that he would buy monkeys at \$50! However, since he had to go to the city on some business, his assistant would now buy on behalf of him.

In the absence of the man, the assistant told the villagers. "Look at all these monkeys in the big cage that the man has collected. I will sell them to you at \$35 and when the man returns from the city, you can sell them to him for \$50 each."

The villagers rounded up with all their savings and bought all the monkeys.

Then they never saw the man nor his assistant; only monkeys everywhere!

Now you have a better understanding of how the stock market works.

The Toy Department.

Hello and welcome to the Toy Department for 2009!

With changing trends and fashions that become every day life, the VW is one thing that keeps coming back as a fashion statement or trend. It's what we expect from such an icon – it's not just back, but here to stay!

Recently I have come to see many gift ideas and fashion ideas illustrating the VW. One such theme is children bedrooms and out door areas being renovated with beach themes and materials. Let's face it, what's a beach theme down under without a VW?

This brings me to a local artist by the name of Deborah Broughton, who has a passion for summer colours and beach themes, which include a VW Beetle or Kombi.

Deborah, who lives on the northern beaches, was inspired by her soundings and has a range of gift ideas from to screen painted paintings to one-off hand painted scenes, and other accessories such as stubbie coolers, coasters and hand painted model replicas to suit all budgets.

If you have not seen any of these items, they are available for viewing on Deborah Broughton's web site www.kombiart.com or drop her an email for any one of productions.



Other recent items available – and I know you have all seen them - such as salt & pepper shakers, egg cups, toasters, and now even toast racks. Just what you wanted for your breakfast out door living beach theme!



Lastly, some mugs made from Scottish China which have a variety of VW Bugs, including some Bay window illustrations.

If you interested in these mugs you can also drop me email and I will pass on the details.

Tony Bezzina
kbezzina@bigpond.com.au

VW Watercooled run to Kiama blowhole. Sunday 9 November.

The Golf and Bora owners met up at the Krispy Kreme donut place at Liverpool from 10am onwards, although I was there a bit earlier and had time for a coffee, and several ultra-sugary donuts before the others turned up. Apparently a Kombi owner also turned up earlier, but he waited in the McDonalds carpark and missed us.



There was even a Type 3 driver along to enjoy the day, but the Golf guys warned him he would not be able to keep up with the modern VWs. They were right.

Aaron handed out the instruction sheets and we were off, on time, at 10:30. We headed out through Liverpool and Casula, trying to stick together in a group through the knotty Sunday morning traffic. We managed this until we got onto the freeway, after which the young Golf drivers put their foot down. I pushed my Golf a bit faster to keep the leaders in sight, but the Type 3 dropped astern. Soon the fast-moving leaders were gone too.

I think the leaders were planning on exiting at Campbelltown and going to the coast via Appin, but I kept to the route instructions and exited at Wilton. It was an easy run to the top of Mt Ousley, and down into Wollongong and south to Albion Park. I stopped to get a Coke, and then saw the other Golfs waiting at the lights. I rejoined them, and they pulled over for a photo.

It was a fantastic drive up the twisty Macquarie Pass to Robertson. The Golfs loved the tight, sweeping corners and short steep straights, and it was a real pleasure to



cruise along in a modern VW. My old 2-litre Beetle would have been a handful here, while my auto Kombi camper would have needed a 30 min head start! I love old VWs but modern VWs are just so much fun to drive.

We arrived at the famous Robertson Pie shop for morning tea, joining large groups of club motorcyclists out on their daily run. The pie shop was doing a booming trade, and their pies aren't bad with a coffee.

Then it was another wonderful drive back down the mountain the other way, through Jamberoo Pass. This is an even tighter and twistier road, with some very sharp bends, and it was a lot of fun.



Suddenly we were in Kiama, and we parked under the lighthouse on the Blowhole point for a group photo. I think all the tourists were impressed. And yes, the Type 3 made it.

Thanks Aaron, for organising a fantastic day. See you at the next run - old and new VWs welcome.





Rodstock 2008. Sunday 9 November.

The weather could not have been better for day like this. For those of you familiar with the Hubertus Country Club in Luddenham (where we attend the OktoberFest each year), the setup was simple and very effective.

Between the front gate and the dam was spectator parking; this eventually filled up, and people had to park on the street.



Between the dam and the club was the show car area, with cars ranging from an original 1929 Ford with 440,000 miles on clock with the original engine, to something that looked like it came out of a movie like the League of Extraordinary Gentlemen.

I only spotted 3 Volkswagens there. One was a



metallic pink Beetle, and the other a two-toned blue T2 Kombi Camper complete with matching surf board on the roof racks. Of course there was Bluey in his V8 Beetle.

The swappers had the area to the left of the driveway right up to the back of the property. There were a number of swappers with VW spares, ranging from mechanical parts to manuals.



There was of course a jumping castle for the children and a mechanical bull ride for those more adventurous. The trade stands sold things like custom carpets, trim and of course every chemical you can think of to take care of your pride and joy.

The trophis looked great too, like little petrol bowzers. Very different and very cool.

This would be a fantastic day for Club Veedub to have a proper display next year. We could set up a club stand and shop, together with some of our excellent show VWs for the other hot rod fans to see. It would be a great promotion for our club in a friendly, family atmosphere.

Raymond Rosch



10-pin bowling. Sat 13 December.

It had been 6 months since Club Veedub had flogged Flat 4 VW Club at 10-pin bowling, so it was time to give them another chance. We again booked lanes at the brand-new Tenpin City Bowling centre at Lidcombe, and personally invited Flat 4 to attend.



Well we ended up with 17 bowlers on the night, not a bad effort when everyone is trying to save their pennies for Xmas. Unfortunately, ALL of them were our members - no one from Flat 4 came along! It turned out they had their Xmas BBQ on the same day, but that was lunchtime and here we were ready to bowl at 7pm.

We all enjoyed the excellent gourmet pizzas and



pasta in the bistro, then we got our shoes and the competition began.

The computerised scoring system can automatically raise and lower the bumpers for Child bowlers, which came in handy for my daughter Lily. Come to think of it, I needed them too.

Combining two games of 10 frames (\$15), the results were:

1st	David	282
2nd	Wayne	253
3rd	Laurie	250
4th	Norm	245
5th	Eileen	236
6th	Sandra	221
7th	Megan	220
8th	Ken	194
9th	Raelene	181
10th	Ray	178
	Ryan	178
12th	Steve	175
	Phil	175
14th	Caitlyn	167
15th	Gwen	158
16th	Lily	149
17th	David C	146

Congratulations to David, who was easily the best bowler all night with a string of spares and strikes. He won the Kombi moneybox. Lily was the best Child bowler and won the lolly box. Well done everyone.

Club Veedub Sydney retains the bowling trophy!



Rennfahren Abteilung - VW Racing Dept.

On behalf on Club Vee Dub's newly formed Motorsport committee, may I say thank you to all members who have supported its formation, and trust that this new venture will encourage your interest and possible participation in all forms of Club Motorsport (VW Powered of course).



Over the coming 12 months we will endeavour to organise for the benefit of our members 1 or 2 events which should prove popular for both novices and the more experienced drivers alike.

To this end preliminary work has already begun on conducting a Super Sprint at Wakefield Park near Goulbourn on Saturday 23rd May 2009 as a pre cursor to the VW Nationals Show and shine which will be held on Sunday 24th May 2009

I would like to encourage you all to make the trip down south and experience the sounds and sensations of all manner of VW's giving their all by way of competition.

We will also be inviting other German Marques to compete as well, further adding to what should be a memorable day.



Briefly a Super Sprint is defined by CAMS as a speed event, which is a competition other than a race, in which automobiles are timed individually along a defined course greater than 200m in length and which is determined solely on the basis of the time recorded including any penalties incurred.

At last month's meeting Doreen Butchers from CAMS gave the club a brief overview of how club motor sport and motor sport in general, is controlled and organised in Australia.

Thanks go to John Ladomatos for organising Doreen to attend and to give us a both an informative and good natured talk

To those of you who did express an interest in becoming an official or wish to help the club in any capacity with organising sporting events, please do not hesitate to make contact as there is always something new to learn experience.

Until next month, yours in VW motorsport,

Herbie Gutmann
Mob 0414-727-551



Watty's Corner.

Here is my 1970 Beetle, which is asleep at the moment, tucked away on carpet in my garage. Here it is the morning after I arrived home from competing in the 2006 Round Australia Ampol Trial. Hardly a scratch on it after doing over 12,000km half way around the country?



Below is a shot of my Martini Olive 1974 L Bug, the day after competing in the 1985 NSW Rally state round, which was known as the 2WS Kreepy Krauly Rally of the Hills.

The Rally started from the roof top car park at Westpoint Blacktown, and finished at Jenolan State Forest. The Rally was cut short that day because of Bushfires!

One interesting thing all the sign work was actually painted on by a sign writer, and not stuck on like they do these days!



Mobil would top up my 7 jerry cans for nothing for any rally I did. Baulkham Hills Auto Electrical, on Windsor Rd and opposite Cook St, was owned by Joe Farrugia who was a sprint car racer at Parramatta City Speedway. He was killed at the Speedway one night, where he flipped over the big wire fence into the spectator area!

He paid some entry fees for me and gave me electrical stuff, but unfortunately my sponsorship from him came to a sad end!

I also drove this Beetle to my first VW Spectacular at Nambucca Heads that same year, 1985. By pure chance, the L-Bug ended up in a photo on the front page of Zeitschrift then!

John Watt

Easy Holiday Quiz.

As a bit of fun for your summertime holiday reading, here is an easy Club Veedub Holiday Quiz to test your general knowledge. Write your answers down on a piece of paper, then turn to page 36 to see how you did.

1. How long did the Hundred Years War last?
2. Which country makes Panama hats?
3. The Volkswagen Golf is named after which sport?
4. From which animal do we get catgut?
5. Which famous Chinese man-made structure can be seen from the moon?
6. Fortune Cookies were invented in which country?
7. In which month do Russians celebrate the October Revolution?
8. Who invented the first working Steam Engine?
9. What country did chicken tikka masala originally come from?
10. The Canary Islands in the Atlantic are named after which animal?
11. What is the main ingredient in air?
12. What was King George VI's first name?
13. How many toes does a Two-toed Sloth have?
14. According to the Bible, what is the Number of the Beast?
15. How many states are there in the USA?
16. What do you use to write on a chalk blackboard?
17. The tulip is the national flower of which country?
18. What colour is the grey matter that makes up your brain?
19. Which country was the originator of the Kiwifruit?
20. What is the colour of the black box in a commercial airliner?
21. What was Gough Whitlam's first name?
22. What was James Bond's favourite drink?
23. Which aeroplane won the Battle of Britain?
24. What rank was Captain Cook when he reached Botany Bay in 1770?
25. What is the biggest rock in Australia (and the world)?
26. Is balsa wood a softwood or a hardwood?
27. What do you find in the middle of lead pencils?
28. What was Malcolm Fraser's first name?
29. How long did the Thirty Years War last?

Answers on page 36-37.

1955 Redex Trial Pt 5.

Cars continued to arrive at the Trial finish at Parramatta Park, throughout Sunday afternoon and evening, 11th September 1955. By midnight, 63 of the 65 Melbourne starters had checked in at Parramatta, and then at the J.N. Kirby garage at Zetland for final scrutineering. The officials announced that Vanguard #60, driven by Malcolm Brooks, was the provisional winner, followed by a Morris Oxford, two Holdens and Jack Murray's Ford. The two leading Volkswagens of Laurie Whitehead and Eddie Perkins had both been penalised 500 points for 'floor cracks'.



The next day, Monday, saw additional changes as examination of all the cars continued. Both Sam Hecker's and Ken Miller's Holdens were penalised for structural damage, and the Morris Oxford also lost additional points.

Sensationally, 'Gelignite' Jack Murray was disqualified from the Trial. On Sunday afternoon he had moved up to provisional second, but he chose not to drive his Ford V8 #46 to the Zetland workshops after the Parramatta finish. Instead he drove home to his Bondi garage. He did this, he said, because he was disgusted with the way the trial had been handled in the final stages.

"I would not enter another trial conducted by the Australian Sporting Car Club," he told reporters on Sunday night. "I have been eating dust for 10,400 miles to save a minute here and a minute there and keep my points down, only to find that 200 miles from home I am ordered to drive into a bog and lose a bundle of points. The man who thought of this morning's idea should be shoved into the bog, head first."

On Monday he changed his mind and checked in to the Zetland scrutineering control, but it was too late; he was out. It made front-page news.

Also making news was the fallout from the penalties applied to the Volkswagens. Laurie Whitehead said he was prepared to accept any decision made by the Sydney scrutineers on a 'just basis'. "However," he told reporters, "I feel that the decision to penalise us 250 points for a split in the floor well is a little harsh, in view of the fact that the VW spare parts catalogue classifies this as a floor plate only, and not part of the chassis." The



crack in the floor well had been caused by hitting a rock in over the Marlborough-Sarina 'horror' section in QLD in the early days of the trial.

Whitehead also commented on being docked another 250 points for a crack allegedly found in a 'sub-member' of the body. "The crack is in a thin piece of metal turned under the rear guard well," he said. "In my mind, it is superfluous to the reinforcements of the body through the so-called sub-frame.

"We could get the alleged 'structural damage' repaired for five-bob at any garage in Sydney, and could run another three Redex trials with the same car," he said. "The motor, brakes, suspension, and all equipment are as good as the day we left." Whitehead said again that he did not consider the two small cracks to be structural damage.

On Monday afternoon both Laurie Whitehead and Eddie Perkins lodged official protests against the 500-point penalties for 'structural damage' they both received.

"The scrutineers are obviously biased," Laurie Whitehead said. "In future, all scrutineering should be done by some disinterested body, such as the NRMA." The stewards heard evidence from both men in a 40-minute hearing, and the two Volkswagens were inspected again. The winning Vanguard of Malcolm Brooks was also put up on a hoist and examined by all parties, including Whitehead and Perkins, and officials from the NSW Volkswagen distributors, Lanock Motors. They said later they found four cracks in the Vanguard's chassis.

Doug Donaldson, sales manager for Volkswagen in NSW, said that the company would not make a legal appeal against the stewards' findings if they decided against Whitehead and Perkins. "Under the trial conditions, any competitor who takes legal action would be disqualified," he said. At a function for the Volkswagen crews later that evening, Laurie Whitehead added, "Whatever happens now, all they will take from us is the prize money."

The following day, Tuesday, the Redex stewards dismissed the appeals by Laurie Whitehead and Eddie Perkins. The stewards said that, "an independent authority (whom they would not name), had confirmed the committee's decision that the cracked floor panel in Whitehead's car constituted structural damage."

Scrutineering, tallying and hearings continued. By Tuesday night the name of the trial winner had still not

been officially announced. At a 900-strong Redex party at the Trocadero Ballroom that evening, which all crews, families and friends attended, officials said they had a list of provisional placings but could not announce them. "It would be unwise to publish any results until the stewards had dealt with protests," they explained. However, electric razors were presented as gifts to the top 15 teams (in provisional placings), which did include the two Volkswagen drivers.

On Thursday, four days after the trial ended, the Redex officials announced a new winner. Carl Kennedy's Peugeot #83 was declared the trial champion, with a loss of 236 points, followed by Vanguard #38 (G. Kook) in second on 399 points, and Ford Customline #89 (D. McLachlan) third on 506 points. Laurie Whitehead (Volkswagen #90) was announced fourth, on 521 points, and Eddie Perkins (Volkswagen #2) was now fifth on 527. The previous winner, Malcolm Brooks' Vanguard #60, had been dropped back to sixth, on 545 points. This looked like a great result for Peugeot, having won in 1953 and run second in 1954, and the Peugeot distributors, Harden and Johnson Ltd., immediately began advertising their success. But Kennedy was only one

possible winner, for the committee allowed a further 48 hours in which to receive further appeals.

There were immediate protests from other teams. Bill Hayes disagreed with penalties for working on his Ford Customline, while Malcolm Brooks felt himself unfairly penalised for cracks in his Vanguard. "I put my car in for scrutineering on Sunday, and it came out on Tuesday without loss of points," Brooks said. "I now find that I have been docked 500 points for alleged structural damage." Hayes said he had cleared water from his fuel system after checking out of the Carnarvon control, not during the control. He had been penalised 1,000 points by the Sydney stewards.

Whitehead and Perkins both lodged new appeals in Melbourne, this time to the Confederation of Australian Motor Sport, the controlling body of all motor sport in Australia and the local division of the Fédération Internationale de l'Automobile (FIA), the world motor sport body, which had sanctioned the 1955 trial. Their grounds, as before, were that the cracks in their Volkswagens were 'superficial', and not 'structural.' "I am glad to see that Carl Kennedy has been provisionally placed first," Whitehead said. "We spent much time together on the course, and he is a great sport.

Unfortunately, if our appeal is upheld, we will displace him."

In all, eight teams lodged official final appeals. Plymouth driver Peter Antill said all other competitors should have been docked 720 points at Townsville due to a faulty bundy clock that only he had noted. Volkswagen driver Mrs Charlotte Hayes appealed against the restoration of points to other competitors that had been

lost in the bog section between Yass and Canberra. Drivers of a Morris Oxford and a Ford Zephyr also made the same appeal.

The whole trial had become a shambles. Newspaper editors and radio commentators had a field day, castigating the organisers for their inept handling of the trial sections, the cancelled bog section near Canberra, the changed rules on exhaust damage points, the multiple scrutineering with different results each time, and above all the penalising and unpenalising of the crews, and not being able to announce a final winner after several weeks.

Jack Davey (1907-1959) was the biggest radio star of the day, the most popular and highly-paid, the John Laws of his time. His trademark "Hi Ho, Everybody" was known all over Australia. As a car enthusiast he had competed in the 1953 and 1954 Redex trials, but had been barred from competing in 1955 due to health problems. Apart from his hugely popular quiz and entertainment programmes on the Macquarie network, and his voice work on the Movietone newsreels, he also wrote a column in the Sydney Morning Herald. He didn't hold back on putting the boot into the Redex organisers:



What a decent old mess they've made of the Redex trial this year. It's all too ridiculous for words. Sixty-odd blokes battle round the whole continent, practically killing themselves.

And it's all done only to find that they have been outed for some minor complaint.

It's such a shame. It would have been much simpler if

PEUGEOT
sets greatest Australian car record ever
(1955 results—provisional only to this date and subject to protests).

REDEX ROUND-AUSTRALIA CAR TRIAL

1955: 1st against all comers; 1st in its class.
1954: 2nd against all comers; 1st in its class.
1953: 1st against all comers; 1st, 3rd and 4th in its class.

Winning Redex Trial driver, Carl Kennedy, and his navigator, Bill Turner, say:

"PEUGEOT IS A MIGHTY CAR.

We had to belt the car over thousands of miles of the most incredible road conditions we've ever encountered so that we could maintain the high average speed set and Peugeot came through just as we expected, in top mechanical condition. Peugeot is amazingly manoeuvrable; sudden unexpected hazards were evaded quickly and easily. Peugeot's near perfect springing protected us from a nerve-racking battering, smoothing the way even with our heavy load."



Peugeot's record gives positive proof of superiority.

Check this amazing car yourself — now on show at the main showroom of

Harden and Johnston Limited

117-131 Flinders Street, Sydney. FA7031.

they had all sat round their cars at the start, forgotten the whole trial, and just played gin rummy.

In that way they could have been spared the time, the repair bills, and the physical exhaustion.

It's so disheartening. Imagine the feelings of Australia if, after winning the Davis Cup, the umpires came out the next day with these decisions in the newspapers:

AMERICA RETAINS DAVIS CUP.

"Lewis Hoad, after winning the singles match against Tony Trabert, was declared the loser today, after the judges had examined him. It was discovered after his chassis had been scrutineered that his ankles had two pieces of skin off them, and also he had jarred loose a filling in one of his back teeth.

TOO BAD FOR ROSEWALL.

Vic Seixis lost on the courts in the Davis Cup, but was declared the winner after the umpires had discovered that some of the paint had come off Rosewall's racquet.

Rosewall proved that the paint came off during last year's Davis Cup, and was about to be declared the winner over Seixas when one of the umpires not only noticed a button missing from Rosewall's shorts, but also an inch-long tear in his singlet, and a hole in his underpants, six inches in circumference.

Rosewall is appealing on the grounds that the hole in his underpants is not a hole at all, but simply one of the two places where his legs are supposed to go through.

It is rumoured that his appeal will be unsuccessful, because the scrutineers have discovered that the hole is not hemmed, and it looks suspiciously like Rosewall has taken a small hole by mistake and put his foot in it."

Where will all this sort of thing end? Who will dare to bet on the Melbourne Cup in future if their horse, although first past the post, may be disqualified because the jockey's boots were dirty?

I understand that the ultimate winner of the Redex Trial this year is still not official. I hear that the only car that the scrutineers found with no damage to it was a car driven by a man called Waterhouse.

Mr Waterhouse was declared the provisional winner, and on being notified, told the officials that he couldn't possibly accept the first prize, as he was not in this year's trial at all, but his car just happened to be outside the scrutineering depot.

The officials told him that this was not important. In fact, they declared his action of winning the entire Redex Trial without even entering it was further proof of his ingenuity, and they were thinking of adding a special prize as a special incentive to next year's entrants, to go straight from the start to the finish, thus cutting out all the necessity for controls and horror sections during the journey.

Three representatives from the National Control Council of the Confederation of Australian Motor Sport heard the appeals in Melbourne during the first week of October, three weeks after the Trial had ended. The press expected Ford Customline driver Bill Hayes to be announced as the winner, as if his protest was upheld he would have only 61 points lost. He would displace the current provisional winner, Peugeot driver Carl Kennedy, who was still on 236 points lost.

It was also announced that, even after the CAMS committee heard and ruled on the final appeals, additional appeals could then be made to the world control body in Paris, provided that CAMS granted permission. It was widely reported that the VW teams would do just that if their Melbourne appeals failed.



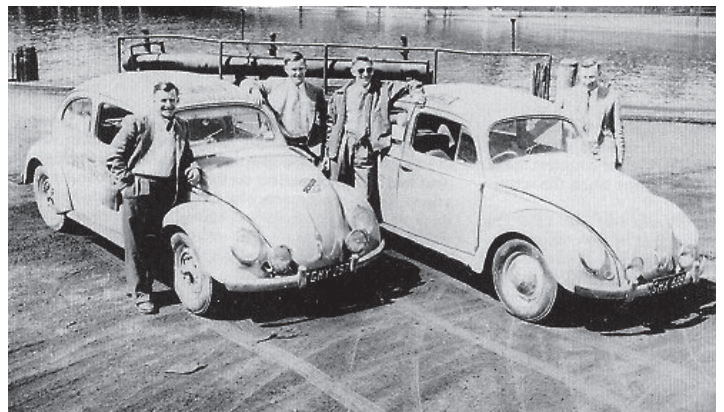
Late in the afternoon of Tuesday 5 October, the CAMS Court of Appeal announced the final results of the 1955 Redex Trial.

Bill Hayes' Customline had the 1,000 point penalty removed, but the Court penalised him 100 points for not leaving a control under his own power. This meant that he had lost only 161 points, making him the new provisional winner. This bumped Carl Kennedy's Peugeot to second.

Then, the Court heard the appeal of Vanguard driver Malcolm Brooks, who had lost 500 points for structural damage. The Court removed the penalty, leaving Brooks on only 45 points lost. CAMS declared him the new provisional Trial winner, with Hayes now in second and Kennedy in third.

The court dismissed the appeals of Mrs Hayes and the other drivers, so any drivers who lost points on the Yass-Canberra bog section had them permanently restored. Peter Antill's protest against the Townsville time clock was also dismissed.

Finally the Court heard the appeals by Volkswagen drivers Laurie Whitehead of Melbourne, and Eddie Perkins of Cowangie, Victoria. The Court ruled that the damage noted on the Volkswagens was 'superficial', and upheld their appeals. This placed Whitehead back in first place on his original 21 points lost, and Perkins back in second on 27 points lost, just as they were at the finish at Parramatta.



So, nearly a month after the finish, the final winner of the 1955 Redex Trial was Laurie Whitehead in Volkswagen #90, 21 points lost. Second was Eddie Perkins in Volkswagen #2, 27 points lost. Brooks and Hayes were

placed third and fourth, and Kennedy was fifth. An amazing 1-2 result for the Australian-assembled Volkswagens, finishing ahead of the Vanguard, Customline and Peugeot. 6 of the 16 Volkswagens finished the trial, with the other four finishing back in 15th, 30th, 31st and 32nd place on their original point losses after all the appeals were heard. Only 57 cars survived in total from the 176 starters.

"I was certainly the most stunned man in the room when the decision was announced," said Laurie Whitehead that evening. "I haven't given much thought to how I will use the money I've won, but I suppose I will put it to improving my home." Officials estimated that he would receive about £3,000 in cash awards.

The Redex company was unhappy with the CAMS rulings and the official results they announced. The managing director of Redex Products Pty Ltd, Reg Shephard, said that future Redex Trials would be held under rules which would allow for a quick determination of the winner. "I will recommend to my co-directors that the rules in future be similar to those which proved popular in 1953 and 1954, and that the next Trial be confined to the eastern states and be of 14 days duration or less," he said.

The following day, an un-named Redex committee member told the press they were "amazed" at the list of final placings announced by CAMS in Melbourne.

"After lengthy discussion, the Redex committee has expressed considerable amazement that the National Control Council of CAMS appears to have completely ignored the findings of the scrutineers, the stewards appointed by the council itself, the opinions of the CAMS' NSW State Council consulting engineer, and such an eminent authority as the chief engineer of the largest Australian motoring organisation, who was consulted by the stewards," Redex said in a statement.

"The committee is further perturbed by the fact that the National Control Council of CAMS failed to notify the Redex committee or the sponsors of its official decision prior to publication, and has in fact, not yet done so."

Reg Shephard withheld paying out any prize money, and he sent a cable to the Royal Automobile Club in London to find whether it could hear appeals against CAMS' declaration of the Redex Trial winners. He said he did this after noting "apparent inconsistencies" in the CAMS rules. One section stated that the Council's decision was final, but another said that the FIA in Paris was the final determinant, he said. As Australia was still subservient to Britain in those days, the RAC normally heard British appeals on behalf of the FIA.

"I have nothing against Laurie Whitehead, nor against German cars," Reg Shephard told disbelieving reporters. "My only concern is to see complete justice is done to all competitors."



Reg Shephard

However, the secretary of the CAMS National Control Council, Mr Donald Thompson, responded by saying that CAMS would direct Redex to pay out the prize money in accordance with the tribunal's decision. He said there could be no further appeals against Volkswagen driver Laurie Whitehead as winner of the Trial.

"The decision of the tribunal appointed by the NCC is absolutely final," Mr Thompson said.

A week later, Redex was still withholding prize money. They said they had not received any response back from the RAC, and Reg Shephard also told reporters that neither Redex, nor the Australian Sporting Car Club, had yet received official notification from CAMS of the official Trial placings. "All we know is what we have read in the newspapers," he said. He added that Redex would

not pay prize money until the Royal Automobile Club in London assured him that an absolute decision had been reached about placings.

CAMS secretary Donald Thompson disagreed. "No future Redex trials would be organised if the sponsors held the purse strings," he said. "We will require a guarantee that prize money is paid without hesitation to place-getters as soon as they are decided."

Mr Thompson said the RAC had delegated full power in Australia to CAMS. He said that he had informed Mr Shephard and Redex of the Trial placings as decided by the CAMS appeal court in Melbourne the previous week.

Reg Shephard was adamant. "I will not pay the £4,000 prize money until I find out whether competitors could appeal to the RAC," he said. "I expect to receive a reply from London today or tomorrow."

Mr Shephard also said that CAMS could not refuse permission to a qualified motor club to organise next year's trial. "What every Australian wants is a real good bush event where drivers can do what they like," he said.

The public was turned off by the continuing bickering over the Trial, its results and the prize money. The editor of the *Sydney Morning Herald* summed up the public mood in his editorial in late October, saying:

The Redex Trial is all over, at last, barring a few echoes of the anguished protests and disputes that seem to be as much a part of this automobilious event as broken axles and bent mudguards.

Noting that it took longer to pick a winner than to stage the Trial, the ordinary observer will steer clear of the technical maze in which stewards, scrutineers, control councillors and other experts have floundered.

But there will be a general feeling that the palm of victory has gone where it belonged – to Laurie Whitehead of Melbourne, in the game little car he piloted so skilfully around Australia.

Structural damage? Whitehead, modest about his own performance, says his mount could have gone over the gruelling course again, if necessary.

But spare us a retrial! One Redex a year is enough. It will be more than enough, unless the organisers (and they have a tough job, admittedly), can find means of avoiding a repetition of the 1955 near-fiasco.

In the last week of October, six weeks after the end of the Trial, the Australian Sporting Car Club (the Trial organisers on behalf of Redex), reported that they had received a brief cable from the RAC. Redex boss Reg Shepherd told reporters that the RAC had advised not to pay prize money until the result was clarified. He also said that an official letter of reply from the RAC was on its way.

Mr Shepherd said that he believed this indicated that the RAC had decided there could be further appeal against the decision made by CAMS to award the Trial to Melbourne journalist Laurie Whitehead (Volkswagen).

"If there could be no further appeal, surely the RAC stewards would have said so in the cable," Mr Shepherd said. "The fact that they did not do so indicates to me that they may believe a further protest could be lodged. The prize money, in the meantime, is in a special bank account."

If a final, final, final result seemed close, it was an illusion; there was one more delay. The RAC, ever conservative, chose not to send their official letter by air mail (operated by Qantas Empire Airways' Lockheed Constellations by 1955), but rather by sea mail, which usually came out on the P&O 'ten pound Pom' immigrant ships such as the SS Orcades. This took considerably longer to arrive down under, which it finally did on 22 December 1955, more than three months after the Trial ended.



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The Royal Automobile Club in London ruled that Laurie Whitehead was the final winner, and confirmed that the final appeal body in the case was the Confederation of Australian Motor Sport. The Secretary of CAMS, Donald Thompson, said that he had received notification from the RAC that confirmed CAMS' position.

"The results will therefore be official, as stated by the national council at the appeal on 4th October," he said. "The RAC has also stated that in future, all events would be subject to appeal to the stewards of the RAC, or their nominees in Australia – the Confederation of Australian Motor Sport," he said.

It was finally over, although Redex did not finalise payment of the prize money to the winners until the early months of 1956. Despite finishing 1-2 in the Trial, Volkswagen made no effort to publicise their win. No 'Volkswagen wins!' ads appeared in the Sydney Morning Herald. The company was still new to Australia, and they did not yet have the resources for large advertising campaigns. However the results, and all the free press given by the dragged-out result saga, did wonders for the new Volkswagen company. Australian Beetle sales increased from 1,746 in 1954 to 5,800 in 1955.

Laurie Whitehead would continue to be involved with Volkswagens over the years to follow. He opened his own Volkswagen dealership on the Brighton Road at St Kilda in Melbourne in 1956. This became Smiths of St Kilda in 1963, surviving in business until the early 1970s (there has been no Volkswagen dealer in St Kilda since).

Cowangie-based Eddie Perkins continued to drive Volkswagens for many years, as did his famous son Larry Perkins, who began in Formula Vee in the 1969 before progressing to Formula 3, Formula 1, Le Mans, Touring Cars and V8 Supercars. Larry won Bathurst six times. Larry's son, and Eddie's grandson Jack Perkins, is a current V8 Supercar driver. The Perkins family still own some of the original trial VWs (or components from them).

Apart from Greg Cusack, who already had VW dealerships in Canberra, another VW driver from the 1955 Redex also opened his own Volkswagen dealership. Don Gorringer Pty Ltd was established at 72 Argyle St in Hobart in 1957. This became Equity Motors at the same address in 1961, and survived until 1966. Today's VW dealer in Hobart, Jackson Motor Company, only began in 2001. They are at a different location and share no history with the air-cooled VW era.

In January 1956 Redex boss Reg Shephard told the press that details of the 1956 Redex would be announced soon, but first he was awaiting for the director of the London and New York Redex companies, Mr H.I. Stevinson, to arrive in Australia. He said he expected him to arrive in February, and he would make announcements immediately after discussions with him. At the same time, the director of the Australian Sporting Car Club, Mr J. McLean, said that Mr Shephard had not yet approached the club about the 1956 Trial. The club had organised all three trials held so far.

Mr McLean said that it was up to the Redex company to approach the club if it wanted the club to organise the 1956 trial. "However, the ASCC has reserved two weeks in August for a major trial," he said.

Just prior to Mr Stevinson's arrival, a body of NSW motor clubs 'broke away' from the Confederation of Australian Motor Sport. They applied directly to the Royal Automobile Club in London for direct affiliation with the RAC, as they wanted to bypass the Melbourne-based CAMS. Before the breakaway body had even been named, Reg Shephard threw his support behind them. He was obviously still angry that CAMS had used its authority to dismiss the appeals, and declare Laurie Whitehead's Volkswagen the winner of the 1955 trial.

"This year's trial will not be run under the control of the Confederation of Australian Motor Sport," Shephard told reporters. "I hope the body of NSW motor clubs, which recently broke away from the confederation, will control it." He also said that London and New York Redex boss Mr Stevinson had just arrived. "During the next few days, Mr Stevinson, my Sydney co-directors and I will discuss the whole subject. But I can say now that the trial will only be of two weeks' duration, and will not go right around Australia. The Australian Sporting Car Club will be asked to organise it again."

Discussions, arguments and intrigue prevailed for several weeks. Finally, on 17 February 1956, Redex boss

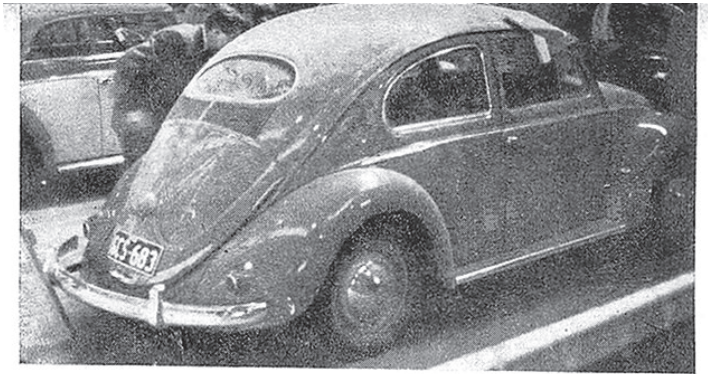
Reg Shephard announced that they would no longer sponsor the trials, saying, "There will be no Redex Trial this year." The Redex board had debated the subject at considerable length. They were concerned at the negative public reaction to the delays, arguments, appeals and legal action over the 1955 results. They were disillusioned by CAMS' involvement in the results. However, the main reason was that the Redex board was simply concerned that the name 'Redex' had become synonymous with the round-Australia car trials, and not the upper cylinder lubricant product they were trying to sell.

That was the end of the famous Redex Trials; the 1955 was the last one.

Other sponsors immediately stepped in to fill the gap; within hours, two potential new sponsors were making announcements. The Vacuum Oil Company said it would run a major trial to replace the Redex event, and Ampol Petroleum said that it would hold the 'Ampol Reliability Trial.'

There would be more Round Australia Trials, but they would have new names. The Redex era was over, but the Volkswagen era was just beginning.

Phil Matthews



Now a World Wide Favourite

Volkswagen, the original "people's car" from Germany, is proving particularly popular in Australia. Although not a good looking car, the bodywork and finish are extremely good for a car in its price range. Detail modifications midway 1954 increased the power of the flat four cylinder engine to 36 b.h.p. at 3,800 r.p.m. Inside there is room for four and occasionally five persons. Interior heating is standard equipment. All-independent suspension, featuring swinging half axles in the rear suspension, gives an excellent ride over any surface. Roadholding is first class. The rugged reliability of the "Volks" was proved in 1955 when it won first and second places in the Redex Trial.

● SPECIFICATIONS

ENGINE.—Cylinders, 4; Bore, 77 mm.; Stroke, 64 mm.; Cubic capacity, 1,192 c.c.; valves, overhead (push-rod); compression ratio, 6.6:1; max. b.h.p., 36 at 3,800 r.p.m.; carburettor, Solex downdraught.

TRANSMISSION.—Clutch, single dry plate; overall gear ratios: top, 3.5; 3rd, 5.4; 2nd, 8.3; 1st, 15.9; reverse, 20.5; propeller shaft, nil (rear engine).

BRAKES.—Hydraulic.

STEERING.—Worm type.

SUSPENSION.—Front: Independent (trailing arms and torsion bar. Rear: Independent (divided axle and torsion bars); shock absorbers, double-acting telescopic.

WHEELS.—16 in. with 5.60 x 16 in. tyres.

DIMENSIONS.—Wheelbase, 7 ft. 10½ in.; Track: front, 4 ft. 2¾ in.; rear, 4 ft. 1 in.; Overall length, 13 ft. 4½ in.; Overall width, 5 ft. 0½ in.; Overall height, 4 ft. 11 in.; Ground clearance, 6 in.; Turning circle, 32 ft.; Weight, 14½ cwt.; Fuel capacity, 8¾ gallons.

● ROAD PERFORMANCE

Acceleration Through the Gears:	Maximum Speeds in Gears:
0-30 m.p.h., 7.1 sec.	First Gear, 23 m.p.h.
0-50 m.p.h., 16.4 sec.	Second Gear, 46 m.p.h.
	Third Gear, 64 m.p.h.
M.P.G. at normal driving speeds: 37.	Top Gear, 74 m.p.h.

Easy Quiz answers.

1. 116 years. The war was fought between 1337 and 1453, between two royal families, the House of Valois and the House of Plantagenet, for the right to rule France. The French-based Valois family eventually defeated the English Plantagenets, and became French rulers. French peasant girl Joan of Arc was an inspiration for the final victory of the Valois.

2. Ecuador. A Panama hat is a traditional brimmed and banded hat made from plaited leaves of the toquilla straw plant. They were invented and made in Ecuador where the straw plant is grown, where the hat is known locally as the Jipijapa. They were shipped out via Panama, which was the South American transport hub to Europe and the USA in the early 1800s when the hats first became popular.

3. No sport. Volkswagens of the 1970s were named after winds. The Passat is a wind (there is also a sailing ship called the Passat), as is the Scirocco. The Golf is named after the Gulf Stream, which is Golf Strom in German. The VW Golf name has nothing to do with the game of golf. The golf ball gearstick on early GTI models was simply a German attempt at humour.

4. From sheep and goats, and sometimes pigs, horses or donkeys. Catgut is a strong cord made from the processed intestines of those animals, and was used for many years for the strings of musical instruments such as violins, cellos and harps, as well as in tennis racquets, clocks, bows and surgical sutures. Today artificial materials such as nylon are used instead. 'Catgut' is an abbreviation of 'cattle gut', meaning it was originally made from livestock. But never from cats.

5. None. Cities, motorways, railways, crop fields, ships at sea and the Great Wall of China can be seen from Earth orbit, but that is only 200 km up. The moon is over 400,000 km away, and no man-made objects are visible. At that distance even the continents are barely visible. The whole Earth looks as big as a marble held out at arm's length.

6. The USA. They were first made by Japanese restaurateur Makato Hagiwara in 1907, and sold in his Golden Gate Tearoom in San Francisco. The idea was soon copied by other restaurant owners in the city's Chinatown, and it spread around the world.

7. November. When the Bolsheviks overthrew the Russian czar in the famous revolution, Russia still used the older Julian calendar, which was 13 days behind the more modern Gregorian calendar. The revolution was 25 October 1917 by the Julian calendar, but 7 November 1917 by the Gregorian calendar. Most of Europe had changed to the Gregorian calendar in the 1700s, but Russia did not update until 1918, when they decreed that 31 January would be followed by 14 February.

8. Hero of Alexandria, who built a working aeolipile or 'wind ball' in around 62AD. It was a steam-driven metal

sphere mounted on bearings, and rotated at 1,500 rpm by steam jets. It was regarded as only an interesting toy, as no one could think of a practical use for it, so steam engine development stalled for another 1,500 years.

9. Scotland. Chicken tikka is originally a Bangladeshi dish of chicken cooked in a clay oven called a 'tandoor', but without the 'Masala', which means a mixture of spices. In a Glasgow restaurant in 1966, a customer asked for some gravy to go with his Chicken Tikka, and the chef improvised with tomato soup, spices and cream. Today the masala is usually made with ginger and garlic, tomatoes, butter and cream, spiced with cardamom, cloves, cumin, nutmeg, mild chilli and paprika, and yellow turmeric, which gives it the yellow colour. Today Britain exports chicken tikka masala to India.

10. Dogs. The Canary archipelago gets its name from the Latin name for the largest of the islands, which the Romans named the 'Isle of Dogs' (Insula Canaria) after the large numbers of wild dogs they saw there. 'Canis', Latin for dog, gives us the word 'canine'. Canary birds are native to the group, and they are named after the islands, not the other way around.

11. Nitrogen. It takes up 78% of the air we breathe, while oxygen is less than 21%. Argon is the only other significant portion, with 1%. Carbon dioxide, in spite of the global warming horror stories, is only a trace gas and makes up only four one hundredths of one percent of the air (0.04%).

12. Albert. He was born Albert Frederick Arthur George in 1895, the second son of King George V. His older brother was King Edward VIII, but he abdicated in sensational circumstances (Mrs Wallis Simpson). When Albert came to the throne in 1936 he respected the wish of Queen Victoria that no future king should ever be called Albert. Albert's wife, Elizabeth Bowes-Lyon (the Queen Mother), always called him 'Bertie', even when he was King George VI.

13. Six. They have three 'toes' on each foot on their hind legs. On their front legs, they have 'hands' with only two fingers (and claws) on each.

14. 616. The earliest-known copy of the Book of Revelation is a 1,700-year-old papyrus, discovered in the Egyptian city of Oxyrhynchus. A new translation done by the University of Birmingham in 2005 clearly showed the Number was not 666. Some scholars in the 1800s had also translated old parchments and derived the Number as 616, but these were not accepted at the time.

15. 46. While the USA's constitution recognises 50 'states' today, four of them are not states. Virginia, Kentucky, Pennsylvania and Massachusetts are actually Commonwealths, and have been since the War of Independence. In addition, the USA has two more Commonwealths – Puerto Rico and Northern Mariana Islands – that are NOT 'states'.

16. Gypsum. School 'chalk' is not chalk. Real chalk is made from calcium carbonate, and so is coral, limestone, marble, human bones, the lenses in our eyes, the scale in our kettles, and various indigestion pills. Gypsum is hydrated (wet) calcium sulphate, a completely different substance. Gypsum is used to make plaster, cement, paper, fertiliser, textiles, and school 'chalk'.

17. Iran. The wild tulip is native to Iran (as well as Turkey and Afghanistan), and is also found on the Iranian flag. The word 'tulip' comes from the Turkish word 'tülbind', which is also the source of the word 'turban'. Tulips were not brought to the Netherlands until 1554, from Constantinople.

18. Pink. So long as you are alive, the colour comes from the blood in the billions of blood vessels in brain tissue. Without fresh oxygenated blood, such as when you die or your brain is removed, the brain tissue turns grey, like the rest of your body tissues.

19. China. The Kiwifruit is the fruit of a woody vine called the *Actinidia Deliciosa*, which is native to Shaanxi, China. It was originally called the Chinese Gooseberry, and it has been declared as the 'national fruit of China'. The first seeds were imported to New Zealand in 1906, by the principal of Wanganui Girls College. The 'Hayward' strain was produced in New Zealand in 1924, and commercial planting began in the 1940s. It was named the 'Kiwifruit' in the 1950s. New Zealand is the third largest producer in the world, behind Italy and China.

20. Orange. New boxes of electronic gear, such as new radios, bombsights or radar units added to WW2 aircraft, were termed mysterious 'black boxes' by the flight crews. This name stuck when the first flight data and voice recorders were developed (in Australia) in the 1950s. Commercial recorders have been fitted to airliners since the 1960s. Today the recorders are coloured bright orange with reflective markings, to make them easier to locate and recover among the twisted smoking wreckage of a plane crash.

21. Edward. He was born Edward Gough Whitlam in Kew, Victoria, in 1916. He was the son of Fred Whitlam, a federal public servant. He married Margaret Dovey in 1942, during his time in the RAAF.

22. Bourbon. Both Bond, and his author Ian Fleming, were serious drinkers who knew what they liked. Fleming wrote 14 Bond novels, from *Casino Royale* in 1953 to *Octopussy and the Living Daylights* in 1964, over which Bond consumes a total of 317 drinks, one every seven pages on average. He drinks 58 bourbons, 38 scotches, 35 glasses of saki and 30 glasses of champagne. His famous vodka martini, shaken not stirred, was only consumed 19 times.

23. The Hawker Hurricane. The Spitfire might be more advanced and glamorous, but it was the sturdy Hurricane that did the work. In 1940 Hurricane squadrons outnumbered Spitfire squadrons three to two.

1,715 Hurricanes were used in the Battle of Britain, more than all the other RAF aircraft put together. Of the 2,739 reported kills, Hurricanes accounted for 58% to the Spitfire's 33%. The top ace of the Battle of Britain was Czech Hurricane pilot Sgt Josef František, who shot down 17 German aircraft, including 9 Messerschmitt Bf 109s. The only Victoria Cross awarded during the Battle of Britain went to a Hurricane pilot, Flt Lt Eric Nicholson.

24. Lieutenant. He joined the Royal Navy in 1755 as an Able Seaman. He passed his Master's examination in 1757, qualifying him to handle and navigate a ship of the King's Navy, and was promoted to the rank of Lieutenant. He kept this rank all through his Quebec service in the 1760s and on his first great voyage from 1768-1771. He was not promoted from Master to Commander (rank of Captain) until the start of his second great voyage in 1772.

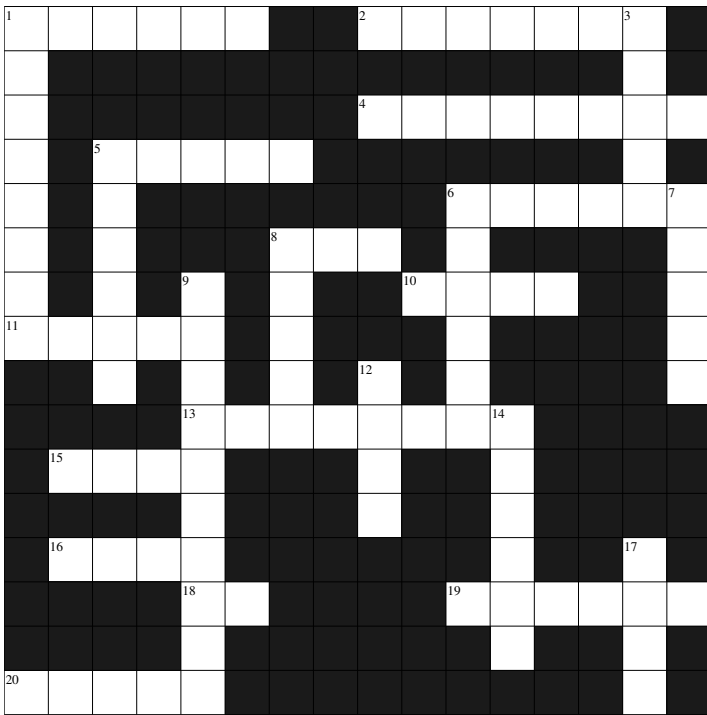
25. Mt Augustus, in remote north-west Western Australia, is two and a half times bigger than Uluru (Ayres Rock), as well as much older. Geologists class Mt Augustus as an asymmetric anticline. It rises 858 metres above the surrounding outback, with a ridge more than 8 km long. Its sandstone is as much as 1,100 million years old, so it appears much more worn and less like a 'monolith' than the much younger (400 million year-old) Uluru. Mt Augustus is also in one big piece, unlike Uluru, which is really the tip of an underground mountain formation that also pokes out at Mt Connor and Mt Olga.

26. Hardwood. Balsa (*Ochroma Pyramidale*) is a broadleaved, deciduous tree that is an angiosperm – a flowering plant – and is thus a hardwood in botanical terms. Softwoods come from non-flowering trees such as pines. While it is physically the 'softest' of all woods, Balsa is actually the strongest wood in the world for stiffness, bendability and compressibility, making it ideal for aircraft construction – from models to the WW2 Mosquito. Balsa is not the lightest of woods – that honour goes to the New Zealand whau tree, which was used by Maori fishermen to make floats.

27. Graphite. Pencils don't contain lead, and never have. Graphite is simply the most common form of carbon. The first pure deposits of solid graphite were found in Cumbria in 1564. The graphite looked like lead – hence the name - but it was not. A process to mix and fire graphite with clay to make pencil 'leads' was invented in the 1790s; the hardness could be varied by changing the amount or type of clay. Australia uses the European pencil grading system, from 9H (Hard) HB (Hard Black, a mid-point), to 9B (Black, very soft).

28. John. He was born John Malcolm Fraser in Toorak, Melbourne, in 1930. He married Tamara 'Tamie' Beggs in 1956.

29. Thirty years, of course, from 1618 to 1648. This religious war was fought in Germany, initially between the Catholics and Protestants but eventually spreading to the other European powers of the time. It ended with the Treaty of Münster, a part of the 'Peace of Westfalia'.



Club Veedub Crossword.

Across:

1. The name for VW's coming pick-up truck
2. The town where the Winter Break will be
4. Where you can see VW grag racing in February
5. They top up John Watt's jerry cans for free
6. Chris ...? has explained how the economy works
8. The new Golf this year will be the Mk ...?
10. The VW that is NOT named after a sport
11. The VW cruise destination with the blowhole
13. Deborah Broughton's website for VW collectibles
15. You should contact her about the Newcastle Dyno Day
16. Club Veedub's Motorsport guru is ??? Gutmann
18. The micro-sized VW coming to Australia
19. The coming CC model is which type of VW?
20. The biggest radio star of the 1950s was Jack ...?

Down:

1. The hot-rod car show at the Hubertus club
3. The German company that bought a fleet of VWs
5. Laurie has drievn his VW in the outback
6. The March Show n Shine is at ...? Power
7. For Club name badges, contact Raymond ...?
8. The festival at Thirlmere in March
9. The showground where the Sydney

- Super Swap is held
12. She was the best child bowler at the 10-pin night
 14. VW's mid-size 4WD SUV, now with petrol engines
 17. The Nationals Super Sprint is at Wakefield ...?

Last month's crossword.

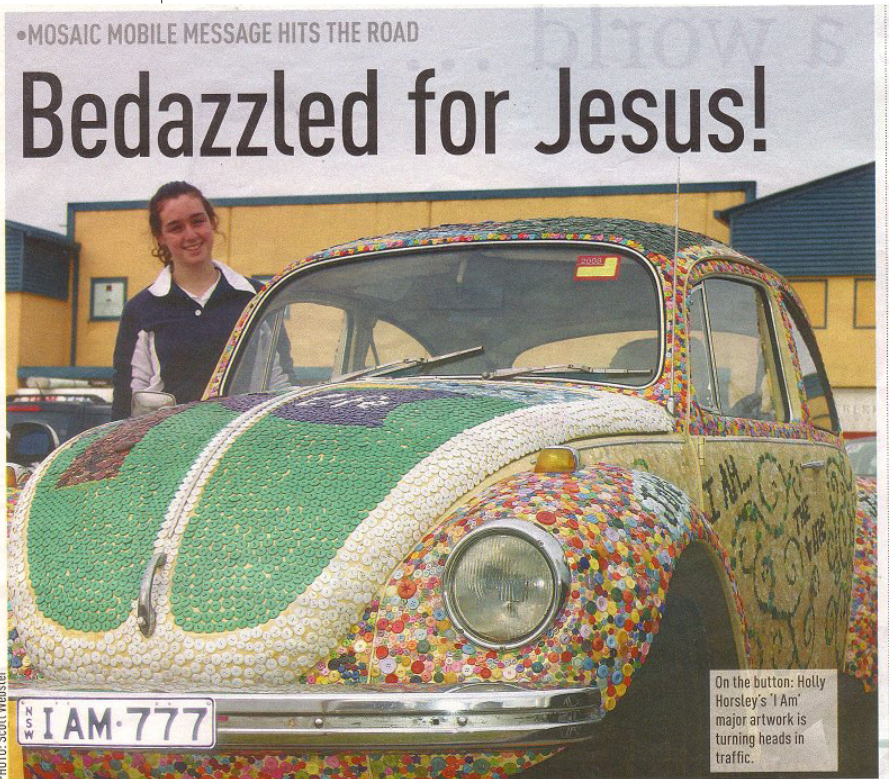
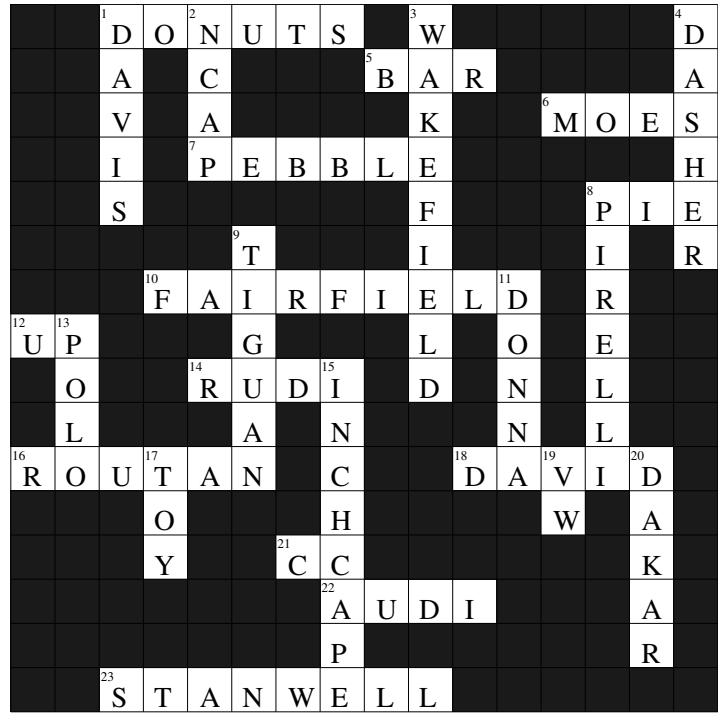


PHOTO: Scott Webster

On the button: Holly Horsley's 'I am' major artwork is turning heads in traffic.

WHAT would you say if this car pulled up next to you? "I am the way, the truth and the life," hopes Year 12 student Holly Horsley. Holly, a member of Eagle Vale Anglican Church, covered the Volkswagen in buttons for her HSC major artwork, designed around the "I am" sayings in John's gospel. The William Carey Christian School student plans to drive the roadworthy car around as a "mobile testimony" once she gets her P-plates. "I get the strangest looks when I drive it," she says. "Little kids jump up and down waving, and people back up at the traffic lights!"

Club Veedub. Aus Liebe zum Automobilklub.



Original

Few designs are ever remembered after they have gone. Even fewer become legends in their own lifetimes.

The Volkswagen Golf GTI is such a design. An original.

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Everything about the Golf GTI reflects its sports heritage – crisp design lines, flared wheel arches, wrap-around sports seats, padded four-spoke steering wheel.

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Germany, so we confidently give it a two year/60,000km warranty and a six year corrosion-perforation warranty.

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Defender Safety	(02) 9838 8986
Elders Vehicle Insurance	(02) 4283 3470
Gold Coast Veedub	Qld (07) 5537 6200
Harding Performance	Qld (07) 3392 2980
H & M Ferman	(02) 9533 2722
Indian Automotive	(02) 4731 6444
Jax VW Head Service	(02) 6621 5561
Karmann Promotions	Vic (03) 9588 0279
Klaack Motors	(02) 9724 5901
Kombi Rescue	0400 356 057
Kombi Shop	0425 250 840

Korsche VW Performance	(02) 4325 7911
Les Barlin Automotive	(02) 6552 3190
Mick Motors	Qld (07) 3266 8133
Mobile Model Cars & Toys	(02) 9543 5364
Monster Garage	(02) 4733 2447
NRMA Vintage Classic Insurance	1800 646 605
No Bugs Sydney	0427 311 047
North Rocky Mechanical	Qld (07) 4922 0111
Nulon Products Australia	1800 679 922
Peakhurst auto	(02) 9533 2595
RedVan Tyre Colouring	0408 254574
Reliable Automotive Services	(02) 9438 3830
Shannons Classic Car Insurance	1300 139 006
SKH Motors	(02) 4655 3461
Speedworld Collectables	(02) 4732 4674
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	(02) 6677 9246
Super Roo NSW Q8 Oils	(02) 4684 2833
TCCA Motorsport	(02) 9436 3668
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkshaven	(02) 4626 5255
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW King @ Dr Mosha	(02) 9534 1077
VW Magazine Australia	Qld (07) 3806 1240
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524



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